



Global West Suspension  
655 S. LINCOLN AVE / SAN BERNARDINO CA. 92408  
PHONE 877-470-2975 / FAX 909-349-2095  
Web address: globalwest.net

**TUBULAR UPPER CONTROL ARM KIT #CTA-37A, CTA-37AP  
1973-1977 a-body**

Kit CTA-73A, AP is a fully assembled control arm complete with bushings, cross shafts, upper ball joints, and snubbers. Installation is simple.



1. Lift the front of the vehicle up and support the frame with jack stands.
2. Remove the front tires and place a floor jack under the lower control arm out by the ball joint. Using the floor jack lift the lower arm up until the upper control arm is off the upper frame bump snubber. (Place an additional floor jack under the control arm for safety).
3. Remove the upper ball joint nut and separate the ball joint from the spindle by using a pickle fork.
4. Remove the 2 bolts supporting the upper control arm cross shaft. (Remove the alignment shims located next to the shaft and remember what position they came from. Note: Don't worry about it if you forget. The alignment shop is going to adjust them anyway).
5. Remove the upper control arm by sliding them off the frame studs. **(If the exhaust is in the way press the studs out. DO NOT PUT A SOCKET ON THEM AND TURN THEM OUT. THE BOLTS ARE KNURLED. SPINNING THEM OUT WILL DAMAGE THEM).**
6. Install your new upper arm. There is a right and left. The shortest tube on the upper arm goes towards the rear of the car.
7. If you had to remove one or both of the upper frame bolts, simply take a drift and tap them back into the frame. Make sure the new arm is in position first.
8. Place the alignment shims back on the bolts and tighten down the upper shaft to the frame. (The shims go between the frame and the upper shaft).
9. Slip the upper ball joint through the spindle and tighten the ball joint nut. Torque to 60 foot pounds. Lubricate ball joint and install the cotter pin.
10. Remove the safety floor stand and lower the floor jack. Repeat the same procedure for the other side. After completion you must get the car aligned.

Street alignment settings

Driver side	Passenger side
Caster 5 degree's positive	Caster 5 ½ degree's positive
Camber 0 to 1/2 degree negative	Camber 0 to 1/2 degree negative
Set toe to toe-in (3/32 total)	Set toe to toe-in (3/32 total)

**TUBULAR UPPER CONTROL ARM KIT #CTA-71A / AP  
1970-1981 CAMARO/FIREBIRD**

Road Racing initial settings

Driver side	Passenger side
Caster 6 1/2 degree's to 7 positive	Caster 6 1/2 degree's 7 positive
Camber 1 1/4 to 1 3/4 degree's negative	Camber 1 1/4 to 1 3/4 degree's negative
Toe ??? see below	Toe ??? see below

Set toe to toe-in (3/32 total) long course, set toe to toe-out short course 1/16 out per side. Set toe by pushing out on the front of the tires. Notice the deflection in the steering system. There should be very little. The toe should be measured at this point.

Drag Racing alignment specifications

Driver side	Passenger side
Caster 6 degree's positive	Caster 6 degree's positive
Raise the car with a floor jack located at the cross member ¾ of an inch. Set the camber to zero both sides.	
Set toe to toe-in (1/32 total). Set toe by pushing out on the front of the tires. Notice the deflection in the steering system. There should be very little. The toe should measure 1/32 in (total) at this point.	

