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Part # CTA-31H --- Corvette front tubular lower control arm kit --- 1963-82

Global West tubular control arms are pre-assembled for easy installation. New installation hardware is also included.

Parts list:

- Fully assembled right lower arm
- Fully assembled left lower arm
- 4 – 7/16 grade 8 bolts 2-1/4 inches long fine thread
- 4 – 7/16 lock washers
- 2 – 9/16 grade 8 bolts 2-1/8 inches long machined fine thread
- 2 – 9/16 stovelock nuts fine thread
- 4 – 9/16 thick washers



1. Raise the front of the vehicle up and install jack stands under the frame. Remove the wheels.
2. Remove the shocks.
3. Use an inside spring compressor and compress the spring, removing tension on the lower control arm.
4. Place a floor jack under the lower control arm and lift the lower arm up so the upper control arm bump stop is no longer touching the arm. Remove the cotter pin and lower ball joint nut. Using a pickle fork or other ball joint removing tool, separate the lower ball joint from the spindle. The spindle will drop off the lower ball joint once the ball joint releases.
5. Swing the spindle out of the way. Using a small 2x4 piece of wood, raise the upper arm and place the wood between the frame and control arm. This will keep the assembly out of the way.
6. Lower the control arm and slide the spring out of the frame pocket.



7. Remove the lower control arm from the frame.



8. Install the new lower control arm with new hardware supplied in your kit. The 9/16 bolt supplied in the kit requires using two thick washers, one on the top of the frame and one next to the shaft. Place one thick washer on a 9/16 bolt, install from the top down through the frame.



9. Install the 7/16 bolts towards the front of the shaft using new bolts and washers. Reuse the factory-threaded block.

10. Tighten down the bolts and torque the front bolts to 65-foot-pounds and torque the rear 9/16 bolt to 90 foot-pounds.

11. Coilover springs: The top of the coil spring will index in the frame pocket. **NOTE: The spring is conical wound so the large end (3.625 id) goes up into the frame and the small flat ground side (2.5 id) indexes on the shock adjusting collar.** Place the spring on the shock with the shock collars already assembled on the shock body. Adjust the collars all the way down to the bottom of the shock. Slide the spring over the shock with the small end down, extend the shock shaft all the way out of the shock body until it stops, and install the steel shock shaft washer and rubber bushing. Next slide the shock into the frame shock hole and index the spring in the pocket. Place the upper rubber shock bushing on the shock shaft and then the steel washer. Install the shock nut so the shock is supported in the frame. Recheck the spring index in the frame. Raise the lower control arm up to the shock and install the lower shock bolts through the shock cross shaft and into the lower arm. Note: The shock bolts on the top of the lower arm.



12. Slowly raise the arm to fit the ball joint into the spindle. Install the castle nut on the ball joint and torque to 70 ft-lbs. Next, tighten the nut to line up the slot in the nut and hole in the ball joint and install a new cotter pin.

13. Repeat steps 6 through 12 on the other side

14. Install the sway bar end link hardware on both sides but do not torque the bolts until the car is back on the ground. Replace the wheels and tires, raise the car, remove the jack stands and lower the car on to the ground. Torque the sway bar end link bolts to 25 ft-lbs.

15. After completion lubricate the lower ball joints and install the wheels.
Note: The lower control arm bushings come pre-lubricated.