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**TUBULAR UPPER CONTROL ARM KIT #CTA-42A and CTA-42AP
1964-1972 CHEVELLE, EL CAMINO, GTO, LEMANS, BUICK GS, SKYLARK, OLDS 442,
A-BODIES**

Kit CTA-42A/AP are fully assembled control arms 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 nuts holding the upper control arm cross shaft to the frame. (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 shaft off the frame studs. **(If the exhaust is in the way press the studs out. DO NOT try to turn bolts out of the frame, they are pressed in. The bolts are knurled. Trying to screw them out of the frame will damage the knurl and open the frame hole up.)**
6. Once the upper arm is removed, remove the rubber upper bump stop on the frame. If you don't see one you may have already lost it. A lot of the older cars have lost them do to age and deterioration.
7. Installing your new upper arm is easy. There is a right and left. The control arms are stamped (D) for driver and (P) for passenger on the bottom side of the bump stop plate.
8. 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.
9. 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).
10. 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.
11. 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.

New alignment specs.

Caster driver side 5 degrees positive /// Caster passenger side 5-1/2.degrees positive

Camber 1/2 degree negative both sides

Set toe in 1/32 per side up to 3/32 total.