Global West Suspension
655 SOUTH LINCOLN AVE / SAN BERNARDINO CA. 92408
PHONE 877-470-2975 / FAX 909-890-0703
Web address: globalwest.net

INSTALLATION INSTRUCTIONS
NEGATIVE ROLL CONTROL ARM KITS, **CNR-88A, CNR-88B**

Depending upon how your kit was ordered, it is possible that upper control arm bushing presswork may have to be completed. Do not hammer on any of the parts as a substitute for using the hydraulic press. **NOTE:** Disc brake wheels of at least 15" in diameter will be required when swapping to the 12" front disc system.

Our brake conversion (11" or 12") will not allow you to use your factory original spindles. You must change over to the 1" taller disc brake spindles which are used on the '70-'80 Camaro Firebird, '75-'79 Nova, '73-'77 A-body cars or the '78-'92 full size GM. (The '78-'92 full size "B" body spindles are used if a swap to 12" disc is desired). If you are junkyard scroughing for brake parts, it is always good policy to get the related rotors and calipers for the spindles you are going to use, instead of mix and match.

Negative roll upper control arm kits contain:
2 Upper control arms, right & left side, with ball joints installed
4 Stock upper control arm bushings (A kit only)
4 Del-A-Lum control arm bushings (C kit only)
Assorted installation hardware (A kit only)

The procedure for removing your original spindles can be obtained from a Mitchell, Chilton or other service manual if you do not already know how to do so.

1. Remove the upper arms from the vehicle. **Do not** try to turn the bolts out of the frame. They are pressed in and must be pressed out to remove. Turning the bolts will either damage them or the frame hole. Sometimes a slight tap with a hammer will pop them loose. **Don't damage the threads!** Disassemble the stock arms if you are going to install a CNR-88-A kit. You will be using the original upper arm shafts when assembling you're a kit.
2. Press in the upper control arm bushings. (A kit only) You'll be using the hardware pack provided with you're a kit. From this diagram you can see how to assemble the arms. When pressing the bushings into place, support the arms properly to avoid damaging them. After pressing the bushings the bushings in and assembling the arms using the hardware provided, do not torque down on the shaft end nuts until the vehicle is back on the ground.
3. Install your new upper arms. They will only go one way. That is, there is no right to left. Take the framebolts and tap them back into the frame.
4. You will note that your CNR-88 kit has a bump stop welded onto it. These stops which are located on the control arms crossbar, are designed to protect the ball joints from going into bind and possibly damaging them.

NOTE: our bumpstops will cause no noises in your suspension. The only time this portion of the arm will hit the frame is when the car is in full droop: i.e., when the vehicle is airborne.

5. Install the new spindles and torque the ball joints appropriately.
6. Install outer tie rod ends and torque to proper specification.
7. Install disc brake assembly; rotors; calipers; hoses, etc. Your shop manual will help.
8. On all vehicles undergoing a swap to 11" or 12" disc, the factory original proportioning valve will work, there is no need to swap this item over from the donor vehicle.
9. On all vehicles, which had a vacuum-Boost or Hydro-Boost style power brake system from the factory, the master cylinder must be changed. Contact Global West Suspension Systems or your distributor for the correct part. Those vehicles, which had electric power brakes from the factory, (Buick Grand National, etc) will **not** require a new master cylinder.
10. After you get the brakes on the vehicle hooked up and working properly, install the wheels and lower the car onto the ground. If you installed a Negative roll kit; torque your upper control arm bushings to 45 ft/lbs. If you have a B or C kit, the control arms are pre assembled and are already torqued correctly.
11. Align the vehicles front end to the following specifications:

CNR 88 Alignment Specs

	Drivers side	Passengers side
Caster	2-1/2 degrees positive	3 degrees positive
Camber	¼ to ½ a degree negative	¼ to ½ a degree negative
Toe	1/32 in	1/32 in

Note: Specifications are with driver's weight in the vehicle.