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

Kit CTA-42A is a fully assembled control arm complete with bushings, cross shafts, upper ball joints, and bump stops. 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 stop. (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. Once the upper arm is off, 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. Install your new upper arm. There is a right and left. The bump stop mounted in the control arm goes towards the front of the car.
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.

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The following instruction sheet applies to the following applications:

Part # CTA-42L

LOWER CONTROL ARM INSTALLATION

1. Use the floor jack to raise the car and wheels off the ground.
2. Place the jack stands on appropriate areas of the frame to support the car. Do **NOT** place the stands under the lower control arms. Lower the car on to the jack stands and remove the floor jack.
3. Remove both front wheels and tires.
4. Remove the nuts, bolts, bushings, washers and spacer tube from the front sway bar end links and set aside.
5. Starting on one side of the care, remove the upper shock mounting nuts, washers and bushing. Remove the shock absorber lower mounting bolts and slowly lower the shock and remove from the bottom of the lower control arm and set aside.
6. Using a coil spring compressor, install the spring compressor inside the coil spring. Using suitable tools compress the spring until pressure is removed off the lower arm.
7. Using suitable tools remove the lower ball joint cotter pin and loosen the slotted hex nut. Only loosen the lower ball joint nut so you can see about a 1/8 of an inch gap between the nut and spindle.
8. Use a ball joint pickle fork and separate the lower ball joint from the brake/spindle assembly. Place the floor jack under the lower ball joint and raise the jack enough to relieve pressure on the lower ball joint. Remove the lower ball joint nut. Slowly lower the jack and swing the spindle out of the way. Allow the upper control/spindle assembly to rest on the bump stop against the frame.
9. Remove the floor jack and coil spring.
10. Loosen and remove the lower control arm pivot bolts and nuts. Remove the lower control arm.
11. Install the new lower control arm using the factory bolts and nuts. Torque both bolts to 70 ft-lbs. Del-a-lum bushings can be tightened with the arm hanging. The bushing act like a bearing so it will pivot without bind.
12. Place the top of the coil spring in the frame pocket. **NOTE: Most springs have a tight wind on one end of the coil spring or they are flat ground. This end goes up to into the frame.** Make sure the spring cushion is installed in the tubular lower arm pocket. The spring cushion is furnished with the lower arm and can be rotated to index with the coil spring. With the cushion in position raise the lower control arm up to the spring via the floor jack placed out by outer ball joint. NOTE: Make sure the spring is indexed in the frame.

13. Slowly raise the arm to fit the ball joint into the spindle. Install the castle nut on the ball joint and torque to 80 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.
14. Install the shock absorber using the existing mounting hardware.
15. Repeat steps 6 through 12 on the other side
16. 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.