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**TUBULAR UPPER CONTROL ARM KIT #CTA-18A, CTA-18AP  
1980-1996 Impala, Caprice, Belair, Impala SS**

Kit CTA-18A 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. There should be a D or P market on the bottom of the ball joint plate – d-driver – p- passenger.
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 1/4 to 1/2 degree negative	Camber 1/4 to 1/2 degree negative

Set toe to toe-in (3/32 total)	Set toe to toe-in (3/32 total)
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