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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.