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## 1965-70 Impala Front tubular upper control arm kit Part # CTA-50A



Installation will require jack stands, floor jack, and related hand tools. A Service manual will also have a detailed procedure on removing the upper control arm. The procedure we use is as follows.



1. Make sure the car is in park or in gear and set the parking brake. We also block the rear wheels. Raise the front and support the car with jack stands under the frame rails
2. Remove the tires.
3. Place a floor jack under the lower control arm out next to the lower ball joint. With the floor jack lift the suspension until the upper control arm is off the bump stop. For safety reasons place a jack stand under the lower arm to help support it if the floor jack was to leak down.
4. Remove the upper ball joint cotter pin and nut. Use a

- pickel fork and separate the ball joint from the spindle.
5. Loosen the bolts that hold the upper control arm shaft to the frame. Remove all the alignment shims from the location and continue removing the upper control arm nuts (photo).
6. Slide the upper arm off the studs. If the steering shaft or headers are in the way. You will need to remove the serrated bolt / stud out of the frame.

**Do not try to unscrew the studs or take an impact gun and blast them off the frame. You will damage the frame and the stud.** You must press the stud straight out. We use a C clamp and socket.



Place the 3/4 socket over the head of the bolt/stud and with a C clamp over the socket and stud, screw the C clamp together. The stud will pop out of the frame.





**Note: When you re-install the stud in the frame, have the new upper arm in position so the studs are resting in the cross shaft. Use a drift punch and drive the stud back into the frame.**

7. With the arm removed locate the correct upper control arm for the side you are working on. A fast reference is the upper bump stop goes towards the front of the car. By slightly angling the upper control arm through the inner fender well installing the new upper control arm.



8. Slide the upper arm shaft over the frame studs. If you removed one or both of the studs, re-install them now.

**Make sure the stud is in the upper arm shaft, use a drift punch and drive the stud back into the frame**

9. Go ahead and install the 7/16 nuts on the upper arm cross shaft bolts and tighten down.
10. The next step will be installing the upper ball joint into the spindle. Tighten down the upper ball joint to the spindle and torque to 65 foot- pounds. Lubricate the upper ball joint after installation. The upper control arm bushings are all ready lubricated during assembly.



After completing the upper arm installation an alignment will be required. The following specifications will only work with Global West control arms. They **will not** work with stock control arms.

Caster	Camber	Toe-in
Driver side 4 degrees positive	¼ to ½ degree negative	1/16 toe in
Passenger side 4-1/2 degrees positive	¼ to ½ degree negative	1/16 toe in