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Part # CTA-50H --- Impala, Caprice, Belair, Biscayne Front lower control arm instructions

Parts list:

- Fully assembled right lower arm
- Fully assembled left lower arm

Installation will require jack stands, floor jack, spring compressor, and related hand tools. A Service manual will also have a procedure detailed on removing the lower 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. Make sure you raise the car up high enough so the lower arm can swing down to the ground without touching the ground.
2. Remove the shock absorbers.
3. Install an inside spring compressor up through the lower arm and compress the spring.
4. Remove the lower ball joint cotter pin and nut.
5. Use the floor jack and place the jack under the spring pocket offset towards the ball joint side. Raise the jack up until the upper control arm rises up off the frame and bump stop. Use a suitable pickle fork and separate the lower ball joint from the spindle. When the spindle separates, the lower arm assembly with spindle will drop off the ball joint.
6. Raise the upper arm and spindle assembly up and slide a 2x4 up between the frame and upper arm. This will hold the assembly out of the way so you can work on the lower.
7. Lower the floor jack and remove the coil spring.
8. With the spring removed go ahead and unbolt the lower control arm from the frame.
9. Install the lower control arm. The lower control arm is pre-assembled. There is a right and a left. The easiest way to tell which is left or right is by the sway bar mount bracket that is welded to the control arm. The sway bar mount is towards the front of the car. In the kit there are 4 spacers. One spacer goes on each side of the bearing. (See photo). You will also see a plastic dowel. The dowel will help facilitate installing the control arms in the frame. Take the dowel and push it through the bearing in the control arm. Place on the dowel one steel spacer on each side of the bearing. The taper on the spacer should be that the smaller end goes next to the bearing. The dowel will hold the spacers in place when you install the control arm up into the frame.
10. Install the control arm up into the frame. Take the stock eccentric lower arm bolt and install it through the frame and lower arm assembly. This will push out the dowel through the frame hole and also help align the bearing in the frame. The dowel will drop out and should be used on the other side for installation. Keep the dowel in your toolbox. You may need it someday. With the eccentric bolt through the frame, finish stalling the



eccentric cam washer and hardware. Position the eccentric by rotating the bolt until the bolt appears to be about in the middle of the slot. Torque the 9/16 bolt to 120 foot-pounds.

11. Install the strut rod next onto the lower control arm. The strut rod will index on the tubular arm just as it did on the stock unit. Torque the bolts to 65 foot-pounds.
12. For springs: The top of the coil spring will index in the frame pocket. **NOTE: The spring is conical wound so the large end goes up into the frame and the small flat ground side indexes on the shock adjusting collar.** Place the spring on the shock with the shock collars already assembled on the shock body. Adjust the collars all the way down to the bottom of the shock. Slide the spring over the shock with the small end down, extend the shock shaft all the way out of the shock body until it stops, and install the steel shock shaft washer and rubber bushing. Next slide the shock into the frame shock hole and index the spring in the pocket. Place the upper rubber shock bushing on the shock shaft and then the steel washer. Install the shock nut so the shock is supported in the frame. Recheck the spring index in the frame. Raise the lower control arm up to the shock and install the lower shock bolts through the shock cross shaft and into the lower arm. Note: The shock bolts in on top of the lower arm.
13. Remove the 2x4 holding the upper arm up and line the spindle up to the ball joint. Install the spindle on to the lower ball joint. Using a floor jack, raise the lower arm high enough to re install the spindle to the upper arm. Install the lower ball joint nut and tighten to 80 foot-pounds and the upper to 55 foot pounds. Install the cotter pin.
14. 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.
15. Lubricate the lower ball joint. (Note: The bearing does not require grease).
16. Use the same procedure on the other side.
17. Adjust ride height by rotating the adjusting rings on the shock collar.
18. The car will require an alignment after installation.

Global West also manufactures the following parts for your vehicle.

- Tubular front upper and control arms (featuring a major geometry change).
- Front and rear springs (one inch drop)
- Rear tubular upper and lower control arms
- Rear anti-squat bracket
- Adjustable track bar/panhard rod.
- Adjustable track bar relocation kit