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Part # CTA-50L --- 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 attachment bracket welded to the control arm. The sway bar attachment goes to the front of the car. In the kit there are 4 gold spacers. One spacer goes on each side of the bearing. (See photo). In the kit 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 narrowed 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. The next step is to reinstall the spring. There is a coil spring cushion that rests in the spring pocket of the lower control arm. The cushion has a place where the coil spring will index. When you place the spring up into the frame, there is an index just like what is shown in the spring cushion. Install the spring at this time.

Index the upper part of the spring first and then swing the lower arm up to the spring. Rotate the spring cushion until the cushion will index with the spring. Use a floor jack under the lower control arm to help hold the arm close to the spring. The floor jack should be positioned towards the ball joint side, not directly under the spring pocket.



Slowly raise the floor jack and slip the spring into the spring cushion. Sometimes you may need a pry bar to help guide the spring into the cushion.

13. Raise the lower arm high enough to re install the spindle. Remove the 2x4 holding the upper arm up and line the spindle up to the ball joint. Lower the spindle so the ball joint drops in. Install the lower ball joint nut and tighten to 80 to 90 foot-pounds. Install the cotter pin.
14. Remove the spring compressor from inside the coil spring.
15. Reinstall the shocks.
16. Lubricate the lower ball joint. (Note: The bearing does not require grease).
17. Use the same procedure on the other side.
18. The car will require realignment 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