



Global West Suspension
655 South Lincoln Ave.
San Bernardino, CA. 92408
PHONE: 877-470-2975
FAX: 909-890-0703
globalwest.net

TUBULAR UPPER CONTROL ARM KIT # **TLC-42**
64-72 Chevelle, GTO, Skylark, Olds 442, A-body **DRAG RACE ONLY**

The TLC-42 kit is a fully assembled control arm complete with bushings, cross shafts, upper ball joints, and bump stops. **This designed for drag race use only not intended to use on the street!** Installation is simple and straight forward.



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 two 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 the shaft off the frame studs. **(If the exhaust is in the way, press the studs out. Do NOT put a socket to them and turn them out. The bolts are knurled. Spinning them out will damage the studs and possible the frame).**
6. Install your new upper arm. **There is a right and a left. The upper arms are marked (D) for driver and (P) for passenger. The letters are found on the bottom side of the ball joint plate or on the strap around the bushing housing.**
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 shim back on the bolts and tighten down the upper shaft to the frame. (The shims go between the frame and upper shaft).
9. Slip the upper ball joint through the spindle and tighten the ball joint nut. Torque to 50 ft-lbs, lubricate the 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.

Drag Race upper control arm alignment specifications:

DRIVER SIDE:

Caster 5 1/2 degree's positive

Camber 0 degree's

Toe – in (1/64 in per side)

PASSENGER SIDE:

Caster 5 1/2 degree's positive

Camber 0 degree's

1. Raise the car with a floor jack located at the cross member $\frac{3}{4}$ of an inch. Set the camber to zero both sides.
2. Set toe by pushing out the front of the tires. Notice the deflection in the steering system. There should be very little. The toe should measure 1/32 in (total) at this point.