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Tubular Upper Control Arms
1978-88 Chevelle, El Camino, Buick Grand National
& G-Bodies

Part # CTA-88B – turbo application are fully assembled control arm compete 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).
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. Install your new upper arm. On the bottom side of the ball joint plate there is letter stamped into the plate. D is for the driver side and P is for the passenger side.
7. If you had to remove one or both of the upper frame bolts, simply take a drift and tap them back into frame. Make sure the new arm is in position first.
8. RE-install two 1/8 inch shims on each bolt. NOTE: Don't worry about the alignment. The alignment shop is going to adjust them anyway. The alignment shims go between the cross shaft and the frame. Tighten down the bolts with the shims in place.
9. Slip the upper ball joint through the spindle and tighten the ball joint nut. Torque to 60 ft-lbs. Lubricate 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.

Alignment Recommendations

Street Application:

Caster: Driver - 4 ½ degrees positive
Passenger - 5 degrees positive

Camber: ½ degree negative both sides

Toe: Toe in 1/32 per side

Drag Racing:

Caster: Driver – 6 ½ degrees positive
Passenger – 6 ½ degrees negative

Camber: Camber set to Zero with the front end raised ¾ to 1 inch above static height.

Toe: Set toe to 1/32 inch per side

Road Racing:

Caster: Driver 6 ½ to 7 degrees positive
Passenger 6 ½ to 7 degrees positive

Camber: Starting point 1 ½ degrees negative both sides.
Several variables affect this setting.

Toe: Toe in long course 1/32 in per side
Toe out short course 1/16 per side