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TUBULAR UPPER CONTROL ARM KIT #CTA-57A (1955-57 CHEVY)

Kit CTA-57A is a fully assembled control arm complete with bushings, cross shafts, upper ball joints, and snubbers. 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 snubber. (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. Once the upper arm is off, remove the rubber upper snubber on the frame. If you don't see one, you may have already lost it. A lot of the older cars have lost the bump stop due to age and deterioration.
6. Install your new upper arm. There is a right and left. The control arms are stamped (D) for driver and (P) for passenger on the bottom side of the bump stop plate.
7. Place (2) 1/8-inch shims on each bolt for starters. The alignment shop will do the rest. (The shims go between the frame and the upper shaft).
8. Slip the upper ball joint through the spindle and tighten the ball joint nut. Torque to 60 foot pounds. Lubricate ball joint and install the cotter pin.
9. 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.



New alignment specs.

Power steering cars

Caster driver side 4 1/2 degrees positive /// Caster passenger side 5 degrees positive

Camber 1/4 degree negative both sides

Set toe- in too --- 1/32 per side up to 3/32 total.

Manual steering cars

Caster driver side 3 1/2 degrees positive /// Caster passenger side 4 degrees positive

Camber 1/4 degree negative both sides

Set toe in 1/32 per side up to 3/32 total.