



INSTALL INSTRUCTIONS:

Cognito Ball Joint SM Series Upper Control Arm Kit for 14-18 GM 1500 2WD/4WD Trucks and SUV's with Stamped Steel/ Cast Aluminum Control Arms
SKU: 110-90293



PARTS LIST FOR SKU: 110-90293

QUANTITY	PART #	DESCRIPTION
1	8187	Driver Upper Control Arm
1	8188	Passenger Upper Control Arm
2	199-90804	Ball Joint, bolt In
1	HP9047	Hardware package

WARNING

Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools, and take appropriate precautions when working under a vehicle. If these instructions are not properly followed you may jeopardize your, and your passenger's safety, and severe frame, suspension or tire damage may also result from improper installation.

TECH NOTES

- This upper control arm kit will fit on a stock vehicle with factory wheels and tires. Larger than factory tires will not fit on factory wheels without rubbing the control arms.
- Due to the difference in factory packages (cab, engine, and transmission configuration), the spring rates may be different, and it could take more than one shock adjustments to get the desired ride height.

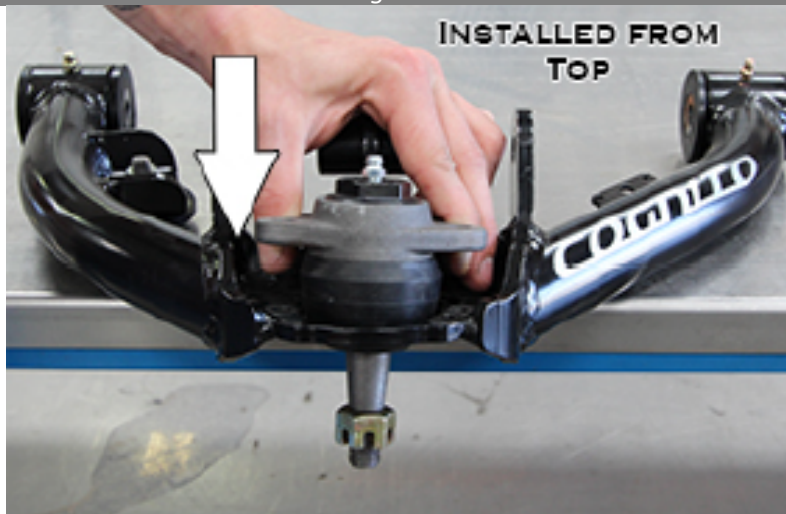
REQUIREMENTS

- Installation requires a qualified mechanic.
- Read instructions carefully and study the pictures (if included) before attempting installation.
- Check the parts and hardware packages against the parts list to assure that your kit is complete.
- Always wear safety glasses when using power tools. Some cutting is required.

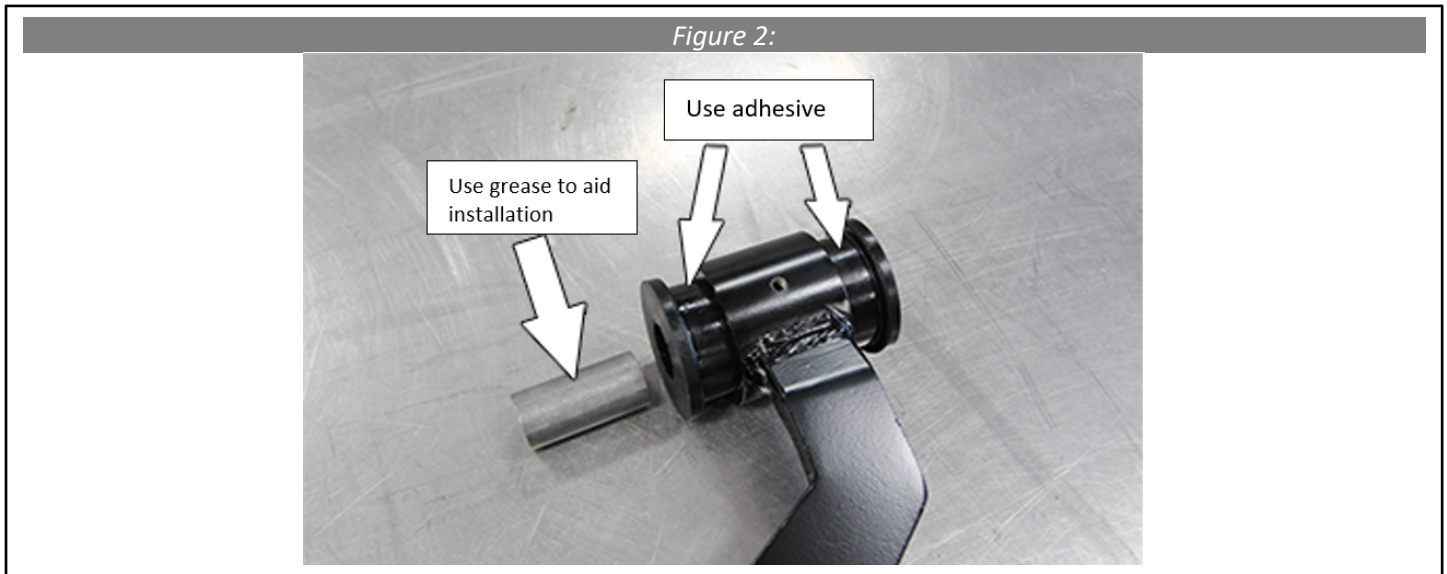
INSTALLATION

1. Remove the factory upper control arms by supporting the lower control arms with a floor jack or some kind of stand used in a safe fashion. Loosen the ball joint nut of the upper control arm enough until you can spin the nut with your fingers, but do not remove totally, and use a pickle fork to separate the ball joint from the spindle, or tap on the side of the spindle next to the ball joint stud. When the tapered seat of the ball joint breaks loose, you may then remove the ball joint nut, and separate the factory upper control arms from the spindles.
2. Remove the factory bolts and eccentric washers that connect the control arm to the frame, but retain them for future use. Place them aside in order so they can be re-installed in the same place they came off. The plastic inserts will need to be removed and discarded from the eccentric washers.
3. Mount the supplied ball joints with the 5/16" bolts, flat washers, and locknuts provided in Hardware Package 9047 to the top of the ball joint pocket of the Cognito upper control arms. Use anti-seize lubricant on the threads. Tighten all hardware in this step to 22 ft/lbs. of torque.

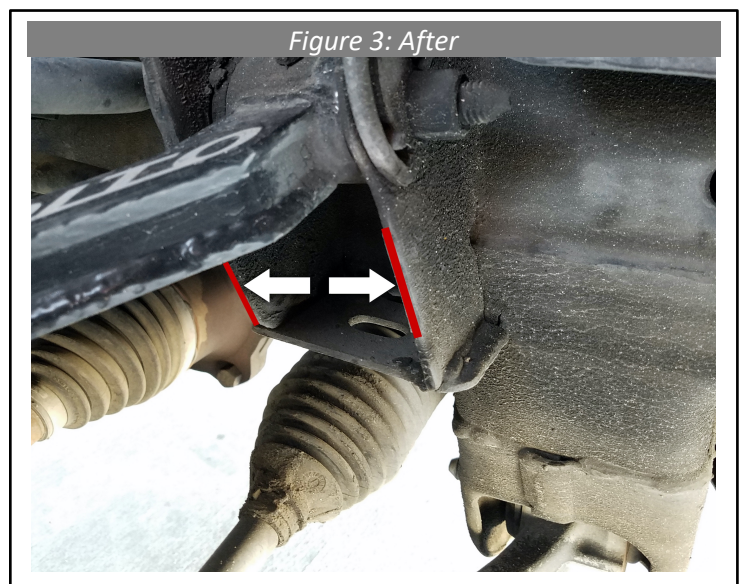
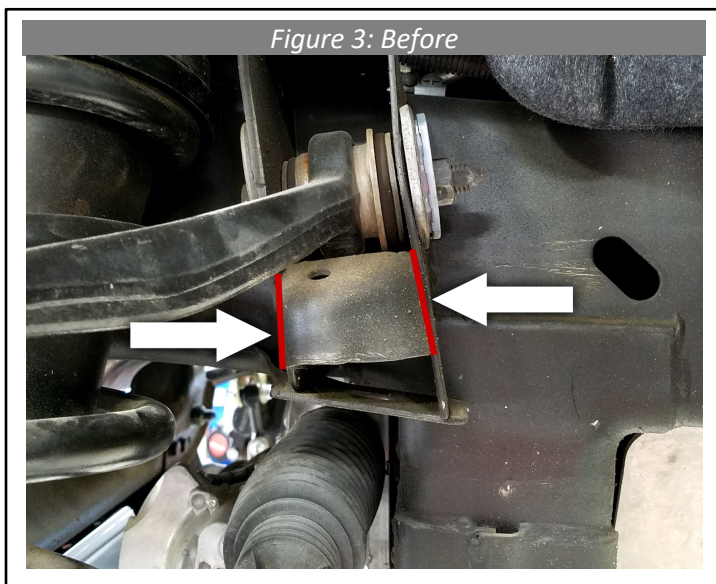
Figure 1:



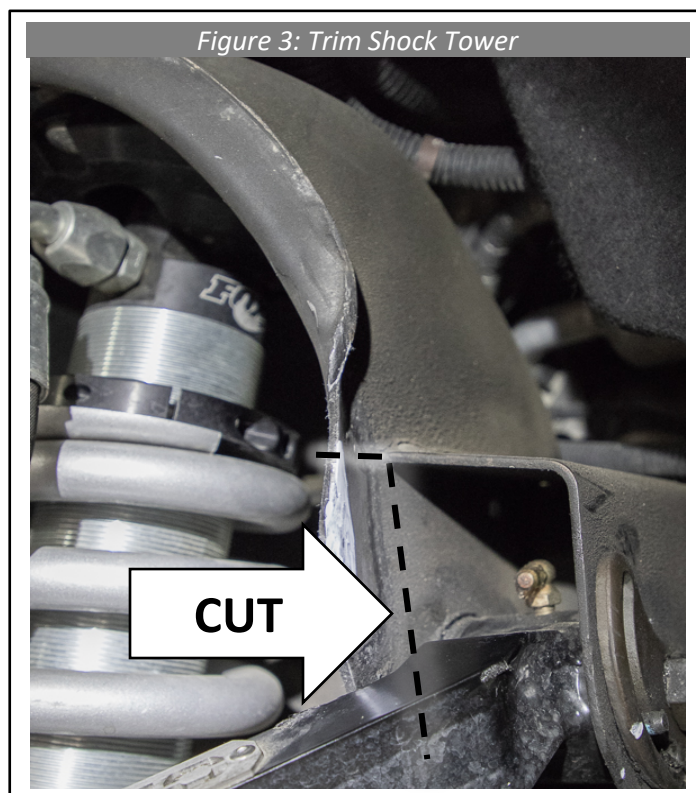
4. From the hardware package, insert the polyurethane bushings, crush sleeves, and grease fittings into the ends of the upper control arms. Cognito recommends using black weather-stripping adhesive to ensure secure installation of bushings and use grease to aid installation of sleeves. See figure below.



5. The service perch that is welded to the front upper control arm pocket must be cut out to allow room for the Cognito upper control arm and the extra down travel it is capable of. Use a cutting wheel or reciprocating saw to cut the bracket off where it is welded to the frame pocket. Use eye protection! See Figure 3 below.



- The front edge of the shock tower must be trimmed as shown in Figure 3 below to prevent the a-arm contacting. Repeat this on the other side of the truck. The vertical cut is in line with the front of the a-arm pocket and the horizontal cut is in line with the top of the a-arm pocket.



- Mount the Cognito upper control arms to the frame with the factory nuts, bolts, and eccentric washers as previously removed. Torque alignment nuts to 90 ft/lbs.
- Mount the ball joint to the spindle with supplied hardware. Use the appropriate flat washers supplied if the castle nut needs to be spaced in order for the cotter pin to engage, and tighten to no more than 50 ft-lbs. of torque, making sure the cotter pin hole will line up with the castle nut notch. You may have to chase the small end of the tapered hole with a 9/16" drill bit because the factory ball joint is a metric thread and the aftermarket ball joint is an American thread. Insert the cotter pin and bend ends around the nut to secure.
- (If equipped with Zerk fitting(s)) Grease the ball joint until the dust boot starts to swell. We highly recommend greasing the ball joints and pivot bushings every 3-5K miles.
(If equipped with Zerk fitting(s)) Grease the a-arm pivot bushings also. If you do not grease these items, premature wear will result on these items! We highly recommend greasing the ball joints and pivot bushings every 3-5K miles.

10. If there were factory lines mounted to the factory upper control arms such as ABS or brake lines, they must be restrained as to avoid binding and contact with any moving parts of the vehicle. Use the ¼" hardware provided to fasten the factory brake line bracket to the Cognito upper control arm. If necessary, slide the brake line through the bracket to obtain a suitable mounting situation. Use the small tabs on the control arms to restrain the ABS line as needed.
11. If extra length is needed for the ABS line, remove the abs line clip from the top of the frame shock pocket and use the cable ties to restrain the abs line to the brake line and tabs as needed. Double check the clearance of both the brake lines and the abs lines after the install while the truck is on the ground through the complete steering cycle. Be sure there is no rubbing or loose cables anywhere.
12. **Have the vehicle's front end professionally aligned using these front end alignment guidelines:**

Some Cognito upper control arms have added caster built into them to increase drivability performance, therefore it's important to be sure the correct control arm is installed on the correct side of the vehicle. It's also important to make your alignment shop aware that if caster is high, that is the intention by design.

Cross caster is important in making your vehicle track straight down the road. Most roads have crown to them, high in the middle for water runoff. This crown will make your vehicle want to pull to the right. Vehicles with stock tires on them have a narrow contact patch on the ground and are not as affected as a vehicle having larger wider tires. With larger wider tires it's important to have cross caster proper in order for the vehicle to track straight on these roads. Trucks with dual rear wheels have more tire on the ground and require more cross caster. The length of the wheelbase will also affect cross caster needed.

Generally, crew cab short and long bed trucks like .8 degrees of cross caster. Dual rear wheel trucks like .9-1.0 degrees of cross caster. Your area might have roads that are crowned more or less than average therefore these numbers may need to change and your alignment shop should understand this. If your alignment tech is stating they can't align the truck, that typically means they can't get the alignment to OEM spec, and that's fine because your vehicle is no longer OEM. A good tech will understand this and the numbers and let caster run slightly out of OEM spec (Caster should always be above 2 degrees positive) while maintaining cross caster needed for the vehicle and roads so you enjoy your vehicle with aftermarket Cognito parts and your driving experience.