



INSTALL INSTRUCTIONS:

Cognito Uniball SM Series
Upper Control Arm Kit for
2007-2018 GM 1500 2WD/4WD
trucks and SUVs
SKU: 110-90296 (Old SKU:
UCAK100048) & SKU: 110-90294
(Old SKU: UCAK100046)



**PARTS LIST FOR SKU: 110-90296
(Old SKU: UCAK100048)**

QUANTITY	PART #	DESCRIPTION
1	8191	Driver Side 2007+ 6-Lug Uniball UCA
1	8192	Passenger Side 2007+ 6-Lug Uniball UCA
2	UNI-BALL- WSSX16T-F1	Uniball
2	HARDWARE- 10743-03441	2.125" Internal Retaining Ring
1	HP9100	Hardware Package (Factory Cast Steel)

**PARTS LIST FOR SKU: 110-90294
(Old SKU: UCAK100046)**

QUANTITY	PART #	DESCRIPTION
1	8191	Driver Side 2007+ 6-Lug Uniball UCA
1	8192	Passenger Side 2007+ 6-Lug Uniball UCA
2	UNI-BALL- WSSX16T-F1	Uniball
2	HARDWARE- 10743-03441	2.125" Internal Retaining Ring
1	HP9148	Hardware Package (Factory Cast Alum. & Stamped Steel)

WARNING

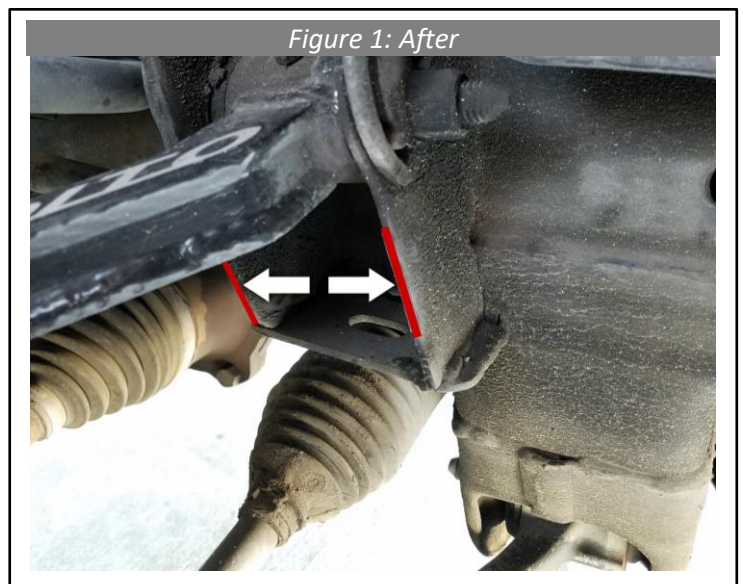
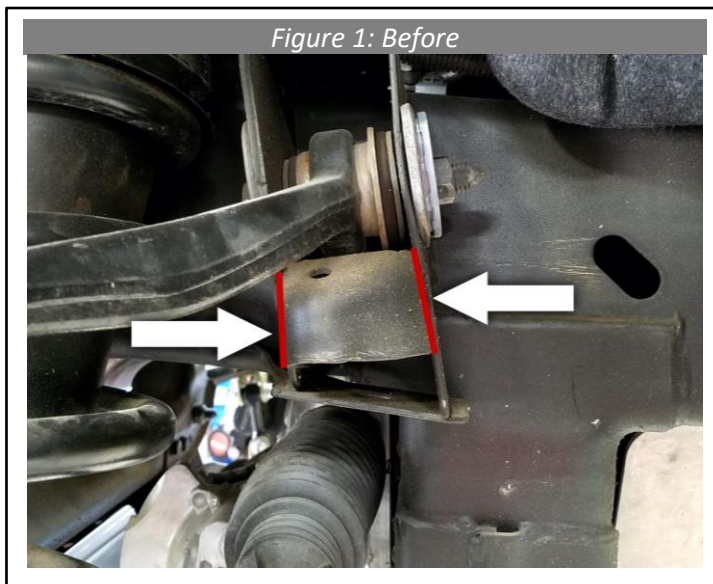
Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools, and take appropriate precautions when working under a vehicle. If these instructions are not properly followed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

REQUIREMENTS

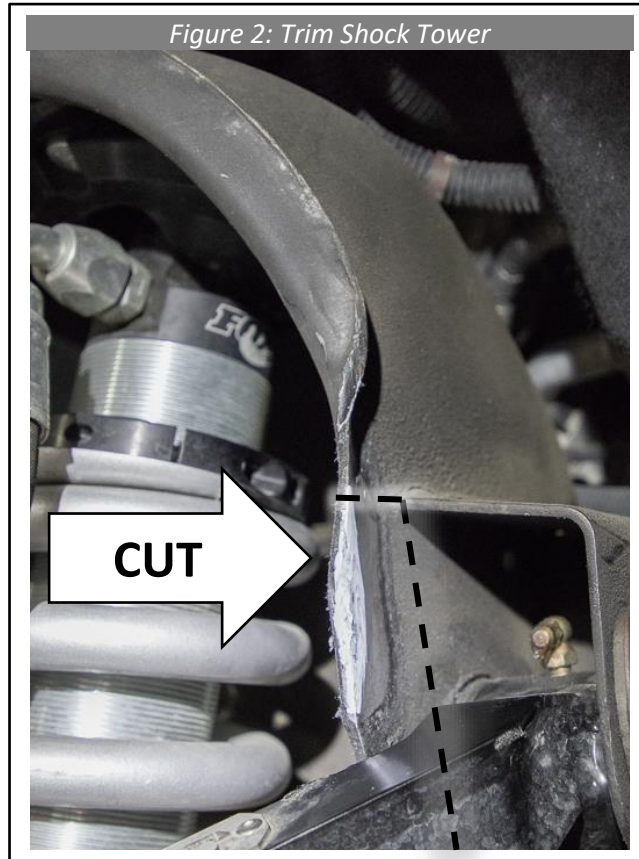
- Installation requires a qualified mechanic.
- Read instructions carefully and study the pictures (if included) before attempting installation.
- Check the parts and hardware packages against the parts list to assure that your kit is complete.
- Cutting of the service perch under the front upper arm frame pivot may be needed on some vehicles.
- Always wear safety glasses when using power tools. Some cutting is required.

INSTALLATION

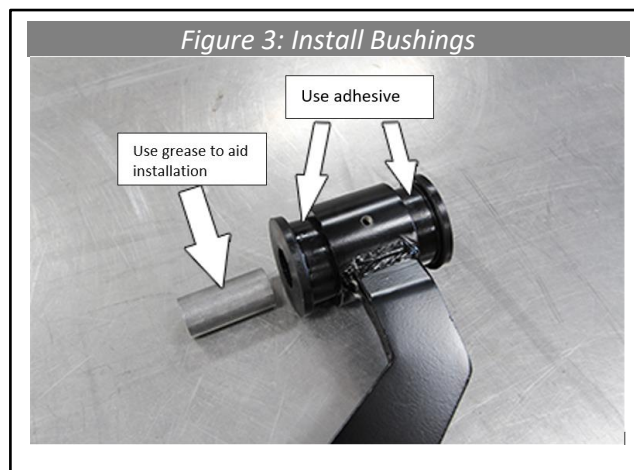
1. Remove the factory upper control arms by supporting the lower control arms with a floor jack or some kind of stand used in a safe fashion. Loosen the ball joint nut of the upper control arm enough until you can spin the nut with your fingers, but do not remove totally, and use a pickle fork to separate 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. If the Uniball and retaining ring is not pre-installed in the control arm follow steps 4, and 5. If they are preinstalled skip to step 6.
4. 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 1 below.



5. The shock tower must also be trimmed as shown in Figure 2 below to prevent the a-arm contacting. 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.



6. From the hardware package, insert the polyurethane bushings, crush sleeves, and grease fittings into the pivot ends of the Upper control arms. See Figure 3 below.



7. The spindle studs and misalignment spacers are stainless steel, use anti-seize lubricant on all surfaces that mate with another part, to prevent galling. Insert the tapered stud through the Uniball from the bottom. Push one of the high misalignment spacers onto the straight end of the tapered stud from the top, and into the Uniball. This will be a very snug fit and may be a slight press fit, tap with rubber mallet. USE ANTI-SEIZE thread lubricant on the threads and insert a flat washer and locknut.
8. Mount the Cognito upper control arms to the frame with the factory nuts, bolts, and eccentric washers as previously removed. Set the alignment bolts about in the middle of the slot of the eccentric washers and torque alignment nuts to 90 ft-lbs.
9. **Grease the upper control arm pivot bushings. If you do not grease them, premature wear will result! We highly recommend greasing the pivot bushings every 3-5K miles.**
10. **(110-90296 ONLY)**

Please take note that the lower side of the tapered hole in the spindle may be slightly too small to allow the Cognito tapered stud to fall through and seat properly. If this is the case, you will need to chase the small end of the hole with a ½" drill bit, removing only a very small amount of material to allow the stud to seat into the spindle. Once you confirm the studs are ready to be installed, use a very small amount of ANTI-SEIZE to coat the stud and bolt the arm to the spindle using the 1/2" hardware provided. Torque the ½" nut on the bottom to 60 ft/lbs, and the ¾" nut on the top of the stud to 90 ft/lbs.
11. **(110-90294 ONLY)**

Please take note that the lower side of the tapered hole in the spindle may be slightly too small to allow the Cognito tapered stud to fall through and seat properly. If this is the case, you will need to chase the small end of the hole with a 9/16" drill bit, removing only a very small amount of material to allow the stud to seat into the spindle. Once you confirm the studs are ready to be installed, use a very small amount of ANTI-SEIZE to coat the stud and bolt the arm to the spindle using the 9/16" hardware provided. Torque the 9/16" nut on the bottom to 70 ft/lbs, and the ¾" nut on the top of the stud to 90 ft/lbs.
12. 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 applicable. If necessary, slide the brake line through the factory bracket to obtain a suitable mounting situation.
13. 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 as shown in Figure 1. 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.

14. 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.