

## High Clearance Tubular Control Arm Install Instructions

### KIT CONTENTS:

(4) Tubular Control Arms



Congratulations on your selection to purchase a **Top Gun Customz** product. We at **TGC** are proud to offer a high-quality product at the industry's most competitive pricing. Thank you for your confidence in us, and our product.

### IMPORTANT CUSTOMER INFORMATION:

TGC highly recommends that a qualified and/or certified mechanic perform this installation.

If you desire to return your vehicle to stock, it is the customer's responsibility to save all stock hardware. This vehicle's reaction and handling characteristics may differ from standard cars and/or trucks. Modifications to improve and/or enhance off road performance may raise the intended center of gravity. Extreme caution must be utilized when encountering driving conditions which may cause vehicle imbalance or loss of control. **DRIVE SAFELY!** Avoid abrupt maneuvers such as sudden sharp turns which could cause a roll over, resulting in serious injury or death. It is the customer's responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customer's responsibility to do a complete re-torque after every 3000 miles or after every off-road use.

**SPECIAL NOTE:**

Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand.

1. Loosen front wheel lug nuts while vehicle is still on ground, chock rear tires to prevent vehicle movement, jack front end up until front axle is at full droop, place jack stands under driver and passenger side frame rails (as close to the front of the vehicle as possible), use a hydraulic jack to raise the front axle just high enough that the tires are slightly off the ground (ensure that vehicle weight is fully supported by jack stands under the frame rails), place jack stands under driver and passenger side ends of front axle tube, lower axle onto jack stands just high enough for wheels/tires to be off the ground (ensure that coil springs are not under any load or pressure), and remove front wheels/tires.
2. Before removing control arms use chalk or a soap stone to mark placement of factory alignment cams to use as reference point before getting an alignment, remove lower control arms one side at a time, keep factory hardware for re-use, remove upper control arms one side at a time, keep factory hardware for re-use, and discard factory stamped steel control arms.
3. Prior to installation of new arms it is highly recommended to use lithium or moly base grease on the outsides of the bushings to more easily slide them into the factory mounts, install the new upper control arms (shorter length) into the upper control arm mounts one side at a time (grease zerks facing down for easier access) re-using factory hardware (do not fully tighten), install the new lower control arms (longer length) into the lower control arm mounts one side at a time (grease zerks facing down for easier access) re-using factory hardware (do not fully tighten) – NOTE: Do not fully tighten hardware until vehicle is on the ground under its own weight. Adjustment of the axle and/or slight prying on the factory control arm mounts may be required during installation.
4. Re-install wheels/tires remembering to fully tighten lug nuts to factory torque specs only after vehicle is on the ground under its own weight, fully tighten control arm hardware to factory torque specs, and have a professional alignment done as soon as possible – Re-check tightness of control arm hardware after 500 miles (after suspension has had time to settle), and it is recommended to re-check hardware and re-grease zerk fittings with every oil change.

**CONGRATULATIONS, INSTALLATION COMPLETE!**



**SPECIAL NOTE:**

After the completion of the installation, **TGC** recommends taking the vehicle to an alignment facility and having a proper front end alignment performed.

**TGC** also recommends that a complete re-torque is done on all bolts associated with this suspension system. It is the customer's responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customer's responsibility to do a complete re-torque after every 3000 miles or after every off-road use. Neglecting to follow these steps could cause brackets to come loose and cause serious damage to the suspension system and to the vehicle.