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INSTALL INSTRUCTIONS:

Cognito Tubular Upper Control Arm Kit for 1999-2006 GM 1500 2WD/4WD trucks and 2000-2006 GM 1500 2WD/4WD SUVs, SKU: 110-90291 (Old SKU: UCAK100042)



PARTS LIST FOR SKU: 110-90291 (Old SKU: UCAK100042)

QUANTITY	PART #	DESCRIPTION
2	8182	2000-2006 6-Lug Uniball UCA No Shock Mounts
2	UNI-BALL-WSSX16T-F1	Uniball
2	HARDWARE-10743-03441	2.125" Internal Retaining Ring
1	HP9100	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.

REQUIREMENTS

- If the proper length shocks are not being used to limit travel and ensure the arms do not contact the frame perch, it is then **REQUIRED** to install a limit strap kit (available from Cognito).
- 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. The Cognito Motorsports Upper Control Arm Kit is a direct replacement of the factory upper control arms on lifted vehicles with a spindle/knuckle replacement lift kit.
2. 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.
3. 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.
4. From the hardware package, insert the polyurethane bushings, crush sleeves, and grease fittings into the ends of the upper control arms. If needed, use WD-40 to aid installation of bushings and use grease to aid installation of sleeves. See figure 1 below.

Figure 1: bushing and crush sleeve installation



5. 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.
6. 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 $\frac{1}{2}$ " 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 $\frac{1}{2}$ " hardware provided. Torque the $\frac{1}{2}$ " nut on the bottom to 60 ft/lbs, and the $\frac{3}{4}$ " nut on the top of the stud to 90 ft/lbs.

7. These upper control arms are not designed to contact the factory frame perch. If the proper length shocks are not being used to limit travel and ensure the arms do not contact the frame perch, it is then **REQUIRED** to install a limit strap kit (available from Cognito) to limit down travel and prevent damage to the upper control arm as a result of contacting the factory frame perch. Failure to properly limit the vehicles front suspension may cause over-extension, which as a result can cause damage to ball joints, uniballs, tie rods, and/or CV axles, along with other related safety issues. *Warranty on Cognito products will be void if the vehicles front suspension is not properly limited.*
8. 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.
9. 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. 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.
10. **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.

WARRANTY / RETURN POLICY / SAFETY

Cognito Limited Lifetime Warranty

Cognito Motorsports, Inc. hereinafter “Cognito,” warrants to the original retail purchaser, that its suspension products are free from workmanship and material defects for as long as the purchaser owns the vehicle on which the product(s) were originally installed. This warranty will be void if any modifications are made to the components, including alterations to the surface finish, i.e.; painting, powder coating, plating, and/or welding, or if they are improperly installed. Cognito truck suspension products are not designed nor intended to be installed on “competition” vehicles used in race applications, stunt or for exhibition purposes that are outside of the intended operating conditions specified by the manufacturer. Racing and competition are defined as any contests between two or more vehicles; or vehicles competing individually on off road circuits in timed events (whether or not such contests are for an award or prize).

This warranty does not include coverage for police, taxi, government or commercial vehicles, and the warranty does not cover Cognito products sold outside of the USA. Cognito’s obligations under this warranty are specified and applied at its sole discretion, and warranty coverage is limited to repair or replacement of the defective product(s). Any and all costs of removal, installation or reinstallation; freight charges, incidental or consequential damages associated with the covered products are expressly excluded from this warranty.

The following items are exempt from Cognito limited warranty coverage: bushings, bump stops, tie-rod ends (Heim joints) and limiting straps. These parts are “consumables” and designed to wear as a normal part of their duty cycle, therefore they are not considered defective when worn. The aforementioned products are warrantied separately against defects in workmanship, for 60 days from the date of purchase. As a condition of warranty validation, respective Cognito suspension components must be installed as a complete system (not combined with non-Cognito hardware or ancillary parts). Any substitutions or omission of required components will void the warranty. Some minor cosmetic wear and imperfections may occur to parts during shipping, which is not covered under this warranty. This limited warranty does not apply to any components that have been subjected to collision damage, negligence, alteration, abuse, or misuse, and coverage does not extend to products manufactured by third-party companies. Cognito reserves the right to supersede, discontinue, or change the design, finish, part number and/or application of its parts when deemed necessary, without notice.

Return Policy

Product returns will not be accepted without prior written approval from an authorized Cognito representative. All products being returned must be shipped via trackable, prepaid freight. Returned products are subject to a 25% percent restocking fee. The eligible return period for products purchased directly from Cognito is 30 days from the verified date when the product(s) were originally received by the purchaser.

Product Safety Advisory

The installation of Cognito steering and suspension components will modify your vehicle’s original factory equipment and geometry, which may cause it to handle differently than a stock (unaltered) vehicle. Installation of these components is not intended to strengthen nor reinforce the vehicle’s frame, nor are they designed to increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for proper attachment, torque specifications, operation, and for any potential unusual wear or damage. Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Modifying vehicle height combined with off road operation may increase your vehicle’s susceptibility to rollover conditions, which may cause serious injury or death. Many states regulate allowable vehicle height modifications, and it is your responsibility to know and comply with the legal requirements specified by the laws where you reside. Modifications to your vehicle’s ride height may also affect the ride quality, driver input response, trackability and handling, and wear to your vehicle’s suspension components and tires.