Cognito Motorsports, Inc. Upper Control Arm Kit for ‘01-’10 GM 8-Lug

Introduction
- 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.
- Limiting strap kit is optional and will help to prevent upper ball joint premature wear, the strap will take the droop strain instead of the strain being transferred to the ball joint.

Parts List
- Driver upper control arm
- Passenger upper control arm
- (2) Heavy duty ball joint
- Hardware package #9033

Installation Instructions

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. Mount the bump stops to the bump stop tabs of the Cognito upper control arms. Use a 3/8” flat washer, then lock washer, then nut to secure the bump stop to the control arm. Tighten to 15 ft-lbs of torque.
5. If you are installing the Cognito Motorsports Leveling Kit, skip this instruction set and refer to the Leveling Kit instructions later in this pamphlet. For other applications, see your Cognito lift kit instructions to determine, or consult with Cognito by telephone or e-mail. Mount the supplied ball joints with the 5/16” bolts, flat washers, and locknuts provided in Hardware Package 9033 to either the top or bottom of the ball joint pocket of the Cognito upper control arms depending on your application. Use anti-seize lubricant on the threads and do not use the bolts provided with the ball joints, as the hardware Cognito supplies is a higher grade steel. If you are adding this a-arm kit to a factory height truck just to take advantage of the bolt in ball joint feature and do not plan to level it out, you must drop the ball joint down.
through the ball joint pocket so that the ball joint flange is on top. Tighten all hardware in this step to 22 ft-lbs. of torque.

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

7. Mount the Cognito upper control arms to the frame with the factory nuts, bolts, and eccentric washers as previously removed. The bump stop tabs on the Cognito arms go toward the rear of the vehicle. Figure 1 shows the passenger side control arm installed on the truck. Torque alignment nuts to 100 ft-lbs.

8. Mount the ball joint to the spindle with supplied hardware. Use the 9/16” flat washers supplied if the castle nut needs to be spaced in order for the cotter pin to engage, and tighten to 60 ft-lbs. of torque. Figure 1. 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. Grease the ball joint until the dust boot starts to swell. Grease the a-arm pivot bushings also. If you do not grease these items, premature wear will result on these items!

9. 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.

10. 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.

11. Have the vehicle’s front end professionally aligned to the lift kit manufacturer specification. If you are installing the Cognito Motorsports Leveling Kit, as stated in step 4 above, skip this instruction set and refer to the Leveling Kit instructions later in this pamphlet. You will find the alignment specs for the leveling kit in that section.
Cognito Motorsports

Limited Lifetime Warranty

Cognito Motorsports warrants, to the original retail purchaser, that its suspension products are free from defects in workmanship and material for as long as the purchaser owns the vehicle on which the product was originally installed. Cognito Motorsports does not warrant the product for finish, alterations, modifications, and/or original installation contrary to specifications of Cognito Motorsports. Cognito Motorsports suspension products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities involving abnormal abuse other than the vehicle was originally designed to handle or endure. (A “RACE” is defined as any contest between two or more vehicles, and/or contest of one or more vehicle against the clock, whether or not such contest is for a prize.)

This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warrant are sales outside of the United States of America. Alterations to the finish of the parts including but not limited to painting, powder coating, plating, and/or welding will void all warranties. Cognito Motorsports obligation under this warranty is limited to the repair or replacement, at Cognito Motorsports option of the defective product. Any and all costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty.

This warranty excludes the following items: bushings, bumpstops, tie-rod ends, limiting straps, and hiem joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days of purchase for defects in workmanship. Cognito Motorsports suspension components must be installed as a complete system. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty. This warranty shall not apply to any product that had been subject to accident, negligence, alteration, abuse, or misuse. Cognito Motorsports does not warrant products not manufactured by Cognito Motorsports. Cognito Motorsports reserves the right to supercede, discontinue, or change the design, finish, part number and/or application of parts when deemed necessary by Cognito Motorsports without written notice.

Return Policy

Cognito Motorsports has a no refund return policy. Under special circumstances, returns might be accepted with prior written approval. All returned product will be shipped freight prepaid. Product returned is subject to a 25% restocking fee. No returns will be accepted after 30 days upon receipt of product.

Product Consumer Safety and Warning

The installation of this kit will modify the suspension of your vehicle and may cause it to handle significantly different than a factory equipped vehicle. Installing larger tires with modified suspension and increased ground clearance will significantly alter the handling characteristics of the vehicle, and may result in increased braking distances as well as changes in vehicle maneuverability and handling compared to the factory equipped vehicle. As with any vehicle,
extreme caution and care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts and drive safely, recognizing the reduced speeds and specialized driving techniques is required.

This suspension system will not strengthen nor reinforce the stock frame of the vehicle, nor will it increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for tightness of fit or any damage. Installation of these parts will modify the height of the vehicle and will raise the center of gravity. Altered height modifications and off-road operation may increase your vehicle’s susceptibility to roll over conditions and may cause serious injury or death. Many states regulate the height modification to each vehicle. Check the laws in your state for exact specifications. Height modifications may effect the reaction, ride, handling, and wear factor of your vehicle’s components.

**Failure to drive this vehicle safely may result in injury or death!** Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications and combinations of modifications are not recommended, unsafe, and may not be permitted in your state. Consult your vehicle owner’s manual, the instructions accompanying this product, and your state laws before undertaking these modifications. The owner of the modified vehicle and the qualified mechanic required to install this product are responsible for the legality and safety of the vehicle being modified.
Cognito Motorsports, Inc. Leveling Kit for ‘01-’10 GM 8-Lug

Introduction

- 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.
- Recommended max tire size-33”x11.5” on 8” wide rim with 4 5/8” backspace. Max tire size on stock rim 285/75/R16.
- Limiting strap kit is necessary to prevent upper ball joint damage, the strap will take the droop strain instead of the strain being transferred to the ball joint.

Parts List

- Driver upper control arm
- Passenger upper control arm
- (2) Heavy duty ball joint
- Hardware package #9033
- (2) Lower A-arm shock brackets (If purchased with leveling kit)

Installation Instructions

1. The Cognito Motorsports Upper control arm kit is a direct replacement of the factory upper control arms on vehicles with stock suspension. If you have purchased and are replacing the torsion bar adjuster keys along with the Cognito leveling kit, unload the torsion bars now, and remove the factory torsion adjuster keys from the vehicle. Replace with the new torsion bar keys and reload the torsion bars lightly.

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. Mount the bump stops to the bump stop tabs of the Cognito upper control arms. Use a 3/8” flat washer, then lock washer, then nut to secure the bump stop to the control arm. Tighten to 15 ft-lbs of torque.

5. Mount the supplied ball joints with the 5/16” bolts, flat washers, and locknuts provided in Hardware Package 9033, underneath the ball joint pocket of the Cognito upper control arms. Use anti-seize lubricant on the threads and do not use the bolts provided with the ball joints, as the hardware Cognito supplies is a higher grade steel. Tighten all hardware in this step to 22 ft-lbs of torque. If you are adding this a-arm kit to a factory height truck just to take advantage of the bolt in ball joint feature and do not plan to level it out, you must drop the ball joint down through the ball joint pocket so that the ball joint flange is on top.

6. From the hardware package, insert the polyurethane bushings, crush sleeves, and grease fittings into the pivot ends of the Cognito upper control arms. Figure 2

7. Mount the Cognito upper control arms to the frame with the factory nuts, bolts, and eccentric washers as previously removed. The bump stop tabs on the Cognito arms go toward the rear of the vehicle. Figure 1 shows the passenger side control arm installed on the truck. Torque alignment nuts to 90 ft-lbs.

8. Mount the ball joint to the spindle with supplied hardware. Use the 9/16” flat washers supplied if the castle nut needs to be spaced in order for the cotter pin to engage, and tighten to 60 ft-lbs of torque. Figure 3. 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.
9. Grease the ball joint until the dust boot starts to swell. Grease the a-arm pivot bushings also. If you do not grease these items, premature wear will result on these items!

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.

11. 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 3. 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. Remove the lower shock bolts, and then remove the factory shock mount from the lower control arm. Clean the bolts from any thread locker, as well as the threaded hole. Be sure both are clean, as a stripped or broken bolt will be extremely difficult to repair. Replace the factory mount with the extended Cognito shock mounts as shown in Figure 4, torque bolts to 50 ft-lbs. Replace the shock to its new mount with the factory hardware previously removed, and torque to 65 ft-lbs. If you are using an aftermarket shock, you may not need to use the Cognito extended shock mounts depending on the length of the shock. Consult with Cognito Motorsports if needed.
13. Install front wheels, torque lugs to manufacturers’ specification. Set the height of
the vehicle by adjusting the torsion bar adjuster screws. Be sure and jack up the
front of the vehicle to unload the torsion bars before turning the adjuster screws.
At the desired ride height, with the truck sitting on the ground, there should be no
less than ½” clearance in between the frame bump stop, and the bump stop on the
Cognito upper control arm. This will insure the proper amount of available down
travel.

14. Check wheel and tire clearance one last time through the steering cycle. Make
adjustments as needed.

15. Have the vehicle’s front end professionally aligned.

**Alignment Specifications**

Caster, +4.0 to +6.0 degrees with .8 degree caster split optimal for average road crown.
Camber, 0.0 to + .2 degrees, with both sides equal.
Toe, 1/16” to 1/8” toe in, or stock toe setting.
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