

## Cognito Ball Joint SM Series Upper Control Arm Kit for 2011-2019 Silverado/Sierra 2500HD/3500HD 2WD/4WD Trucks

**INSTALL INSTRUCTIONS:**

Cognito Ball Joint SM Series Upper Control Arm Kit for 2011-2019 Silverado/Sierra 2500HD/3500HD 2WD/4WD Trucks  
SKU: 110-90298

**PARTS LIST FOR SKU: 120-90298**

QUANTITY	PART #	DESCRIPTION
1	8337	Ball Joint Upper Control Arm Assembly, Driver
1	8338	Ball Joint Upper Control Arm Assembly, Passenger
2	199-90804	Bolt-In Ball Joint
1	HP9114	Ball Joint UCA Hardware Pack


**PARTS LIST FOR SKU: HP9114**

QUANTITY	PART #	DESCRIPTION
4	5490	Crush Sleeve
8	POLY-BUSHING-2862.01	Black Polyurethane Pivot Bushing
1	HP9114-1	Ball Joint Hardware Pack

**PARTS LIST FOR SKU: HP9114-1**

QUANTITY	PART #	DESCRIPTION
8	HARDWARE-15057	5/16"-18 X 1-1/4" Grade 8 Yellow Zinc Hex Head Cap Screw
16	HARDWARE-33080	5/16" SAE Zinc Flat Washer
8	HARDWARE-37262	5/16"-18 Grade C Zinc Top Lock Nut
4	HARDWARE-33088	9/16" SAE Zinc Flat Washer
4	HARDWARE-58792	1/4"-28 90-degree Zerk Grease Fitting

**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.

**BALL JOINT WARNING**

The upper control arm is not designed to be the droop limiter, ball joint failure will occur if the upper arm is used as the droop limiter. A shock or limit strap is required to be the limiter. It is required that the proper length shock from Cognito or a limit strap kit from Cognito be installed to prevent failure which could cause an accident and serious injury. If you have questions, please contact the Cognito Sales Team to have your questions or concerns addressed.

## INTRODUCTION

Specifically for leveled and lifted applications where an upgrade is desired to provide better performance, style, and function. This kit will work as a direct replacement of the factory upper control arms on vehicles with stock suspension as well. The boxed sheet metal arms are powder coated semi-gloss black. Alloy series ball joints are included as well as new crush sleeves and polyurethane bushings. Upper control arms are not meant to be a droop limiter, in the old days they were the limiter but wreaked havoc on upper ball joints. The shocks or a limit strap should be the droop limiter, and ample droop travel is required for good ride quality and all suspension components to last and work properly. This control arm kit will add performance to the Chevy and GMC truck by correcting the ball joint angle for lifted and leveled applications, increasing droop travel, and also increases caster slightly for better highway speed drivability. Made in the USA.

## REQUIREMENTS

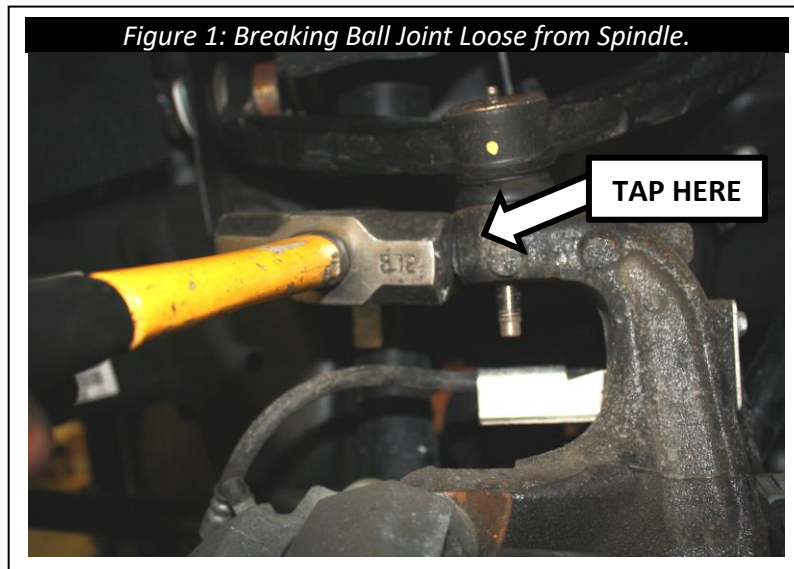
- **The upper control arm is not designed to be the droop limiter, ball joint failure will occur if the upper arm is used as the droop limiter. A shock or limit strap is required to be the limiter. It is required that the proper length shock from Cognito or a limit strap kit from Cognito be installed to prevent failure which could cause an accident and serious injury.**
- If using this control arm kit as/with a leveling kit, rim width should be kept at 9" or less with 5"-5.75" backspacing. Tire width should be kept at 11.5" or less, and diameter kept to 33" or less, to avoid rubbing while turning. With wider than stock wheels and tires, trimming will still be required to the back bottom of the fender well area and the plastic valance under the front bumper. Dually's may need a spacer in between the rear tires.
- A minimum amount of droop travel is required for proper ride quality and component life.
- Installation requires a qualified mechanic.
- Follow the OE specifications when replacing or re-installing OE fasteners, retainers, and hardware specified in the OEM manual.
- Always wear safety glasses when using power tools.
- When a lift is required to perform the installation of these products and always ensure the vehicle is properly supported before attempting installation or serious injury may occur.

## TECH NOTES

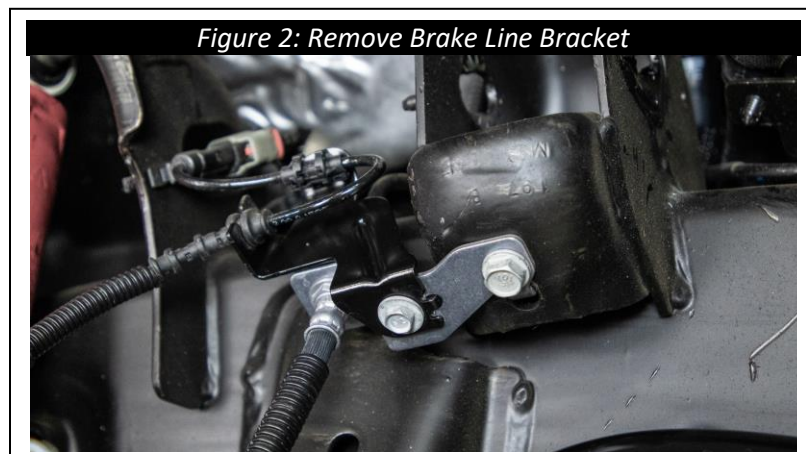
- Read instructions carefully and study the pictures (if included) before attempting installation.
- If this product was purchased as part of a kit each kit, and options to kits, are packaged separately. Therefore installation procedures are covered in separate instructions. Familiarize yourself with each specific set of instructions before beginning.
- Check the parts and hardware packages against the parts list to assure that your kit is complete before starting.

## INSTALLATION

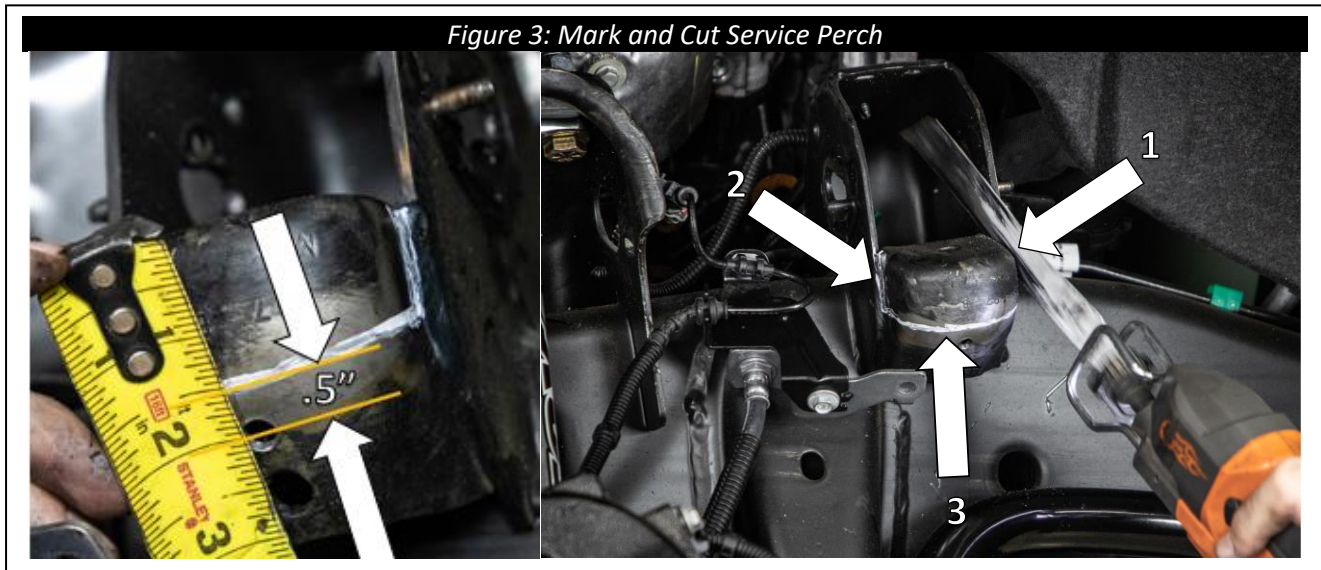
1. Rack the vehicle and lift it off the ground, or if no hoist is available then jack front of truck off the ground and support properly with jack stands. Remove the front tires and set them as side.
  - **NEVER WORK ON AN UNSUPPORTED VEHICLE.**
2. Support the lower control arms with a floor jack or stand prior to removing the upper control arms (UCAs).
3. Loosen the ball joint nut of the upper control arm enough until the nut can be spun by hand, but do not remove totally. 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 remove the ball joint nut, and separate the factory upper control arm from the spindle.



4. Remove the factory bolts and eccentric washers that connect the control arm to the frame and retain them for future use. Place them aside and note the order in which the components were removed, that way they may be re-installed in the same manner they came off.
5. Due to the added droop travel when using the Cognito upper control arms, the service perch under the upper control arm which is welded to the frame, must be partially cut off. Start by removing the screw for the brake line bracket attached to the service perch.



6. Mark the service perch in the 3 locations shown in Figure 3 with the lower horizontal line 1/2 inch above the brake line bracket mounting hole. Tie the lines and wires up so they are clear of the cutting area.
  - **NOTE:**
    - Take great care to keep the lines and wires safe during the cut and make sure to shield them from sparks if any kind of grinder is used.
    - Wear safety glasses.
    - Exposed raw metal should be coated or painted to prevent corrosion.



7. Reattach the removed brake line bracket to the service perch, Torque the bolt to **22 ft-lbs.**
8. Locate the driver side **8337** Cognito Sheet Metal UCA, **199-90804** Cognito Bolt-In Ball Joint, and **HP9114-1**. Locate the four (4) 5/16" bolts and apply anti-seize (not included) to the threads. Using the 5/16" bolts, flat washers, and locknuts, mount the supplied ball joint to the bottom of the UCA. Torque the hardware to **22 ft-lbs.**



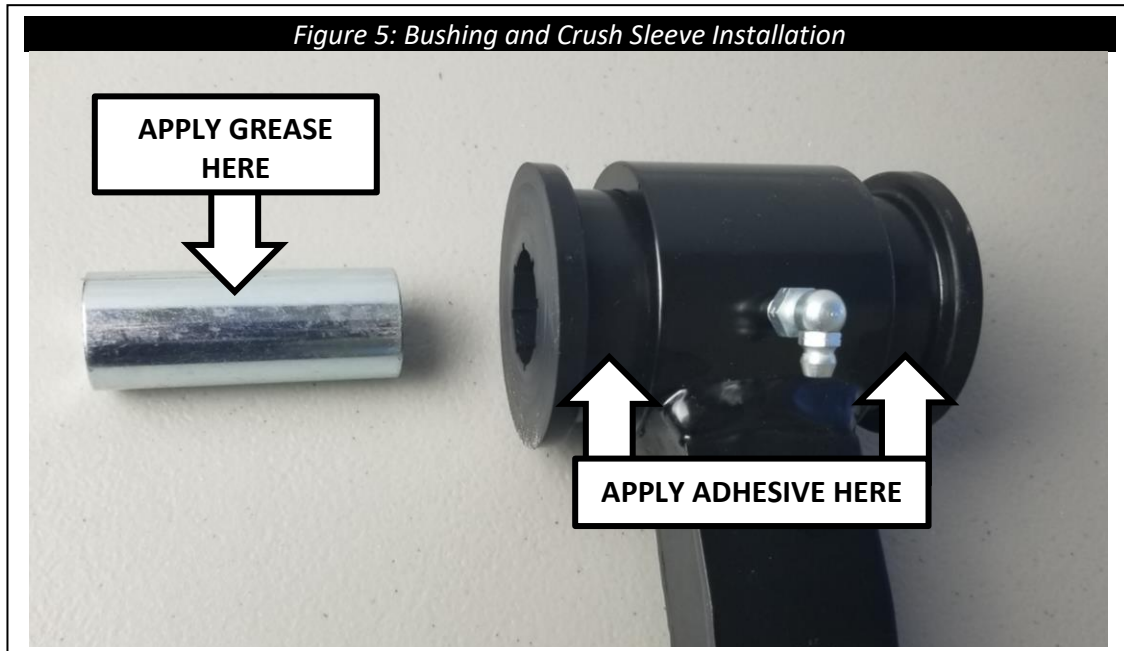
9. Locate **HP9114** and insert the polyurethane bushings, crush sleeves, and grease fittings into the ends of the UCAs, (Figure 5).

- **NOTE:**

It is recommended to use black weather-stripping adhesive on the polyurethane bushings outer barrel to ensure a secure installation.

Grease can be used to aid the installation of the crush sleeves.

Do not over tighten the grease fittings. Tighten them until they are snug and pointing outward toward the tire.



10. With the bolt-in ball joint secured to the UCA and the service perch cut, mount the Cognito UCA to the frame using the factory bolts, nuts, and eccentric washers as previously removed. Torque the hardware to **90 ft-lbs**.

- **NOTE:**

The control arms are not identical and are stamped with identifying numbers. **8337** is the driver side, and **8338** is the passenger side UCA.

11. Mount the ball joint to the spindle with supplied hardware. Use the flat washers supplied if the castle nut needs to be spaced down for the cotter pin to engage with its castellations, then torque the nut to **90 ft-lbs**. Install cotter pin and bend to lock into place.

- If the castellations in the castle nut and the hole in the ball joint pin do not align once torqued to 90 Ft.-lbs continue tightening the nut until the two are aligned and the cotter pin can be installed. **NEVER LOOSEN THE NUT TO GET THE CORRECT ALIGNMENT!**



**12.** (If equipped with Zerk fitting(s)) Grease the ball joint until the dust boot starts to swell. If these items are not greased, premature wear will result on these items! It is highly recommended to grease the ball joints every 3-5K miles.

(If equipped with Zerk fitting(s)) Grease the a-arm pivot bushing. If these items are not greased, premature wear will result on these items! Its highly recommend to grease the pivot bushings every 3-5K miles.

- **NOTE:**

***Warranty on Cognito products will be void if damage occurs due to negligence in servicing the ball joints and pivot bushings every 3-5K miles with fresh grease.***

**13.** Repeat the steps above to install the Cognito UCA onto the opposite side of the vehicle.

**14.** Ensure that all bolts are properly torqued. Ensure there are no rubbing or loose cables anywhere after the Cognito UCA installation. Use cable ties to restrain any cables from interfering with any other part. Check that all lines are free of stress or interference while the vehicle is in full droop, full bump, and throughout the complete steering cycle.

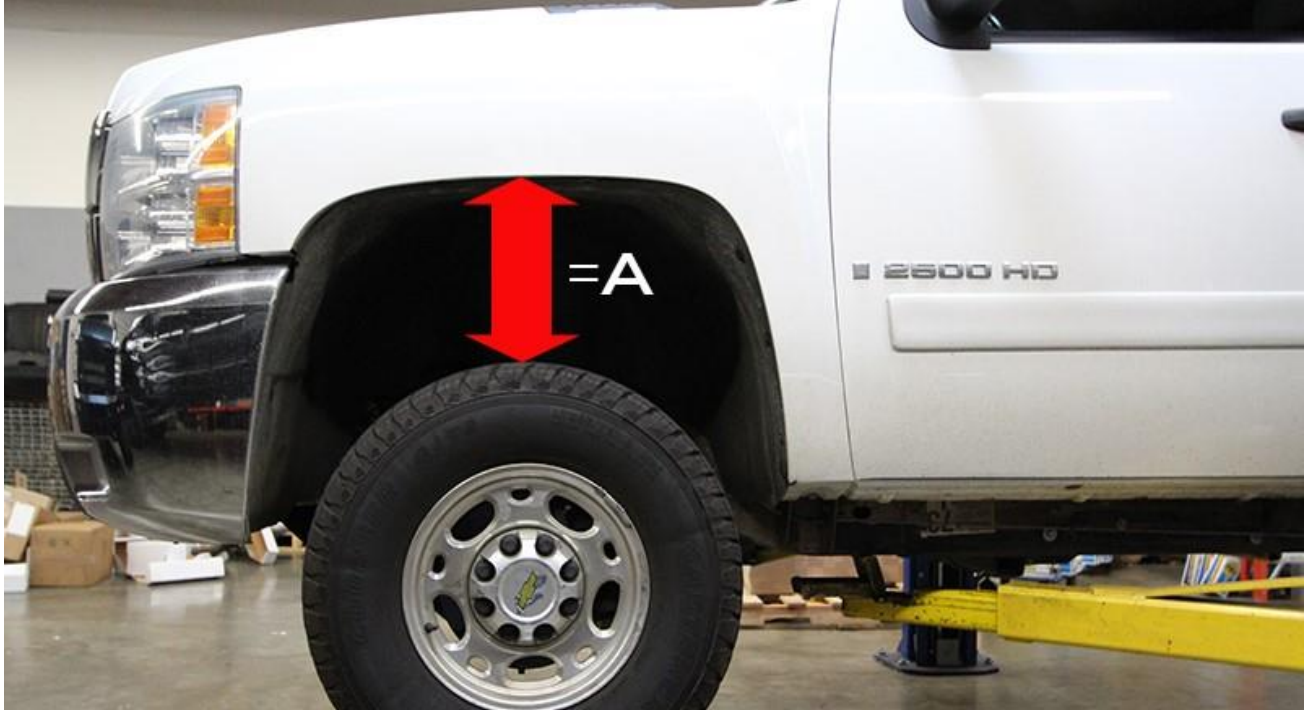
**15.** Install front wheels and tires and torque lug nuts to factory manufacturer's specifications.

16. Setting the ride height, Record measurement (A) in chart below. Subtract 2 inches from (A) to determine maximum ride height (B). This will insure the proper amount of available down travel.

- **NOTE:**

Maximum ride height is not required if the desired ride height is reached below measurement (B). It is a good idea to record the final ride height after adjustments (C) (Figure 6).

*Figure 6: Distance between top of tire and fender lip.*



**Record Measurement**

<b>Full Drop Out (A)</b>	
<b>Subtract 2 inches</b>	<b>-2 inches</b>
<b>Max Ride Height (B)</b>	
<b>Finished Ride Height (C)</b>	

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

18. Adjust headlights per owner's manual.

19. **Have the vehicle professionally aligned.**

- **NOTE:**

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 higher than normal for OEM, 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. For example, the driver side would have 2° while the passenger side would have 2.8° of 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. Camber should always be from  $-.1^{\circ}$  to  $+.1^{\circ}$  and toe should always be  $.125''$  to  $.250''$  toe in for best tire wear.





## 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 warranted 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.