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INSTALL INSTRUCTIONS:
Cognito Uniball SM Series
Upper Control Arm Kit for
2019-2020 GMC Sierra 1500
and Chevrolet Silverado 1500
2WD/4WD Trucks
SKU: 110-90741



PARTS LIST FOR SKU: 110-90741

QUANTITY	PART #	DESCRIPTION
1	8645	PASSENGER UCA
1	8644	DRIVER UCA
2	HP9262	BUSHING KIT
2	HP9263	UNIBALL HARDWARE
2	HP9264	UNIBALL CAP

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.

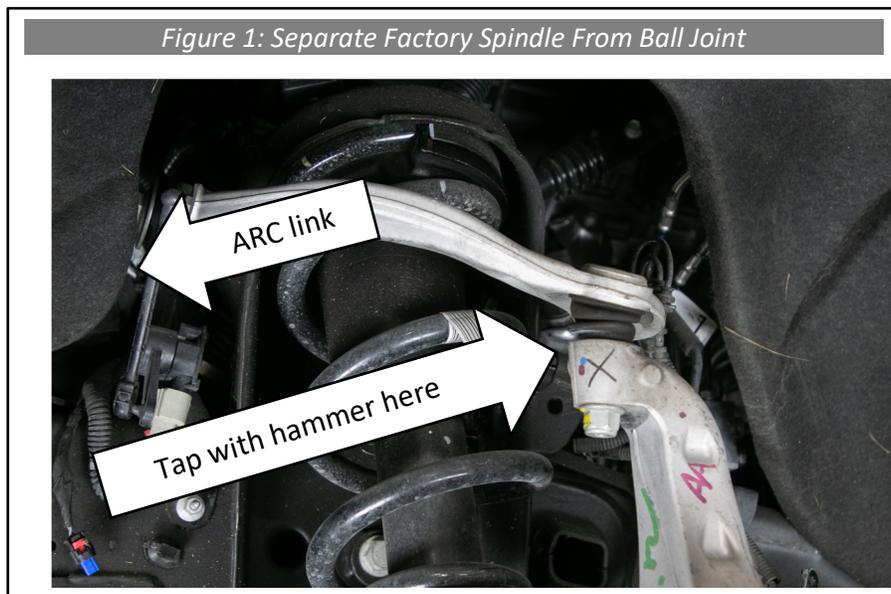
REQUIREMENTS

- 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 off the service perch on the frame under the front upper arm pivot is required.
- Shocks or spacers offered by Cognito only are supported for application with this product.
- Always wear safety glasses when using power tools. Some cutting is required.
- The stock wheel and tire will rub and are therefore not compatible.

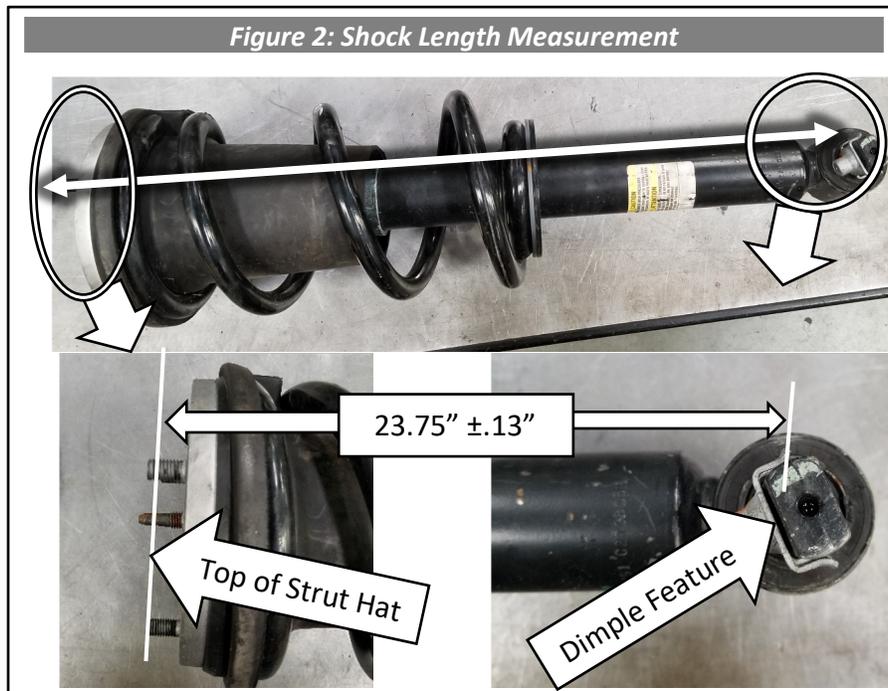
INSTALLATION

The Cognito Motorsports Uniball SM Upper Control Arm Kit is a direct replacement of the factory upper control arms and can be used with a Cognito spindle/knuckle replacement lift kit.

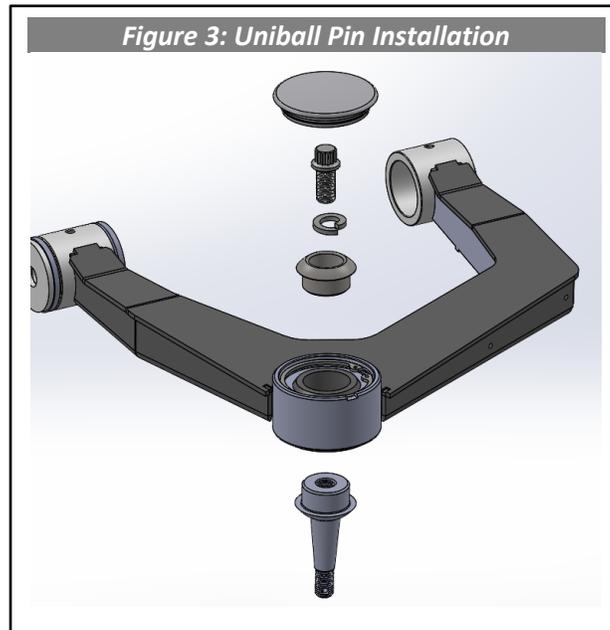
1. If your truck has Adaptive Ride Control (ARC), remove the sensor link with a pair of needle nosed pliers or similarly shaped tool that can be used to pry against both sides of the ball and socket joint (see figure 1). Take great care in this step because the link is plastic and more susceptible to damage than steel parts. Let the ARC link hang free and out of the way. Remove the factory ball stud and set it aside for later use.
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 until you can spin the nut with your fingers, but do not fully remove it. 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 with a hammer (see figure 1). 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.



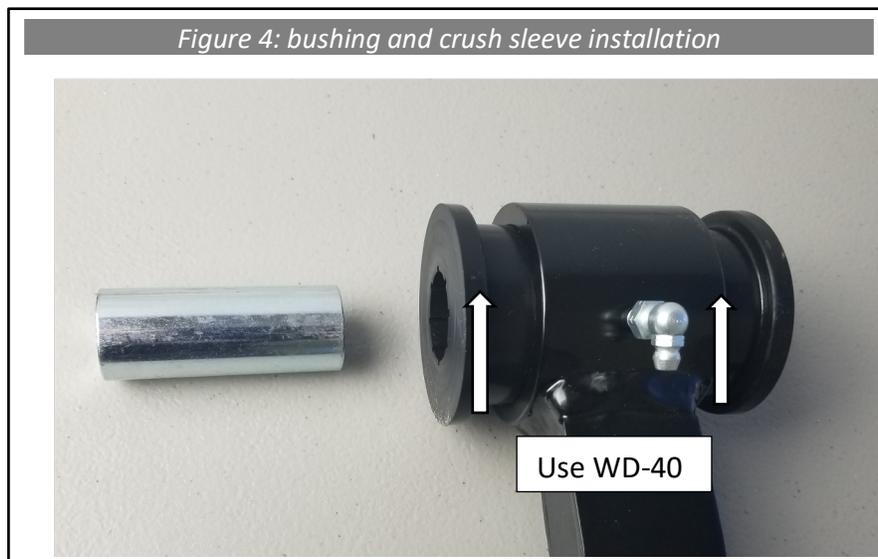
- Using a shock that is too long will cause the upper ball joint to bind and break. Therefore, the correct length shock must be used. For this kit, the maximum shock length that can be used is 23.75" from the center of the lower eyelet to the mounting face at the top of the strut hat. **Any spacers added to the shock must be added to to this measurement (see figure 2).** For example, If the shock length measured in figure 2 is 23" and a 1" shock or strut spacer is added, you must add the spacer and the strut length is now 24". This is **too long** to be used with this control arm kit. If this UCA kit is used with any other parts then specified, warranty will be void and damage may occur to arms, ball joints, tie rods, cv axles and possible injuries could occur.



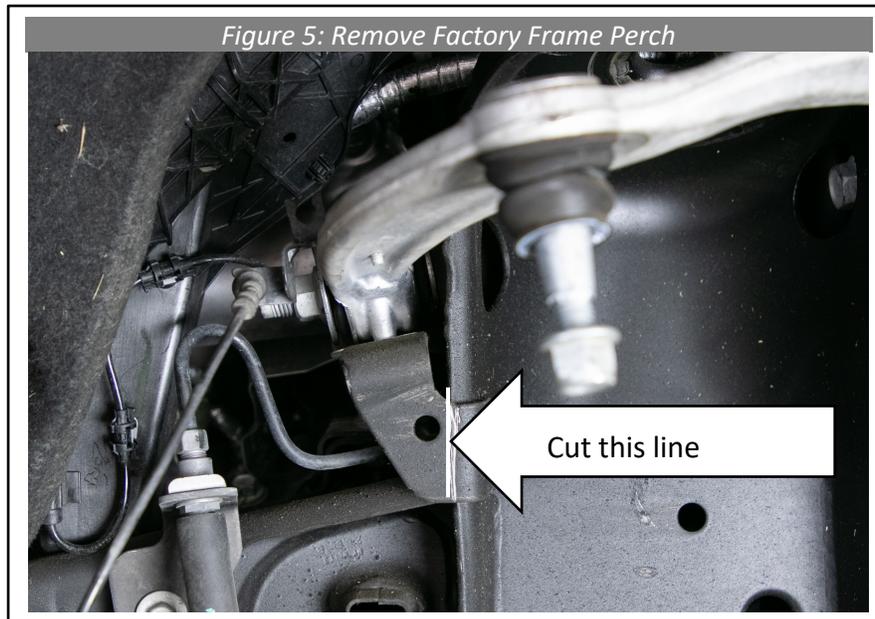
- Use a 21mm wrench to remove the factory bolts that connect the control arm to the frame, but retain them for future use. Place them aside in order so they can be re-installed in the same place they came off.
- Locate hardware pack **HP9263** and install the uniball pin, uniball hat, lock washer, and 12 point screw in the order shown in figure 3. You will need to wait until the pin is mounted to the spindle in order to torque the 12 point screw and install the uniball cap **HP9264**. Use the provided Anti-Seize and torque to 65 ft-lb.



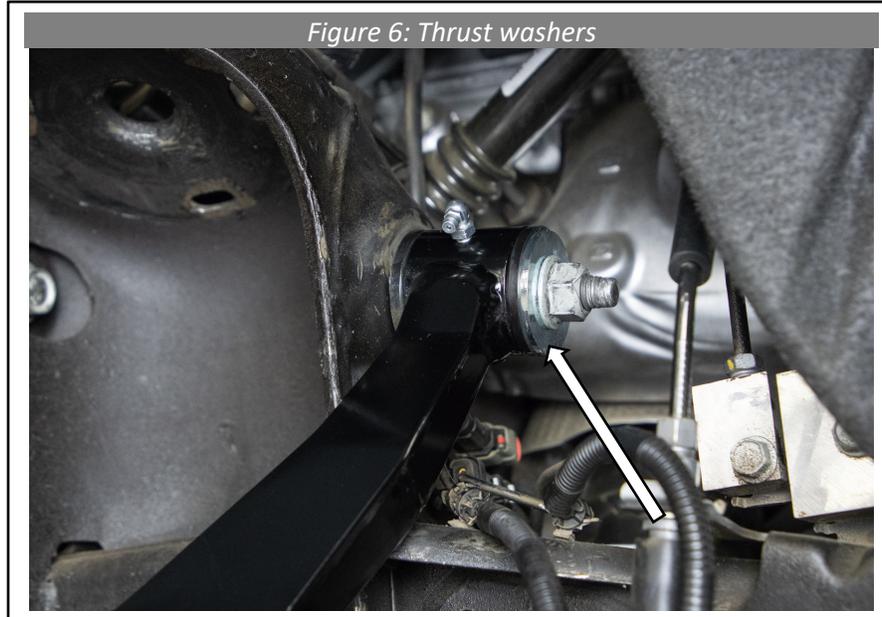
6. From the hardware package **HP9262**, insert the polyurethane bushings, crush sleeves, and grease fittings into the ends of the upper control arms. If needed, use WD-40 to aid installation of bushings into the UCA pivot tubes, do not use grease. Do not over tighten the grease fittings, tighten until they are snug and pointing outward toward the tire (See figure 4).



7. The factory frame perch must be removed to prevent possible damage to the Cognito upper control arm when the suspension reaches full droop. *Warranty on Cognito products will be void if damage occurs due to collision with the factory service perch.* A powered short blade reciprocating saw is recommended as the easiest and cleanest method of removal. Make sure all brake lines and wires are clear of the cutting area and as always, use proper safety gear when using power tools. The perch is located on the rear side of the shock tower on both the passenger and drivers side. Cut the perch on a line parallel with the shock tower (see figure 5). It is suggested that the exposed raw metal edge be coated or painted to prevent corrosion.



8. 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. 8645 is the passenger side and 8644 is the driver side (the badge will be towards the front 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. Mount the Cognito upper control arms to the frame with the factory nuts and bolts using the thrust washers on the exposed side of each bushing. Torque to 90 ft-lbs. See figure 6



9. Mount the uniball joint to the spindle with the supplied hardware. Use the M12 washer and castle nut and tighten to 50 ft-lb of torque making sure the cotter pin hole will line up with the castle nut notch. Insert the cotter pin and bend ends around the nut to secure.
10. You may now torque the uniball pin and install the uniball cap from step 5.
11. If your truck has adaptive ride control, reinstall the link by first inserting the factory ball stud previously removed to the Cognito arm using a torque of 7.5 ft-lb. Pop the previously removed plastic tie rod end socket link over the ball stud.
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 cable ties to restrain the ABS line to the brake line on the passenger side. The driver side may have an additional line for the brake pad wear sensor and can be tied to the brake line as well. Make sure the Cognito arm and shock (if replaced) is fully installed and with a jack stand under the frame, lower the truck so that the suspension reaches full droop. Check that all tied lines are free of stress during the complete steering cycle. After the wheels are back on and the truck is sitting on the ground, check this again. Be sure there is no rubbing or loose cables anywhere.
13. **Setting ride height and checking for proper shock/spacer lengths (reference figure 7 and Table 1).**

Lift the truck so that the front wheels are off the ground insuring the suspension is at full droop. Put a piece of painter's tape at the top of the wheel well directly above the center line of the wheel. Take a measurement from the taped mark to the top of tire and record it as (A) in table 1. Subtract 3 inches from A and record this number as (B). Set the truck back on the ground and roll a minimum of 20 feet in any direction and then back to the starting point so the suspension settles out. Record this measurement from the same point on the tape to the top of tire again and record it as (C).



Table 1

Full Droop	A	
Max Ride Height	B = A - 3	
Current Ride Height	C	

If (C) is larger than (B), the ride height is too tall. This can be caused by shocks that are too long, too tall of a shock spacer, stacked shock spacers, spring preload devices, or any combination of the above.

Failure to use compatible shocks to 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 to the above max ride height calculation.*

14. Have the vehicle's front end professionally aligned using these front end alignment guidelines:

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 -0.1° to $+0.1^{\circ}$ 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

