



KRYPTONITE

HARD CORE STEERING ★ SUSPENSION PRODUCTS

2007-2018 GM 1500 UPPER CONTROL ARM INSTALLATION

PLEASE READ AND UNDERSTAND THESE INSTRUCTIONS COMPLETELY PRIOR TO BEGINNING THE INSTALLATION

PROFESSIONAL ALIGNMENT IS RECOMMENDED AFTER INSTALLATION

1. Put the truck into Park, engage the parking brake and chock rear tires. Jack the front of the truck up off the ground and support the frame with jack stands. **NEVER WORK ON AN UNSUPPORTED VEHICLE.**
2. Remove the factory upper control arms by supporting the lower control arm with a floor jack. Loosen the upper ball joint nut until it can spin freely by hand, do not completely remove it until the taper is broken free. Using a pickle fork or puller, apply upward pressure to the upper control arm while tapping the knuckle with a hammer to shock the taper seat loose. Once the taper seat is broken free, remove the nut and separate the control arm from the knuckle.
3. Remove the factory bolts and cam plates from the frame pockets. The plastic inserts (if present) will be discarded. Clean up and keep the cam bolt hardware set aside unless upgrading to the Heavy Duty Cam Bolt Kit **KR0026**.
4. Ball joint placement is going to be based on the trucks needs regarding alignment adjustability. The goal is to have the ball joint pocket flat and level with the road surface while maintaining caster adjustability. Mount the ball joint on top of the UCA, if the UCA is going to sit flatter and closer to OEM angles. Mount the ball joint on the bottom of the UCA, if the UCA is drooping or angled downward. Ball joint mounting hardware should be torqued to **22 lb-ft**.
5. You will now complete the control arm assembly by inserting the polyurethane bushings into the control arm sleeves on the arms. Ensure there is **"NO GREASE"** on the outside of the bushing and none in the control arm sleeve, you want a clean dry connection here. Once the bushings have been pressed in you are going to apply grease to the 'bolt sleeves' and the inside of the bushing prior to their installation.
6. The control arms are side specific. The logo plate should be toward the front of the truck. Install your assembled control arms into the frame pockets. It may be necessary to open the frame pocket slightly to get the arm to slide in. Either reinstall the factory cam bolt hardware (torque to **140 lb-ft**), or install your new Kryptonite Cam Bolt Kit (**KR0026** - torque to **90 lb-ft**).
7. Mount the ball joint to the knuckle with the supplied hardware. The **KR6292** in the **KRUCAS3** kit uses a castle nut. To insure proper engagement of the cotter pin, the provided 3/16" washers may be needed to create standoff. You will torque these nuts to **37 lb-ft**. Insert and bend one side of the cotter pin back over the stud to secure it. The Ny-Lock nut on the **KR6336** (**KRUCAS5**) will also be torqued to **37 lb-ft**. ****NOTE** You may need to use a 3/16" drill bit to chase the narrow side of the spindle opening in order to allow the threaded portion of the ball stud to drop through.**
8. For optimal performance you will add 6 pumps of grease to each ball joint using a manual grease pump. Avoid overfilling the dust boot as this can lead to premature boot failure (tears/leaking). These ball joints should be serviced with each oil change, a single pump of grease every 3k-5k miles. The control arm bushings will take 3-5 pumps of grease once they are assembled. We suggest **Chevron Ultra Duty EP2**, however, any **NSI2** or **EP2** rated synthetic moly grease will work.
9. Double check that all fasteners have been torqued appropriately then proceed with reinstalling the wheels. Repeat this process on the opposite side.



● 37 lb-ft
 ● 22 lb-ft
 ○ Apply grease to the sleeves

3.6°

Caster

4.4°

0.08°

Camber

0.08°

0.05°

Toe

0.05°

Caster Split
0.8°



Register your parts
HERE

Should you have any questions about these specifications feel free to contact us

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Warranty coverage
information

SAC32492 WARNING: By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or rollover during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious 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 and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

INSTALLATION ALIGNMENT NOTE: Your vehicle may require alignment after product installation. You may incur additional costs to align the vehicle.

INSTALLATION HEADLAMP AIM NOTE: In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment after product installation. You may incur additional costs to adjust the headlamp system.

INSTALLATION ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS) NOTE: If your vehicle is equipped with active or passive safety/collision monitoring and/or assistance/avoidance systems including, but not limited to, camera- or radar/sensor-based systems, check and adjust your vehicle's systems for proper aim and function after product installation. In some instances, your vehicle may require OEM dealer service tools and factory-trained technicians to re-calibrate ADAS. You may incur additional costs to adjust ADAS systems.

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