



# 2011+ GM HD Upper Control Arms

## KRUC11/KRUC20

### Removal:

1. Put the truck into park, engage the parking brake, and chock rear tires. Jack the front of the truck off the ground and support the frame with jack stands. **NEVER WORK ON AN UNSUPPORTED VEHICLE.**
2. Support the lower control arm with a floor jack, raising the suspension slightly from full droop. This relieves pressure on the upper ball joint.
3. Remove the cotter pin (if equipped) and loosen the upper ball joint nut. Leave the nut threaded a few turns to prevent uncontrolled separation.
4. Support the knuckle to avoid putting strain on the CV axle, brake lines, and ABS sensor wiring when the control arm is disconnected.
5. Break the taper by using a pickle fork or by striking the knuckle boss from behind with a hammer. Separate the upper control arm from the spindle once the taper is broken and the stud is free.
6. Remove the factory bolts and cam plates from the frame pockets.

### Assembly:

1. Install the polyurethane bushings into the upper control arms. Do not grease the outside of the bushings or the control arms. Press in the metal sleeves.
2. Ball joint placement depends on the UCA position. Mount on top of the UCA if it sits flat/near OEM angles; mount on the bottom if it droops or angles downward. You want the ball joint pocket to be as flat as possible. Torque mounting hardware to **22 ft-lbs.**

### Installation:

1. Identify left vs. right. Each arm has an arrow in the ball joint pocket. The arrow & logo plate must point forward when installed. Install the arm into the frame pockets. Install the control arm bolts and cam plates. Final torque to **192 ft-lbs** during alignment to ensure proper positioning.
2. Attach the ball joint to the knuckle by swinging the control arm down until the ball joint stud lines up with the knuckle bore. Insert the stud and install the supplied castle nut. If the cotter-pin hole does not align, do not loosen the nut—use the provided 9/16" flat washers to space the castle nut. Torque to **37 ft-lbs**, then 90-100 degrees.

- Grease the upper ball joints. Add grease to the zerk fitting (typically 4-6 pumps). Over-greasing until the boots swell will rupture the boot.
- Grease the bushings. Add grease to each zerk fitting (typically 3-4 pumps).
- Reinstall the wheels and torque to 140 ft-lbs.
- Be sure to get a professional alignment immediately to avoid uneven tire wear.



37 ft-lbs 22 ft-lbs

**2011-2019**  
**Camber**

±0.8°

Left Right

0.5° 0.5°

**2011-2019**  
**Caster**

±1.0°

Left Right

2.5° 2.2°

**2011-2019**  
**Toe**

±0.2°

Left Right

0.1° 0.1°

**2020+**  
**Camber**

±0.8°

Left Right

0.5° 0.5°

**2020+**  
**Caster**

±1.0°

Left Right

2.8° 3.1°

**2020+**  
**Toe**

±0.2°

Left Right

0.1° 0.1°

### IMPORTANT SAFETY & LEGAL INFORMATION

Installation should be performed by a qualified technician. Improper installation may result in vehicle damage, loss of control, serious injury, or death.

Always support the vehicle securely with jack stands. Never rely on a jack alone.

Verify all components are installed correctly and torqued to specification before operating the vehicle.

After installation, inspect suspension and steering components and check for proper clearance through full travel.

Re-torque all hardware after initial use and periodically thereafter.

Do not exceed manufacturer vehicle load, towing, or performance limits.

User assumes all responsibility for compliance with local laws.

Manufacturer is not responsible for damage or injury resulting from improper installation, misuse, or modification.

By installing this product, the user accepts all risk and liability associated with its use.