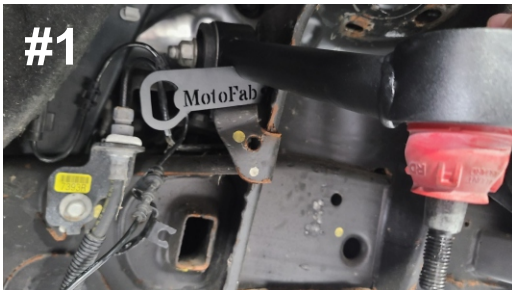


GM 1500 Control Arm instructions

- 1: To begin install, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with jack stands. Place jack stands on both sides of the vehicle and remove both front tires.
- 2: Using a socket, unbolt the nut for the swaybar end-link.
- 3: Unbolt the brackets for the brake/abs line using a 10mm socket/wrench.
- 4: Support the lower control arm with a floor jack.
- 5: Using a 21mm socket unbolt the nut holding the tie rod to the knuckle.
- 6: Using an 18mm socket loosen the nut holding the upper ball joint to the knuckle.
- 7: Strike the side of the knuckle where the upper ball joint and tie rod are with a hammer. The upper ball joint and tie rod will separate from the knuckle.
- 8: Remove the tie rod and upper ball joint from the knuckle.
- 9: Using a 18mm wrench, unbolt the three nuts holding the strut assembly to the frame/housing.
- 10: Using a 15mm socket unbolt the two bolts holding the strut to the lower control arm. The head of the bolts is on the underside of the lower control arm.
- 11: Slowly remove the floor jack for the lower control arm and remove the strut from the vehicle.
- 12: Remove both A-arm pivot bolts and remove the stock a arms.
- 13: Install the new A-arms using the included gauge to set the distance between the control arm and the bump stop
See image #1 below:



- 14: Place the strut back into the truck.
- 15: Place a floor jack and raise the lower arm slightly so that the lower part of the strut can be bolted to the lower control arm using the 15mm factory bolts.
- 16: Press the upper portion of the strut assembly into the coil bucket. Raise the lower control arm with the floor jack until the 3 studs on top go through the three holes on the coil bucket.
- 17: Using a 18mm wrench bolt the three nuts to the strut assembly.
- 18: Use a pry bar between the coil spring and the control arm to lower the upper ball joint into place
See image #2 above:
- 19: Install the new supplied washer and nylock nut onto the ball joint and tighten. (New locknut must be used)

A Cotter pin does not get installed into the ball joint stud. The provided Nylock nut must be used.

- 20: reconnect the tie rod to the knuckle.
- 21: Reinstall the ABS brackets and the brake line bracket.
- 22: Bolt back the sway bar end links using.
- 23: A front end alignment is required after the install.**
- 24: Check that all bolts are torque to factory spec after 200 miles.

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