



GM 1500 Control Arm instructions

Attention

If you ordered for a 2014-2016 Please make sure you ordered the correct kit for your stock control arms.
See picture below:

Types of OE Upper Control Arms from GM



Two Piece Stamped
Upper Control Arm



Aluminum
Upper Control Arm



One Piece Cast
Upper Control Arm

IMPORTANT: When tightening the control arm bushings to the truck, the truck needs to be on the ground. It cannot be jacked up in the air. The bushings need to be in the neutral position. This is done by putting the weight of the truck on the suspension. **Failure to do this will cause the bushings to fail and void product warranty.**

Terms and conditions

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- 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 15mm wrench, unbolt the nut for the swaybar end-link. Take out the sway bar end-link.
 - 3: Unbolt the brackets for the abs line using a 10mm socket/wrench.
 - 4: Unbolt the single 13mm bolt holding the brake line bracket to the coil housing
 - 5: Support the lower control arm with a floor jack.
 - 6: Using a 21mm socket unbolt the nut holding the tie rod to the knuckle.
 - 7: Using an 18mm socket loosen the nut holding the upper ball joint to the knuckle.
 - 8: 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.
 - 9: Remove the tie rod and upper ball joint from the knuckle.
 - 10: Using a 18mm wrench, unbolt the three nuts holding the strut assembly to the frame/housing.
 - 11: 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.
 - 12: Slowly remove the floor jack for the lower control arm and remove the strut from the vehicle.
 - 13: Locate the eccentric adjusters on the side of the A-arm pivot bolts. Mark the location of the pins for alignment once you install the new upper control arms.
 - 14: Remove both A-arm pivot bolts and remove the stock arms.
 - 15: Install the new A-arms. If the mounting tabs on the truck are deformed or tight you can use a vise grip to open up the mounting tabs. These tabs get deformed slightly from tightening down the pivot points.
 - 16: Place the strut back into the truck.
 - 17: 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.
 - 18: 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.
 - 19: Using a 18mm wrench bolt the three nuts to the strut assembly.
 - 20: Lower the floor jack and place the jack under the knuckle. Hold the bracket for the ABS line so that it is on the right side before the next step
 - 21: Raise the floor jack while supporting the knuckle until you are able to partially reinsert the threaded portion of the upper ball joint into the hole on the top of the knuckle.
 - 22: Insert a pry bar into the coil spring and pry down on the lower control arm until the upper ball joint can be bolted to the knuckle.
 - 23: Using a 18mm wrench tighten the nut for the upper ball joint.
 - 24: Using a 21mm wrench and a 10mm wrench bolt the tie rod to the knuckle.
 - 25: Reinstall the ABS brackets and the brake line bracket.
 - 26: Bolt back the sway bar end links using a 15mm nut.
 - 27: **Align the eccentric pivots on the A-arm pivot bolts back to the factory location and torque to factory Spec**
- **Important** The control arm bushings need to be in their neutral position. This is done by lowering the truck to the ground and loosening them completely before tightening them to factory spec. If this is not done they will fail and void product warranty.**
- 28: **A front end alignment is required after the install.**
 - 29: Check that all bolts are torque to factory spec after 200 miles.