



HARD CORE STEERING ★ SUSPENSION PRODUCTS

2011+ 2500HD/3500 UPPER CONTROL ARM KIT

IMPORTANT! READ THE INSTRUCTIONS BEFORE INSTALLATION!

A professional front end alignment will be required after installation is complete.

It is important to read all instructions from start to finish before you begin the installation process.

If these instructions are not properly followed, suspension and tire damage may result.

Vehicles with oversized tires* Check ball joints, pitman and idler arms every 2500-5000 miles for excessive wear; replace as needed. We offer a wide range of heavy duty lifetime warrantied steering and suspension parts at KRYPTONITEPRODUCTS.com

The parts in this kit are pre-greased at shipment, do not over grease!

Premature dust boot wear may occur. Damage to parts from improper installation will not be covered under warranty!



Parts included:

- Kryptonite upper control arms (Pair)
- Kryptonite "KR6292" ball joints x2
- Control arm bushing set "KRBUC10"
- Hardware pack "KRUC10H"
- Control arm Bump Stops

Tools Required:

- Floor Jack and jack stands
- Torque wrench
- Large Hammer
- 22mm Deep socket
- 1/2" Open end wrench and socket
- 5/16" Open end wrench
- 9/16" Socket

****The 5/16 lock washers/nuts/flat washers will not be used.****

Recommended Max Tire Size (Leveled Trucks) - 33"x11.5" (9" wide wheel with 5.75" back-space. Max on OEM wheels 285/75R16 or equivalent (285/11.5"))

1. Place wheel chocks, put the truck into park with the parking brake engaged. Jack the front of the truck off the ground and support properly with jack stands. NEVER WORK ON AN UNSUPPORTED VEHICLE.
2. The Kryptonite Upper Control Arm Kit is a direct replacement for factory. If you have purchased and are replacing the torsion keys along with a Kryptonite Leveling kit, Unload the torsion bars now and remove the factory torsion keys from the truck. Replace with the new Kryptonite Keys and reload the bars slightly. (Torsion bolts touching the key; from here 2 full rotations on the bolts)
3. Remove the factory upper control arms by supporting the lower control arms with a floor jack. Loosen the ball joint nut of the upper control arm enough until you can spin the nut by hand, do not remove completely. Now either use a pickle fork or tap the side of the spindle next to the ball joint stud with a hammer. When the taper seat breaks loose, you may then remove the nut and separate the control arm from the spindle.
4. Remove the factory bolts and cam plates from the frame pockets. The plastic inserts (in any) will need to be removed and discarded. Keep the remaining hardware unless upgrading to our Heavy Duty Cam Bolt Kit "KR0026".
5. Based on control arm angle at ride height (leveled/lots of droop). mount the ball joint on the bottom side of the control arm using the supplied 5/16" bolts/flat washers/lock nuts. If the truck has lift spindles that leave the control arms relatively flat (parallel with the ground) and/or is stock height; Mount the ball joints on the top side of the control arm. **Torque bolts to 22ft/lbs.**

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