



KRYPTONITE

HARD CORE STEERING ★ SUSPENSION PRODUCTS

2019+ 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. With the vehicle on a lift/front tires removed, you will use a 10mm socket or wrench to remove all of the brackets securing the ABS wire and brake lines to the knuckle/control arm. You will then remove the clips holding the cables and lines onto the strut studs above the upper control arm. Shown in **Figure 1**.
2. With the wiring and brake lines out of the way remove the bolts securing the strut to the lower control arm. Then remove the nuts securing the top of the strut: leave one nut on to hold the strut in place. **Figure 2** (If equipped with DSSV shocks, disconnect the cable on the reservoir prior to removal)

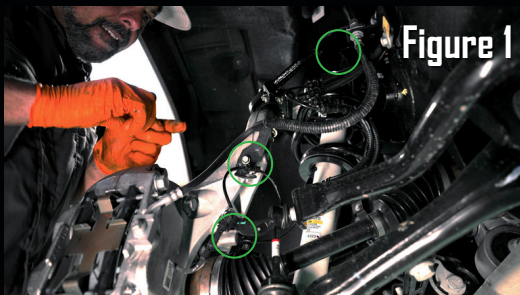


Figure 1



Figure 2

3. Now separate the upper ball joint from the knuckle. You will need to support the knuckle to prevent over-travel on the half shaft. Detaching the sway bar end link from the LCA will allow for more drop out here giving you more space to remove the strut when you get to that step. **Figure 3/4**



Figure 3



Figure 4

4. Loosen the upper control arm hardware slightly to lift the OEM arm out of the way. You will now address the final nut on the top of the strut, allowing you to completely remove it from the vehicle.
5. With the control arm mounting hardware accessible, you will now remove the bolts and set the OEM upper control arm aside.

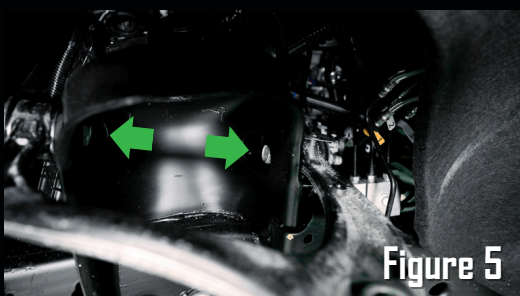


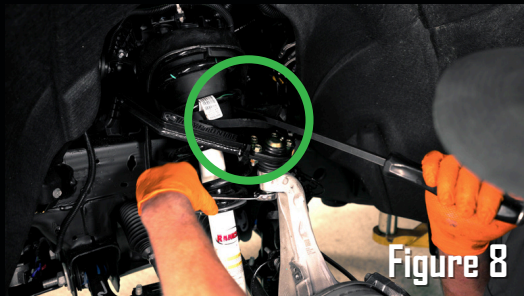
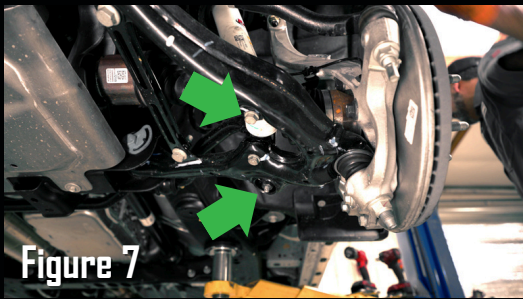
Figure 5



Figure 6

6. Grab your new Kryptonite upper control arm ensuring the logo plate is closest to the front of the truck. Install the hardware including the washers on the outside of the of the bushings. The ball joint will be mounted on the top side of the control arm. The control arm bolts will be torqued to (**89ft/lbs + 45°**)

7. With the new control arm in place you will begin the reassembly process starting with the strut. With the top hat bolts secure (43ft/lbs), reattach the base of the strut to the lower control arm along with the end link. Strut to LCA bolts (37ft/lbs) Sway bar end link to LCA (74ft/lbs) (Figure 7)



8. With the strut in place you will remove the nut from the upper ball joint stud and seat the taper into the knuckle. You can apply downward pressure to the upper control arm with a cushion (rubber pad - Figure 8) or using a 6mm allen to hold the stud while tightening the nut with an 18mm wrench. Figure 9 - This nut will be torqued to the OEM spec (26ft/lbs + 60°) to seat the taper.



9. Double check that all fasteners have been torqued appropriately then proceed with reinstalling all the wire/brake line tabs and clips. Repeat this process on the opposite side.

| | | |
|----------------------|--------|-------|
| 3.6° | Caster | 4.4° |
| 0.08° | Camber | 0.08° |
| 0.05° | Toe | 0.05° |
| Caster Split 0.8° | | |

Should you have any questions about these specifications feel free to contact us
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Downloadable Copy/
Installation Video

SAEJ2492 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/sonar-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.