



HARD CORE STEERING ★ SUSPENSION PRODUCTS

1988-2006 1500 TRUCK 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, steering rack every 2500-5000 miles for excessive wear; replace as needed. We offer a wide range of heavy duty lifetime warranted 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 ball joints x2
- Control arm bushing set "KRBUCA10"
- Hardware pack "KRUCA10H"

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.

This upper control arm kit will fit on a stock truck with stock wheels/tires

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 (if 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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INSTRUCTIONS CONTINUED

- 6. Insert polyurethane bushings, sleeves and grease fitting into the ends of the arms. If required, grease may be added to the bushing sleeves to make installation easier (Synthetic or lithium based grease). DO NOT over tighten grease fittings, tighten until snug.
- 7. The control arms are side specific. The laser cut arrows in the ball joint pocket needs to point to the front of the truck. Install your assembled control arms into the frame pockets. It may be necessary to open the frame pockets slightly during installation. Either reinstall factory cam plates and bolts, or install your new Kryptonite cam bolt kit (KR0026-torque to 90ft/lbs).
- 8. Mount the ball joint to the spindle with the supplied hardware. Use the large silver 9/16" flat washers supplied in your hardware kit if the castle nut needs to be spaced in order for the cotter pin to engage, Torque to 46ft/lbs. Insert and bend one side of the cotter pin back over the stud to secure it. *Note: You may need to use a 9/16" drill bit to chase the narrow side of the spindle opening in order to allow the threaded portion of the ball stud to drop through.
- 9. Our upper ball joints are pre-greased! These will only require a small amount of grease at service intervals (5k-7k miles); Half a pump of grease per joint. You do not want the boots to fill with grease. Rather take this time to apply grease to the control arm pivot bushings at the frame (2-3 pumps of grease).
- 10. The ABS sensor and brake line must be rerouted to avoid binding and contact with any moving parts. Use a zip tie to secure the OEM mounting tab to the laser cut eyelet on the front underside of the control arm. It may be necessary to bend/alter the OEM mounting tab.
- 11. Be sure to double check the clearance of both the brake lines and the ABS lines after the install with wheels installed at full droop/throughout the complete steering cycle. Ensure there is no rubbing or loose cables anywhere. Double check all hardware/fasteners are torqued appropriately. Set truck on the ground and torque wheels to manufacturer specs.

Have you truck professionally aligned using the below specifications!

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

Office hours: M-F 8-5pm PST
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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.