



Cognito SM Series Uni-ball Upper Control Arm Kit for 2020 GM 2500HD/3500HD 2WD/4WD

INSTALL INSTRUCTIONS:

Cognito SM Series Uni-ball Upper Control Arm Kit for 2020 GM
2500HD/3500HD 2WD/4WD
SKU: 110-90805

PARTS LIST FOR SKU: 110-90805

QUANTITY	PART #	DESCRIPTION
1	80006	Uni-ball Upper Control Arm Assembly, Driver
1	80007	Uni-ball Upper Control Arm Assembly, Passenger

PARTS LIST FOR SKU: 80006

QUANTITY	PART #	DESCRIPTION
1	8689	Uni-ball UCA Weldment, Driver
1	6446	UCA Cap
2	6879	Pivot Bushing Assembly
1	91072	Uni-Ball Pin Assembly
1	HARDWARE-SPIROLOX-2.375	2.375" Spirolox Internal Retaining Ring

PARTS LIST FOR SKU: 80007

QUANTITY	PART #	DESCRIPTION
1	8690	Uni-ball UCA Weldment, Passenger
1	6446	UCA Cap
2	6879	Pivot Bushing Assembly
1	91072	Uni-Ball Pin Assembly
1	HARDWARE-SPIROLOX-2.375	2.375" Spirolox Internal Retaining Ring

PARTS LIST FOR SKU: 91072 (PRE-INSTALLED)

QUANTITY	PART #	DESCRIPTION
1	6445	Uni-ball Hat
1	6505	Uni-ball Pin
1	UNI-BALL COMH20T	Uni-ball COMH20T
1	HARDWARE-0161379	1/2"-20 x 1" 12-Point Screw
1	HARDWARE-33626	1/2" Lock Washer
1	HARDWARE-CASTLE Nut-M14-1.5	M14-1.5 Castle Nut
1	HARDWARE-M14-F/W	M14 Flat Washer
1	HARDWARE-COTTERPIN-1	Cotter Pin

**WARNING**

Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools, and take appropriate precautions when working under a vehicle. If these instructions are not properly followed you may jeopardize your, and your passenger's safety, and severe frame, suspension or tire damage may also result from improper installation.



INTRODUCTION

The Cognito Uni-Ball SM Series Upper Control Arm Kit is a direct replacement for the factory upper control arms (UCAs). The Cognito UCA kit will add performance due to a modified ball joint angle that eliminates travel limitations of the ball joint in leveled or lifted applications. The allowable droop travel is also improved with the design of these arms. Designed and made in the USA.

REQUIREMENTS

- Installation requires a qualified mechanic.
- Always wear safety glasses when using power tools.
- Proper vehicle lifting equipment is required.
- Read instructions carefully and study the pictures before attempting installation.
- The service perch under the front UCA on the vehicle's frame will require cutting.
- Proper shocks and shock lengths must be used or damage to the control arms, ball joints, and vehicle will occur.
- Trimming of inner fender well and bottom rear of steel fender may be required.

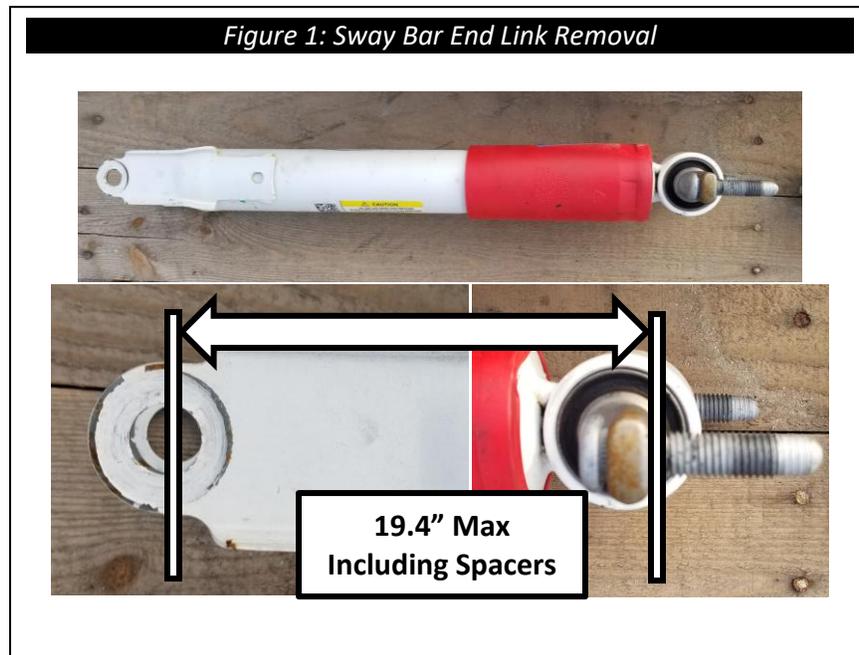
TECH NOTES

- Check the parts and hardware packages against the parts list to assure that your kit is complete.
- Work through these instructions on both sides of vehicle at the same time to completion. The order of the steps is important.
- When a lift is required to perform the installation of these products and always ensure the vehicle is properly supported before attempting installation or serious injury may occur.

TOOLS YOU WILL NEED

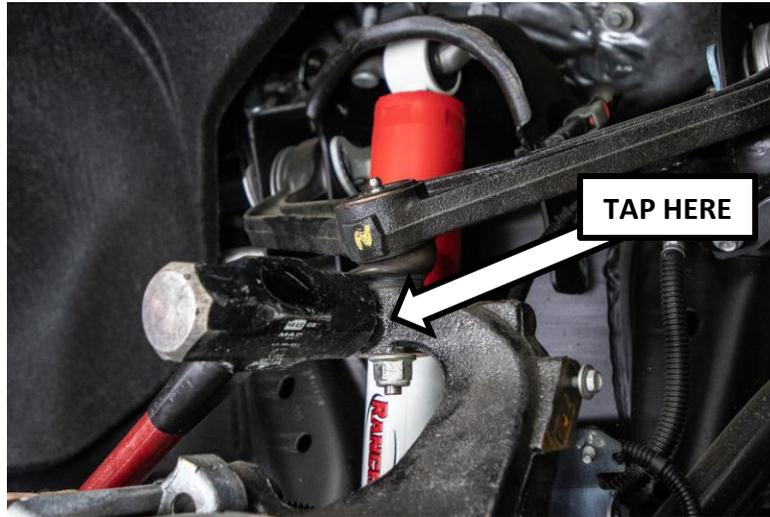
- Impact Driver
- Ratchet
- Ratchet Socket Extensions
- Torque Wrench (ft-lbs.)
- Hammer
- Metal Cutting Tools
 - Cutoff wheel
- Metal Sanding Tools
 - Sanding Disk
- Sockets/Wrenches:
 - 10-mm
 - 13-mm
 - 18-mm
 - 22-mm
 - 24-mm

1. Support the vehicle on a lift or on jack-stands and remove the front wheels and tires. NEVER WORK ON AN UNSUPPORTED VEHICLE.
2. Check the shock length. Using a shock that is too long will cause the upper ball joint to bind and break. Therefore, the correct length shock must be used. For this kit, the maximum shock length that can be used is 19.0" from the center of the lower eyelet to the mounting face at the top of the shock as shown in figure 1 below. If any shock spacers are used with this UCA kit, they must be added to the measurement from figure 1 and that number must be under 19.4". If this control arm kit is used with any other parts then specified, warranty will be void on this arm kit, and damage may occur to arms, ball joints, tie rods, cv axles and possibly death. This measurement may be taken while the shock is installed on the vehicle and it is lifted by the frame with the wheels off the ground at the full droop position. Do not remove or unbolt the shock while the torsion bars are loaded.



3. Remove the factory upper control arms. With an 18mm socket, loosen the ball joint nut of the upper control arm enough until you can spin the nut with your fingers, but do not remove totally. While prying the control arm away from the spindle, hit the side of the spindle with a hammer to dislodge the taper seat. When the tapered seat of the ball joint breaks loose, you may then remove the ball joint nut, and separate the factory upper control arms from the spindles. See figure 2.

Figure 2: UCA and Spindle Disassembly



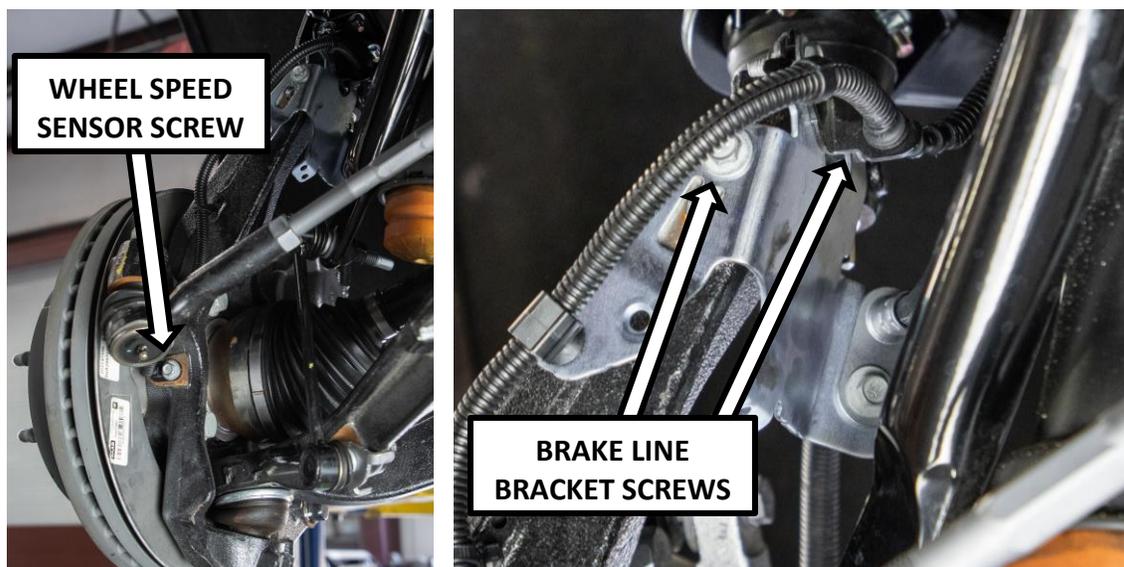
4. Remove the factory bolts and eccentric washers that connect the control arm to the frame with a 24mm wrench and place them safely aside.

Note:

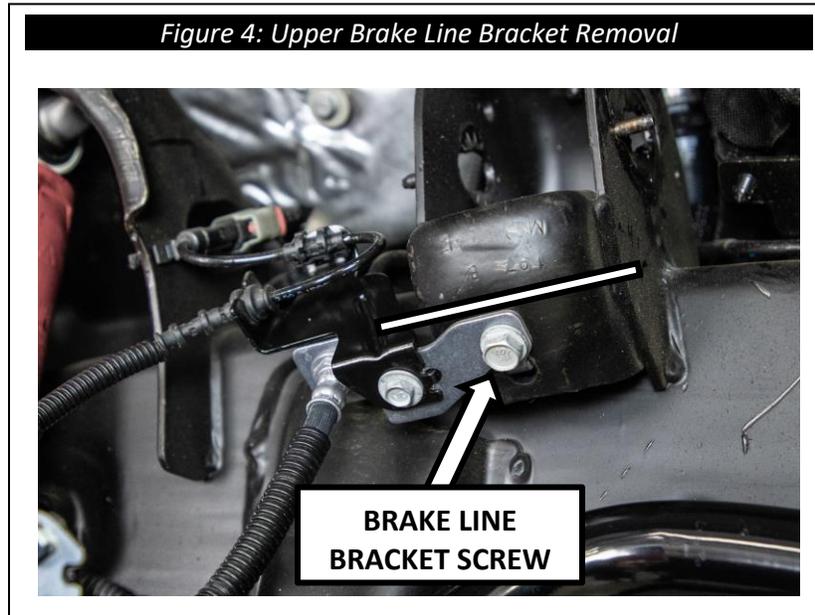
Pay attention to the orientation in which they were removed. These bolts need to be re-installed in the same orientation and location.

5. Remove the wheel speed sensor and brake line bracket that are attached to the spindle, see Figure 3.

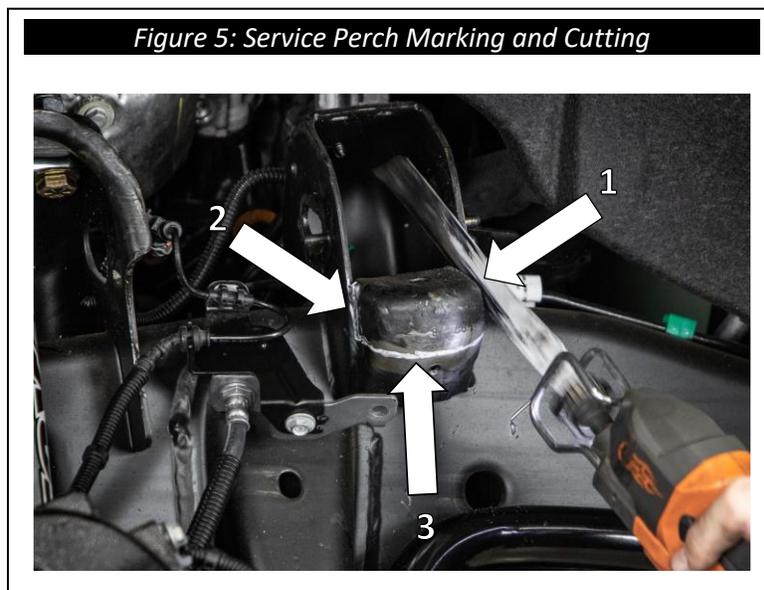
Figure 3: Wheel Speed Sensor and Brake Line Bracket Removal



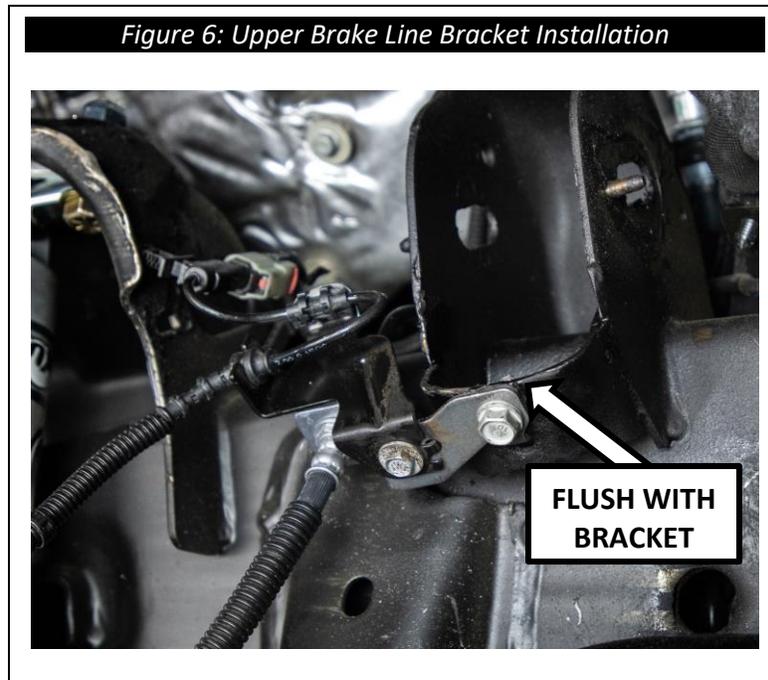
- Etch or make a line using the upper brake line bracket as a template guide, and then remove the 13-mm screw holding the upper brake line bracket to the service perch, see Figure 4.



- Mark the service perch. Tie all lines and wires out of the way and clear of the cutting area, and then cut the service perch use a cutting tool, see Figure 5.



8. After cutting the service perch, sand down all the edges and paint or coat them to prevent corrosion.
9. Reinstall the upper brake line bracket. The cut line should be flush with the bracket, see Figure 6.



10. Reinstall the lower brake line bracket and wheel speed sensor that were removed in the steps above.
11. Locate the driver side **80006** Cognito UCA and mount the arm to the frame using the factory bolts, nuts, and eccentric washers, see Figure 7.

Note:

The driver and passenger control arms are not identical. Ensure the Cognito logo on the UCA is closer to the front of the vehicle.

Ensure that the bolts are in the middle of the adjustment swing. Professional front-end alignment is immediately required. It is not recommended to drive long-term on this alignment.

Figure 7: Cognito UCA Installation



12. Mount the uni-ball pin to the spindle with the supplied hardware. Torque the castle nut to 80 ft-lbs. while ensuring that the cotter pin hole on the uni-ball pin lines up with one of the notches on the castle nut. Insert the cotter pin and bend the ends around the nut to fully secure.
13. Repeat the steps above to install the Cognito UCA onto the opposite side of the vehicle.
14. Ensure that all bolts are properly torqued. Ensure there are no rubbing or loose cables anywhere after the Cognito UCA installation. Use cable ties to restrain any cables from interfering with any other part. Check that all lines are free of stress or interference while the vehicle is in full droop, full bump, and throughout the complete steering cycle.
15. Install front wheels and tires and torque lug nuts to factory manufacturer's specifications.
16. Before lowering the vehicle, measure from the top of the wheel well directly above the center line of the wheel to the top of the tire, see Figure 8. Record this measurement as (A) in Table 1. Subtract 3 inches from A and record this number.

Note:

It can be helpful to place a piece of painter's tape at the top of the wheel well directly above the centerline of the wheel and measure from there.

17. Set the truck on the ground and drive forward and backward a few times to settle the suspension. Measure again from the top of the tire to the top of the wheel well as in the step above and record this measurement as (C) in Table 1.

Note:

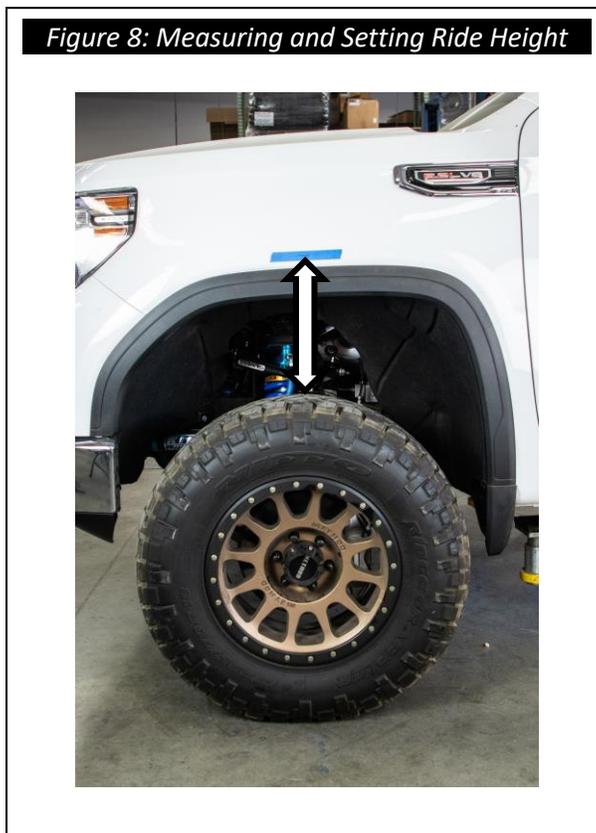
If (C) is larger than (B), the ride height is too tall. This can be caused by shocks or shock spacers that are too long, stacked shock spacers, spring preload devices, or any combination of the above.

Failure to use compatible shocks to limit the vehicles front suspension may cause over-extension, which as a result can cause damage to ball joints, uni-balls, tie rods, and/or CV axles, along with other related safety issues.

Warranty on Cognito products will be void if the vehicles front suspension is not properly limited to the above max ride height calculation.

Suspension Travel	Record	Measurement (Inches)
Full Droop	A	
Max Ride Height	$B = A - 3 \text{ in}$	
Ride Height	C	

Table 1. Suspension Travel Measurements





18. Adjust headlights per owner's manual.
19. Have the vehicle professionally aligned.

Note:

Some Cognito upper control arms have added caster built into them to increase drivability performance, therefore it's important to be sure the correct control arm is installed on the correct side of the vehicle. It's also important to make your alignment shop aware that if caster is higher than normal for OEM, that is the intention by design.

Cross caster is important in making your vehicle track straight down the road. Most roads have crown to them, high in the middle for water runoff. This crown will make your vehicle want to pull to the right. Vehicles with stock tires on them have a narrow contact patch on the ground and are not as affected as a vehicle having larger wider tires. With larger wider tires it's important to have cross caster proper in order for the vehicle to track straight on these roads. Trucks with dual rear wheels have more tire on the ground and require more cross caster. The length of the wheelbase will also affect cross caster needed.

Generally, crew cab short and long bed trucks like .8 degrees of cross caster. For example, the driver side would have 2° while the passenger side would have 2.8° of caster. Dual rear wheel trucks like .9-1.0 degrees of cross caster. Your area might have roads that are crowned more or less than average therefore these numbers may need to change, and your alignment shop should understand this. If your alignment tech is stating they can't align the truck, that typically means they can't get the alignment to OEM spec, and that's fine because your vehicle is no longer OEM. A good tech will understand this and the numbers and let caster run slightly out of OEM spec (Caster should always be above 2 degrees positive) while maintaining cross caster needed for the vehicle and roads so you enjoy your vehicle with aftermarket Cognito parts and your driving experience. Camber should always be from -1.1° to $+1.1^{\circ}$ and toe should always be .125" to .250" toe in for best tire wear.



WARRANTY / RETURN POLICY / SAFETY

Cognito Limited Lifetime Warranty

Cognito Motorsports, Inc. hereinafter “Cognito,” warrants to the original retail purchaser, that its suspension products are free from workmanship and material defects for as long as the purchaser owns the vehicle on which the product(s) were originally installed. This warranty will be void if any modifications are made to the components, including alterations to the surface finish, i.e.; painting, powder coating, plating, and/or welding, or if they are improperly installed. Cognito truck suspension products are not designed nor intended to be installed on “competition” vehicles used in race applications, stunt or for exhibition purposes that are outside of the intended operating conditions specified by the manufacturer. Racing and competition are defined as any contests between two or more vehicles; or vehicles competing individually on off road circuits in timed events (whether or not such contests are for an award or prize).

This warranty does not include coverage for police, taxi, government or commercial vehicles, and the warranty does not cover Cognito products sold outside of the USA. Cognito’s obligations under this warranty are specified and applied at its sole discretion, and warranty coverage is limited to repair or replacement of the defective product(s). Any and all costs of removal, installation or reinstallation; freight charges, incidental or consequential damages associated with the covered products are expressly excluded from this warranty.

The following items are exempt from Cognito limited warranty coverage: bushings, bump stops, tie-rod ends (Heim joints) and limiting straps. These parts are “consumables” and designed to wear as a normal part of their duty cycle, therefore they are not considered defective when worn. The aforementioned products are warranted separately against defects in workmanship, for 60 days from the date of purchase. As a condition of warranty validation, respective Cognito suspension components must be installed as a complete system (not combined with non-Cognito hardware or ancillary parts). Any substitutions or omission of required components will void the warranty. Some minor cosmetic wear and imperfections may occur to parts during shipping, which is not covered under this warranty. This limited warranty does not apply to any components that have been subjected to collision damage, negligence, alteration, abuse, or misuse, and coverage does not extend to products manufactured by third-party companies. Cognito reserves the right to supersede, discontinue, or change the design, finish, part number and/or application of its parts when deemed necessary, without notice.

Return Policy

Product returns will not be accepted without prior written approval from an authorized Cognito representative. All products being returned must be shipped via trackable, prepaid freight. Returned products are subject to a 25% percent restocking fee. The eligible return period for products purchased directly from Cognito is 30 days from the verified date when the product(s) were originally received by the purchaser.

Product Safety Advisory

The installation of Cognito steering and suspension components will modify your vehicle’s original factory equipment and geometry, which may cause it to handle differently than a stock (unaltered) vehicle. Installation of these components is not intended to strengthen nor reinforce the vehicle’s frame, nor are they designed to increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for proper attachment, torque specifications, operation, and for any potential unusual wear or damage. Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Modifying vehicle height combined with off road operation may increase your vehicle’s susceptibility to rollover conditions, which may cause serious injury or death. Many states regulate allowable vehicle height modifications, and it is your responsibility to know and comply with the legal requirements specified by the laws where you reside. Modifications to your vehicle’s ride height may also affect the ride quality, driver input response, trackability and handling, and wear to your vehicle’s suspension components and tires.