



Installation Instructions

Upper Control Arm Kit #61003

1999-2002 Chevy Silverado / GMC Sierra: C1500 2WD _ ton

2000-2002 Chevy Tahoe / GMC Yukon: C1500 2WD _ ton

2000-2002 Chevy Suburban / GMC Yukon XL: C1500 2WD _ ton

Must be combined with Coil Springs #91004 or #91005.

6 lug (6-5.5") vehicles only. Do not install on 8 lug vehicles.

INTRODUCTION

Installation requires a professional mechanic. Before starting installation read instructions completely until you are familiar with all parts and how they are installed. Use of a factory manual may be necessary for reference to torque and other specifications. When installation is completed, the vehicle will require a complete front end alignment.

NOTES

§ Front coil springs and front shocks (required), and front spindles, coil spring isolators, urethane bushings, rear block kit, rear add-a-leaf kit, and rear shocks (optional) are purchased separately.

§ Prior to attaching components, be sure mating surfaces are clean and free of grit, grease, undercoating, etc.

PARTS LIST

Qty	Description
1	Left Upper Control Arm
1	Right Upper Control Arm
1	Left Upper Bump Stop Mount
1	Right Upper Bump Stop Mount
2	Bump Stop with Locknut
8	Half-Bushing
4	Sleeve
4	Zirt (grease) fitting
4	3/8" X 1" NF Bolt
4	3/8" NF Locknut
8	3/8" Flat Washer
10	Nylon Zip-Tie

INSTALLATION (USING HOIST/LIFT IN PROFESSIONAL SHOP)

1. Lift vehicle on hoist, following all safety procedures as recommended by hoist manufacturer. Front mounting pads should be as far forward as possible under the flat horizontal surface of the frame rail.
2. Remove front wheels.
3. Remove front shock absorbers.
4. Disconnect brake line mounting brackets from Upper Control Arms and spindles. Do not disconnect from frame or caliper. Do not open the brake lines.
5. Loosen the upper ball joint nuts until there is a visible gap between the nut and spindle. Leave the nut fully on the threads of the stud, but as low as possible with all threads engaged. If the spindle moves with the nut at this point, it means that the ball joint, or both are worn out. In this case:
 - a. If you were hoping to re-use the ball joints and spindles:
 - i. If you want 3" more lift, replace the spindles with part #61011.
 - ii. If you don't want any more lift, replace the ball joints.
 - iii. In either case, you may need the other item since the ball joint and spindle wear each other, continue to (b) or (c).
 - b. If you are replacing the spindles but not the ball joints
 - i. Tighten the ball joint nut as soon as you reinstall the nut (after changing spindle, coil, and control arm).
 - ii. Loosen the ball joint nut.
 - c. If you are replacing the ball joints but not the spindles:
 - i. Tighten the ball joint nut as soon as you reinstall the nut (after changing the coil and control arm).
 - ii. Loosen the ball joint nut.
 - d. If the spindle follows the nut as you loosen it again, you must replace both the spindle and the ball joint.
6. Support one lower control arm, near outer end (near lower ball joint) with a jack stand.
7. Break the upper ball joint loose by tapping the side of the upper end of the spindle or by using a ball joint separator (pickle fork).
8. Remove upper ball joint nut.
9. The upper control arm is now held on only by the alignment bolts. Note how the alignment bolts, alignment washers, and locknuts are assembled. Remove the upper control arms.
10. Carefully (don't let the coil spring hit anyone or fall to the ground) lower the jack stand or raise the hoist until the coil spring is loose.
11. Remove the coil spring. Note position of coil spring isolators.
12. If you are re-using the ball joints, remove the ball joint boot and press the ball joint out of the original upper control arm. It must be pressed out of the top side of the control arm. It must be pressed from the bottom side. Do not press on the ball joint stud. Press on the ball joint housing. Support the upper control arm top surface around the ball joint.
13. Press the ball joint into the new upper control arm. Do not press on the center surface of the ball joint. Press on the outer, thick flat surface or the raised circular top ridge. Support the upper control arm bottom surface around the ball joint.
14. Coat the bushings and sleeves with waterproof grease. Marine grease is recommended.
15. Install the new bushings and sleeves into the control arm.
16. Install the new zirt (grease) fittings into the control arm bushing tubes.
17. Install new bump stops onto the new upper bump stop mounting brackets.
18. Remove lower bump stop.
19. Cut off the original upper bump stop (below the rear leg of the upper control arm). The original upper bump stops are part of the frame. Cut flush with the upper control arm pocket. Spray paint or undercoating on cut edge.
20. Install new upper bump stop mounting bracket onto the original lower bump stop mounts. Reinstall lower bump stop to hold the bracket on.
21. Using the bracket as a guide, drill 3/8" holes through the back side of the mount. Install 3/8" bolts with nuts and washers.
22. Install new Upper Control Arm, re-using the original alignment bolts. Do not tighten.
23. If you are replacing the spindles, install one now. There is a left spindle and a right spindle. Follow the instructions provided with the spindle kit.
24. Using electrical tape, tape coil spring isolators to new coil spring.

25. Using an interior position (inside coil) spring compressor, compress the coil spring. Be very careful while compressing the spring and while handling the compressed spring. **DO NOT USE A CHEAP COMPRESSOR. USE A PROFESSIONAL QUALITY TOOL.** Rent one if you do not own one.
26. Install new coil spring.
27. Raise jack stand or lower hoist until the upper ball joint stud reaches through the upper hole in the spindle.
28. Start nut threads on ball joint stud by hand.
29. Tighten upper ball joint nut.
30. Remove coil spring compressor.
31. Install new shock absorber #77002 or #99817.
32. Install tire and wheel.
33. Repeat steps 6 through 32 on other side.
34. Lower vehicle to the ground.
35. Drive backward, then forward 10 feet (3 meters).
36. Tighten upper control arm alignment bolts.
37. Have a full front end alignment performed.

Be sure to re-torque all components to factory specification after 100 miles of driving and as needed thereafter.

NOTE:

READ THESE INSTRUCTIONS THOROUGHLY BEFORE STARTING THE INSTALLATION.

- ***A professional mechanic should install these parts.***
- ***Check the parts list against the contents prior to installation.***
- ***All steps of this installation must be accomplished with all parts provided.***
- ***Failure to complete these instructions will void all warranties.***
- ***Extreme Suspensions reserves the right to make changes on all products and the installation of them without notice.***

Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Altered height modification and off-road operation may increase your vehicle's susceptibility to roll over conditions and may cause serious injury or death. Many states regulate the height modification to each vehicle. Check the laws in your state for exact specifications. Height modifications may effect the reaction, ride, handling and wear factor of your vehicle's components. Height modifications may require other adjustments to the vehicle.

A professional mechanic should install all Extreme suspensions components.

All vehicles must be aligned within 100 miles after installation of these parts.

Always use extreme caution when operating your vehicle in conditions, which may cause loss of balance or control. Avoid sharp turns and abrupt maneuvers, which may cause a vehicle to roll over or have an accident.

***Always wear a seat belt. Never drink uses drugs and drive!
DRIVE RESPONSIBLY!!***