



**INSTALLATION  
INSTRUCTIONS**



**Part # 11806699**



**Rear Upper Control Arms  
2021-2026 Tahoe/Suburban**

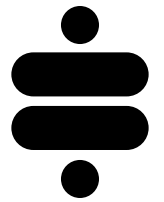


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**Please Read And Understand All Instructions  
And Warnings Prior To The Installation Of  
This Product.**



**THANK YOU**

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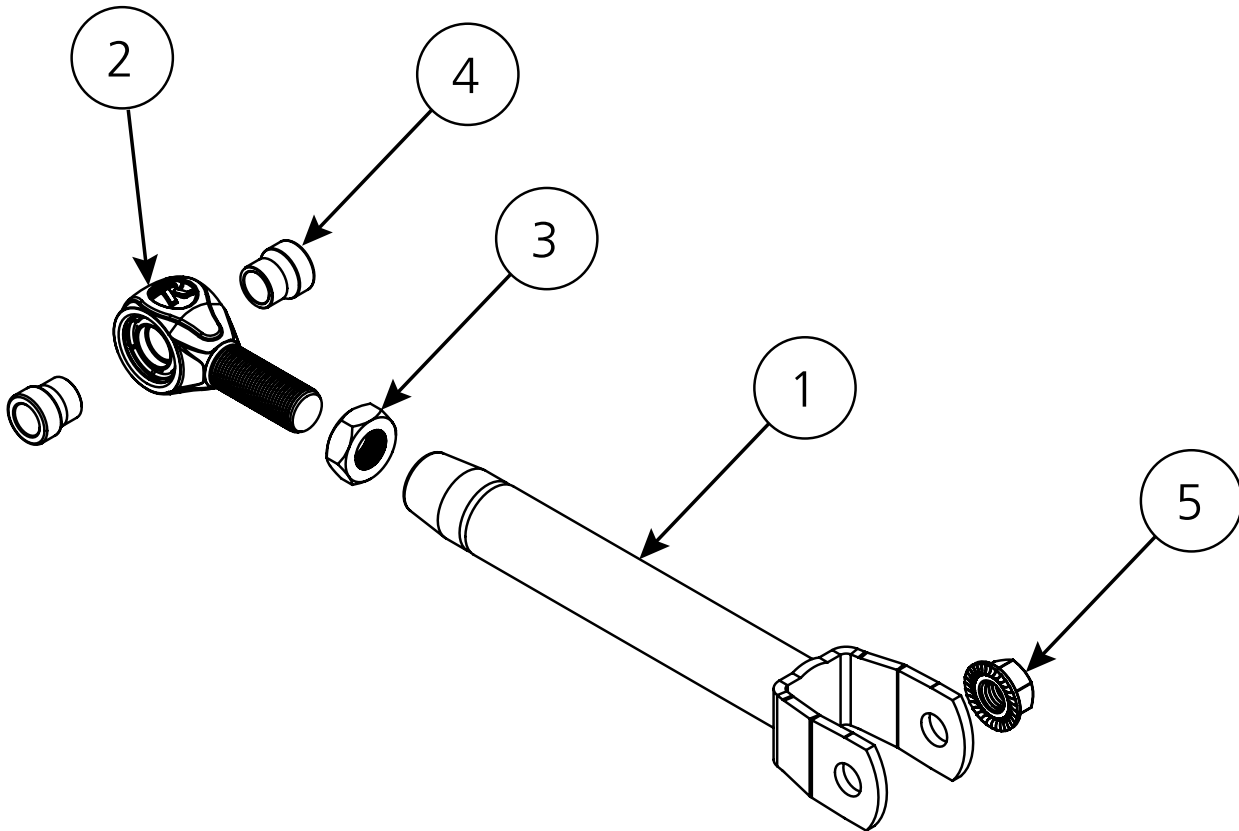
### Road Map

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### TORQUE SUMMARY

LOCATION	TORQUE SPEC
R-Joint Jam Nuts	65-75 ft-lbs
Arm Inner Mounting Bolts	85 ft-lbs
Arm Outer Mounting Bolts	81 ft-lbs + 90°

# EXPLODED VIEWS AND PARTS LISTING



COMPONENTS			
Item #	Part #	Description	Qty
1	90001110	Rear Upper Arm	2
2	90001318	R-Joint; 3/4"-16 RH	2

HARDWARE KIT: 98019008			
Item #	Part #	Description	Qty
3	99752004	3/4"-16 Jam Nut	2
4	70017562	R-Joint Spacer	4
5	99142003	M14-2.0 Flange Nut	2
6	90002276	Anti-Seize Tube	1

# Disassembly

**NOTE:** While it is technically possible to remove the existing upper arms without removing the coil-over shocks, steps 1-9 of the following instructions cover removal of the coil-overs, as it provides much easier access to the inner control arm mounting bolt. We recommend this approach.

The sway bar end links must also be disconnected in order to provide enough suspension droop to allow removal of the existing coil-over.

1. Disconnect the upper bolt & nut of the sway bar end link as shown in figures 1 & 2.
2. Remove the 8 screws that secure the rear half of the fender liner (Figure 3).
3. Peel back the liner to gain access to the upper coil-over mount (Figure 4).



Figure 1



Figure 2



Figure 4



Figure 3

## Disassembly

**4.** If your vehicle is equipped with electronic shocks, remove the plastic retaining clip from the coil-over mounting stud (Figure 5).

A pry bar or long flathead screwdriver works well for this.

If you do not have electronic shocks, you may skip to step 6.

**5.** Press the orange tab on the electrical connector to disconnect the shock wire as shown in Figure 6.

**6.** Using an 18mm wrench, remove the three nuts on the coil-over upper mounting studs (Figure 7).



Figure 5



Figure 6



Figure 7

## Disassembly

**7.** Remove the coil-over lower mounting bolt (Figure 8).

**8.** Remove the outer mounting bolt from the existing upper control arm and disengage the arm from the spindle (Figure 9).

**9.** Allow the axle to droop and remove the existing coil-over (Figure 10).

**10.** With the existing coil over removed, you should now have easy access to the inner mounting bolt for the existing upper control arm (Figure 11).

Remove the inner bolt and existing arm.



Figure 8



Figure 9



Figure 11



Figure 10

## Arm Assembly

**11.** Thread a jam nut onto each R-Joint and run it up to the top of the threads (Figure 12).

**12.** Apply a small dab of anti-seize to the threads near the bottom of the R-Joint stem as shown in Figure 12.

**13.** Thread the R-Joint into the threaded bung on the control arm and set the center-center bar length (Figure 13).

**The bar length will most likely fall in the 12 7/16"-12 5/8" range, but may vary slightly for your particular vehicle.**

**14.** Once you have the length set on one arm, you may insert a 5/8" bolt through the R-Joints to expedite setting the length on the second arm.

**15.** Torque the jam nuts to **65-75 ft-lbs** using an 1 1/8" crows foot on a torque wrench.



Figure 12

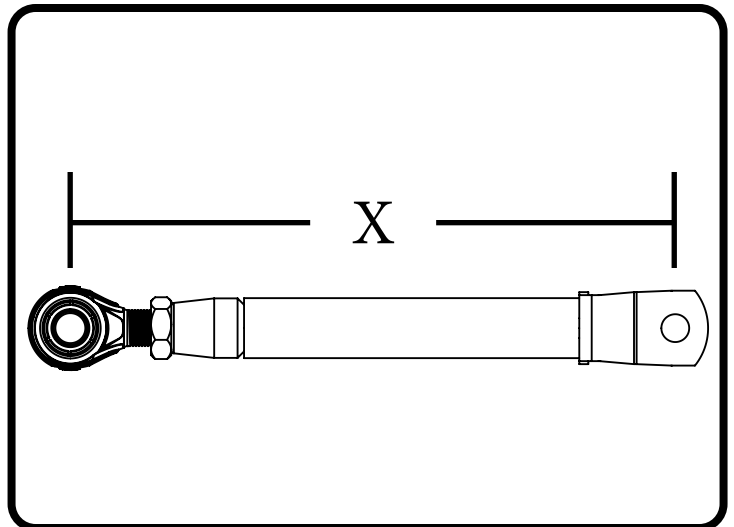


Figure 13



Figure 14

## Arm Installation

**16.** Install a 70017562 spacer in each side of the R-Joint bearing (Figure 15).



Figure 15

**17.** Position the R-Joint side of the arm, with spacers installed, in the original inboard mounting location (Figure 16).



Figure 16

**18.** Align the mounting holes with the R-Joint bearing/spacers and install the original bolt and nut (Figure 17). Torque to **85 ft-lbs.**



Figure 17

## Arm Installation

**19.** Align the mounting holes in the clevis end of the new upper arm with the original mounting location in the spindle. Install the original mounting bolt and the supplied M14 flange nut as shown in figures 18 and 19.

**20.** Apply an initial Torque of **81 ft-lbs.**

**21.** Make a reference mark across the head of the bolt and onto the clevis of the control arm.

**22.** Using the reference mark as a dial, tighten the outer control arm bolt an additional **90 degrees** (Figure 20).

**23.** Repeat steps 1-22 on the opposite side.



Figure 18



Figure 19

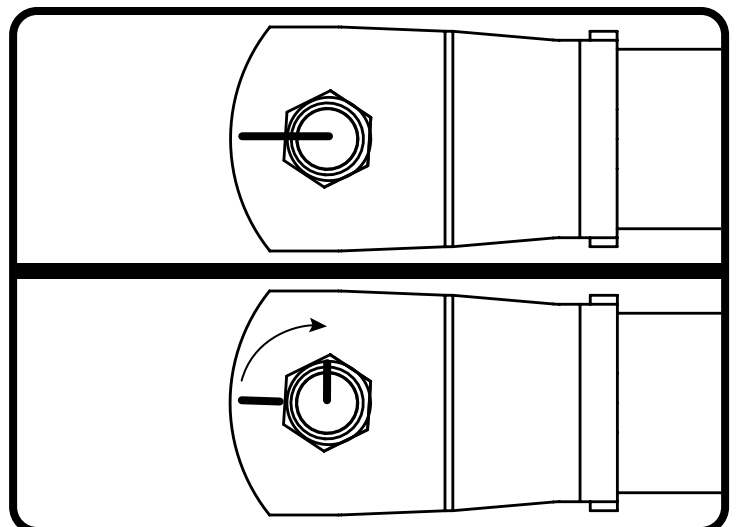


Figure 20