



400 W. Artesia Blvd Compton, CA 90220
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Revised
5.26.2021

INSTALLATION INSTRUCTIONS: (PART # 51043B)

2019 GM 1500 UPPER CONTROL ARM KIT

51043B BOX CONTENTS		
QTY.	PART NO.	DESCRIPTION
4	35-12195	WASHER: 2.225 X .563 X .125
1	89-20262	TUBULAR UPPER CONTROL ARM: DVR
1	89-20266	TUBULAR UPPER CONTROL ARM: PAS
8	90-4433	GREASE PACK
2	90-44114	FIR TREE ZIP TIE, 8.6 LONG
1	90-60771	HARDWARE PACK: .75 BUSHING HARDWARE
8	15-11071	HAT BUSH 1.89X.980X1.00
4	15-11072	SUPT RING 1.85X1.00X.25
1	90-60772	HARDWARE PACK: SLEEVE 1.00 X .563 X 2.39
4	35-20222	SLEEVE: 1.00 X .563 X .125

TECH NOTES:

1. Grease Zerk fittings prior to torquing pivot bolts.
2. If using Procomp Coilovers (51055BX-1) coil over will fully extend before ball joint and CV bind.
3. Do not exceed an assembled coilover length of 22.25" or binding will occur.
4. If using on K1175 6" Kit, do not exceed 27.69" extended length or binding will occur.
5. If using 51043B with a non approved Pro Comp kit, you must cycle to verify nothing will bind.
6. Replacement parts:
Dust Cap: 90-60785 (1 Cap Kit)
Bushings: 90-60771 (Complete Bushing Set)
Ball Joint: 90-60780 (1 Ball Joint Kit)
Boot Kit: 90-60786 (2 Boots)

INSTALLATION:

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.
2. Place the vehicle in neutral. Place your floor jack under the front axle and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands.
3. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.

NOTE: If Procomp Coilovers (51055BX-1) previously installed, or if you have enough clearance to remove UCA pivot bolts, skip steps 5-20.

4. Unbolt and remove the OE skid plates and save hardware for reuse.
5. Unbolt the ABS sensor and wires from the A-arm and knuckle. On the **Driver's side only** unbolt the brake pad wear sensors from the knuckle and A-arm. On the **Passenger side** unclip the top clip for the ABS sensor from the wire harness tray. Keep fasteners for reuse. Unbolt the brake lines from the knuckle.
6. Using the proper tool, carefully separate the outer tie rod end from the knuckle.
7. Remove the brake caliper, caliper bracket assembly and the rotor. Secure them clear from the work area. **DO NOT let the caliper hang by the brake line or damage may result.**
8. Unbolt the sway bar end links from the lower control arm. Save the OE hardware for reinstallation.
9. Mark the orientation of the sway bar and remove it from the vehicle. Save the OE hardware for reinstallation.
10. Unbolt the CV axle retaining nut in order to remove the CV axle from the OE knuckle.
11. Using the proper tool, carefully separate the upper ball joint from the knuckle. Loosen, but **DO NOT** remove the retaining nut from the upper ball joint.
12. Using the proper tool, carefully separate the lower ball joint from the knuckle. Loosen, but **DO NOT** remove the retaining nut from the lower ball joint.
13. Support the lower control arm with a jack.
14. Unbolt the previously loosened upper ball joint retaining nut.
15. Separate the knuckle from the lower control arm and remove the lower ball joint nut then remove the OE knuckle.
16. Unbolt the bottom of the strut from the LCA.
17. Using a small pry bar or flat blade screw driver carefully lift the wire harness trays from the top of the strut towers. See **Photo 1**.
18. Unbolt the nuts on the upper strut mounting studs. Carefully remove the strut from the vehicle.
19. Remove the upper control arm from the vehicle. Save the OE hardware for reinstallation.
20. Install the **(4)** support ring (**15-11072**) onto the **(4)** sleeves (**35-20222**). See **Photo 2**.
21. Apply grease from (90-4433) to the inner and outer diameter of the **(8)** bushings (**15-11073**) and install the bushings onto the sleeve assemblies. See **Photo 3**.
22. Install the **(2 per arm)** bushings, support ring, and sleeve assemblies into the Pro Comp upper Control arm (**89-20262 Drvr and 89-20266 Pass**). See **Photo 3**.
23. Apply grease to the mounting faces of the bushings (**15-11071**). See **Photo 4**.

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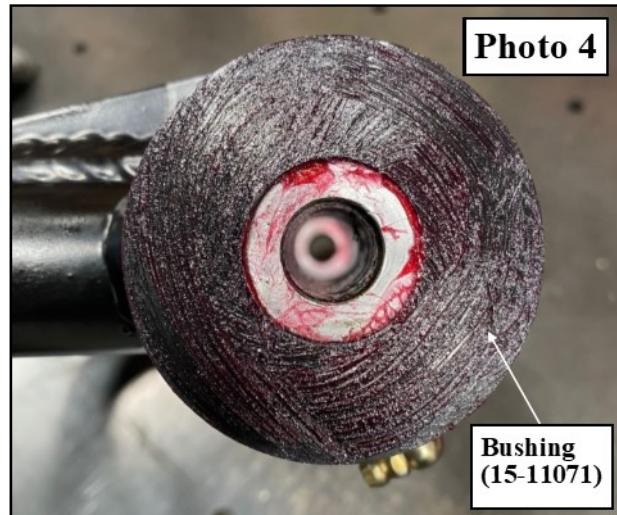
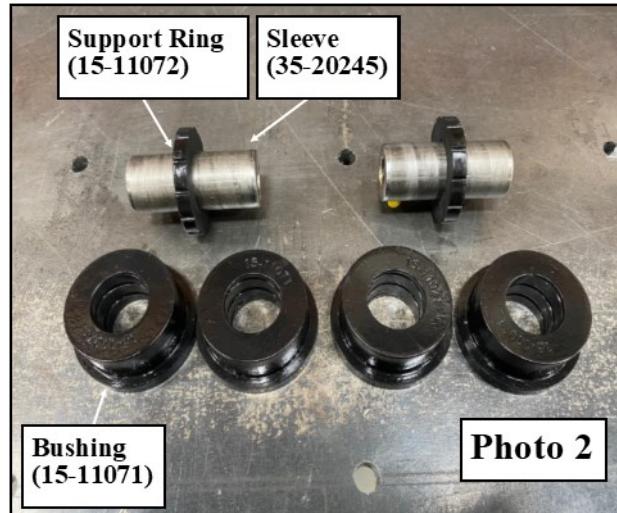
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Photo 1



24. Install the Pro Comp upper Control arm (**89-20262 Drvr** and **89-20266 Pass**) into the original mounting location using the washer (**35-12195**), OE pivot bolt and hardware. Install the washer on the outside of the arm. Torque to OE torque spec. **See Photo 5.**
25. Fit the strut assembly into the stock mounting locations.
26. Secure the lower strut cross pin to the lower A-arm using the OE bolts.
27. Torque lower strut hardware to OE torque spec.
28. Repeat strut and spacer assembly installation on the opposite of the vehicle (for use with OE strut) on the remaining side of the vehicle.
29. Install the knuckle to lower ball joint.
30. Install the knuckle to the upper ball joint. Start the nut and leave hand tight until CV axle installation is complete.
31. Torque the lower ball joint nut to OE torque spec.

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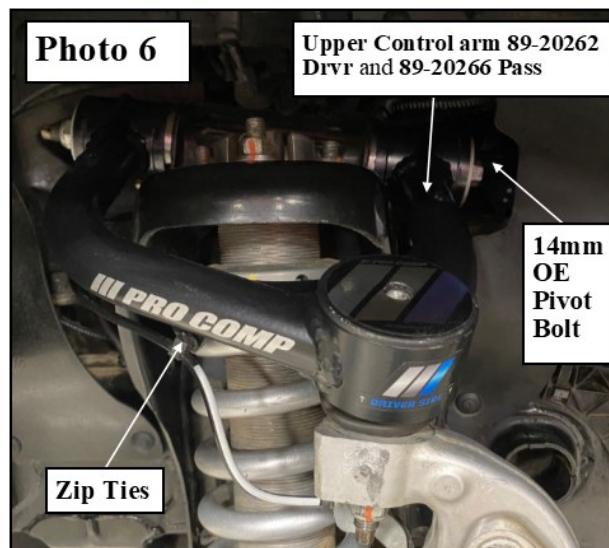
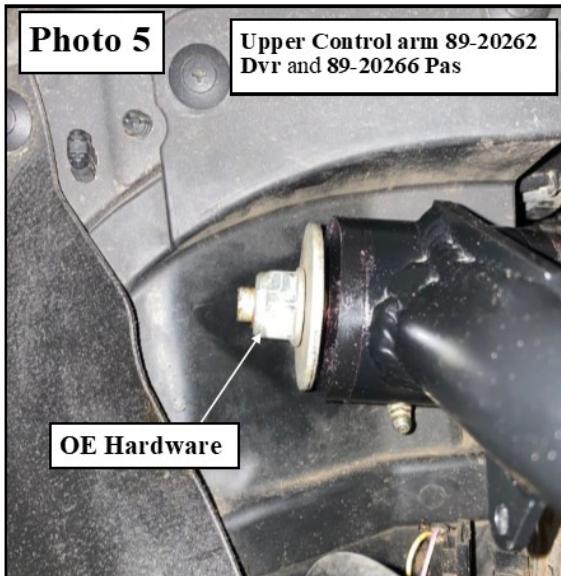


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32. Torque the upper ball joint nut to 75 ft-lbs. See Photo 6.
33. Reinstall the rotors and brake calipers to the OE knuckle using the previously removed OE bolts. Be sure to use thread locker on the caliper bracket mounting bolts. Torque to OE torque spec.
34. Secure the tie rod end to the knuckle and torque to OE torque spec. Be sure to clean the threads and use thread locking compound on the tie rod end nut.



35. Attach the sway bars end links to the lower control arms in the OE location using the OE hardware and torque to OE torque spec.
36. Torque the CV nut to OE torque spec.
37. Bolt the ABS sensors and wire mounts to the knuckle using the OE hardware. Torque OE hardware to OE torque spec.
38. Install the supplied zip tie (**90-44114**) onto the ABS line. Secure the ABS line to the upper Control arm by pushing the fir tree on the zip tie into the hole on the tab.
39. Grease the Zerk fittings on the upper control arms to ensure proper bushing function.
40. Repeat steps 5 through 42 on the remaining side of the vehicle.
41. Install the front tires/wheels and lower the vehicle onto the ground.
42. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.
43. Grease the Zerk fittings every 5000 miles or after any off-road use.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

44. With your spring back between the arm and the frame raise the arm up and re attach the lower shock mount and lower knuckle. Be sure to torque all hardware back to factory torque specs.
45. With one side done move to the next side, and repeat steps 10-15.
46. Now that both sides have their spacers installed, and are put back together, double check your work and reinstall tires and wheels. Lower off the jack stands and torque lug nuts to factory spec.
47. Take vehicle in to be aligned professionally. Due to the factory suspension components there is no real adjustment other than toe setting but this kit is designed to correct caster and camber specs.
48. Recheck all components after 50 miles of driving.

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Notice to Owner operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! 4WP reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with 4WP product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, 4WP reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain 4WP products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

4WP warranties its full line of products to be free from defects in workmanship and materials. 4WP's obligation under this warranty is limited to repair or replacement, at 4WP's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. 4WP is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of 4WP product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with 4WP or at any factory authorized 4WP dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty-

- Parts subject to normal wear, this includes bushings, bump stops, ball joints, tie rod ends and heim joints
 - Discontinued products at 4WP's discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in 4WP's catalog
- Components or accessories used in conjunction with other manufacturer's systems
- 4WP accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.



WARNING: Cancer and Reproductive Harm
www.P65Warnings.ca.gov

PLACE
WARRANTY REGISTRATION
HERE: _____

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