

INSTALLATION GUIDE



KPC LCA-C7B

LayArm Lower Control Arm
1999-2007 Chevrolet and GMC C1500 Pickup



Description: Bolt-on tubular lower control arm and upper air bag cup for 1999-2007 Chevrolet and GMC C1500 pickup.

PARTS LIST

KPC LCA-C7B - LayArm Lower Control Arms, '99-07 C1500

Qty	Part Number	Description
1	7936-048	LayArm air-bag lower control arm assembly, driver side 99-07 C1500
1	7936-049	LayArm air-bag lower control arm assembly, passenger side 99-07 C1500

INSTRUCTIONS

We recommend you refer to the factory service manual for more detailed disassembly instructions.

1. Raise the truck to a safe comfortable working height.
2. Place jack stands under the frame and let the front suspension hang.
3. Remove the front wheels.
4. Place a floor jack under the lower control arm to hold it up once the lower balljoint is loosened at the spindle. Do not support the weight of the vehicle with the floor jack.
5. Remove the cotter pin and castle nut from the lower balljoint.
6. Use a balljoint separator or pickle fork, to separate the lower balljoint from the spindle. A large hammer can also be used to strike the spindle, jarring the balljoint stud loose.
7. Once the balljoint is loose, lower the floor jack slowly until the coil spring can be removed.
NOTE: The coil spring is under tension. USE EXTREME CAUTION.
8. Unbolt the lower control arm from the truck chassis. The factory mounting hardware will be reused.

The spindle can also be removed from the upper balljoint to make more working room.

9. A portion of the coil spring tower must be removed for air bag clearance. This is best done with a sawzall, cutoff wheel, or plasma cutter. Figures 1 and 2.
10. Mount the air bag to the upper mounting cup using the 3/8-16 x 1" hex bolts, lock washers, and flat washers.
11. Install the air-line fitting and attach the air line.



Figure 1

12. The air line can be routed out of the air-bag cup as needed. You may need to drill a hole through the factory spring pocket. This hole should be two times the diameter of the air line with a grommet installed to protect the hose. Double-check air line clearance as the cup assembly is positioned.

13. Thread the 7/16 x 8" stud into the nut welded in the air bag cup and tighten.

14. Place the cup assembly into the coil spring pocket in the frame. The 7/16" stud goes through the OEM upper shock stud hole in the frame.

15. With the cup assembly in the coil spring pocket check air bag clearance. There should be 3/4" of clearance around the air bag when inflated.

16. When proper clearance is achieved, permanently fasten the air bag cup assembly into the coil spring pocket using the supplied 7/16" flat washer and locknut. Tighten and torque to 45 lb.-ft.
NOTE: The air bag will be offset slightly to the outside of the coil spring pocket.

17. Install the driver side lower control on the frame using the OEM mounting bolts removed earlier. The shock mount tab goes toward the rear of the truck.

18. Raise the lower control arm up to the air bag and secure using a 3/8-16 x 1" hex bolt, lock washer, and flat washer.

19. Set the spindle over the lower control arm balljoint stud.

20. Thread the castle nut onto the balljoint stud and tighten. Torque to 75 lb.-ft.

21. Align the slot in the castle nut with the balljoint stud.

22. Insert the cotter pin into the stud and wrap around the castle nut.

23. Move the system throughout the complete range of travel to check for binding and proper clearance around the air bag. A minimum of 3/4" clearance around the air bag is required to operate safely once inflated.

24. Repeat this for the passenger side of the truck.

25. NOTE: The new tubular lower control arm has a built-in steering stop to keep most tire/wheel combinations from rubbing on the shock. Be sure to check this clearance on your particular installation.

26. Do a front end alignment before driving the truck.



WARRANTY NOTICE:

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