Rough Country 10036 Installation Instructions

Forged Upper Control Arms for Lifted Applications

Part number: 10036

trailfortress.com/forged-upper-control-arms-lifted-applications-rough-country-10036

Scan for fitment, price and install help

ROUGH COUNTRY SUSPENSION SYSTEMS®

Chevy S10 Pickup / Blazer Forged Aluminum Upper Control Arm Kit

Thank you for choosing Rough Country for your suspension needs.

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassembly/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Check the kit hardware against the parts list on this page and the product layout on the last page. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

⚠WARNING As a general rule, the taller a vehicle is, the easier it will roll. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capability are decreased when larger/heavier tires and wheels are used. Take this into consideration while driving. Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

If questions exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

⚠NOTICE NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough Country product should have a “Warning to Driver” decal installed on the inside of the windshield or on the vehicle’s dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.

INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service

Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16”	15 ft/lbs	20ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8”	30 ft/lbs	35ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16”	45 ft/lbs	60ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2”	65 ft/lbs	90ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16”	95 ft/lbs	130ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8”	135ft/lbs	175ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4”	185ft/lbs	280ft/lbs	18MM	170ft/lbs	240ft/lbs

PART LIST

10036

Dr. Side Upper Control Arm
Pass. Side Upper Control Arm
2 - 0506BAG
1 - 74201BAG2

0506BAG

1 - Castle Nut
1 - Cotter Pin

74201BAG2

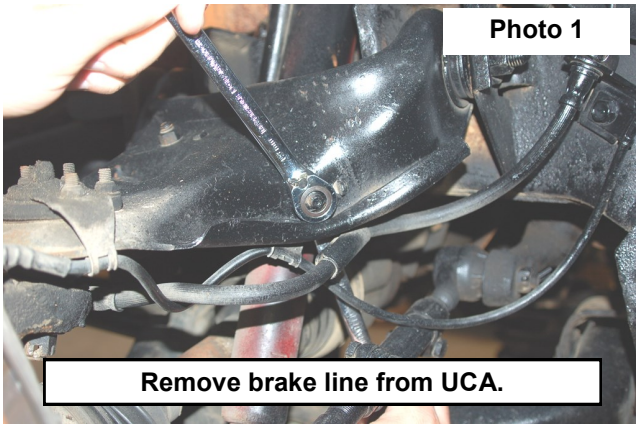
2 - 6mm x 16mm Bolts

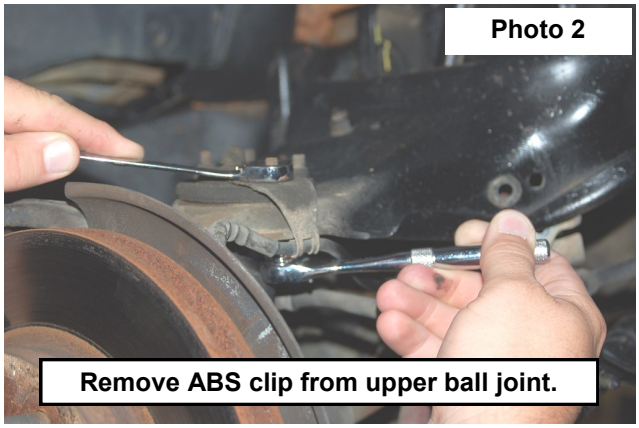


Tools Needed:
Needle Nose Pliers
Hammer
Jack
Jack Stands
10mm Wrench or Socket
13mm Wrench or Socket
18mm Wrench or Socket

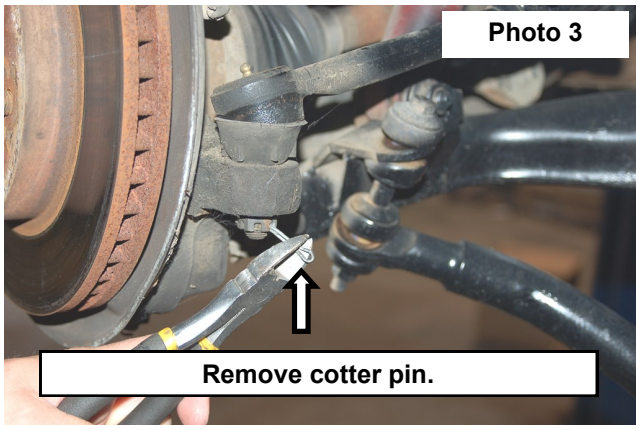
INSTALLATION INSTRUCTIONS

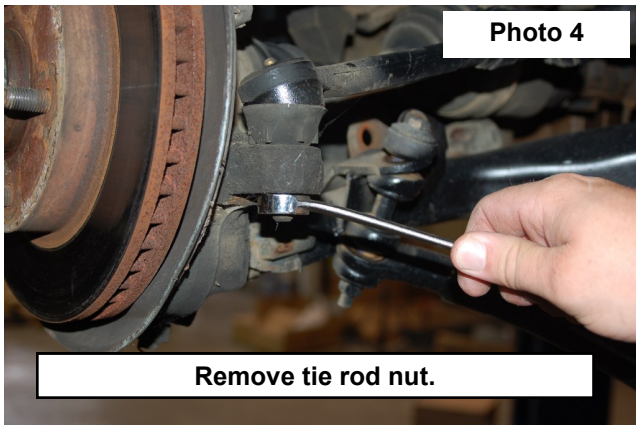
1. Park the vehicle on a level surface and chock the rear wheels.
2. Jack up the front of the vehicle using a floor jack. Place jack stands under the frame rails directly behind the lower control arms and lower the vehicle onto the jack stands.
3. Remove the wheels and tires.
4. Remove the brake line and ABS line from control arm using a 13mm wrench. Retain hardware for reuse. **See Photo 1 and Photo 2.**



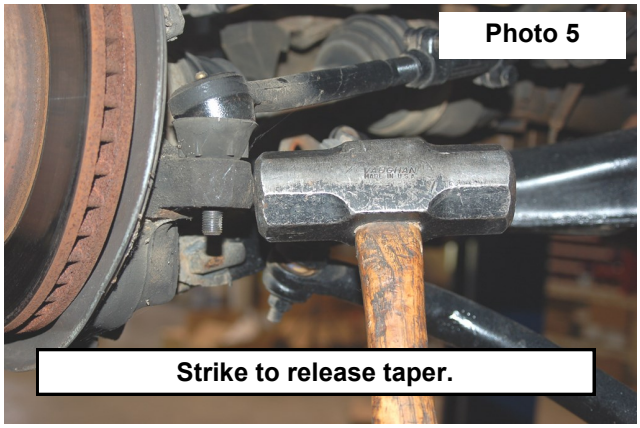


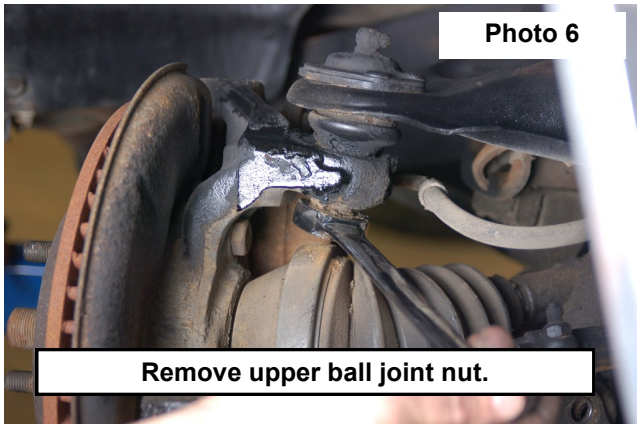
10. Remove the cotter pin from the tie rod end with a set of needle nose pliers.. **See Photo 3.**
11. Remove the tie rod end nut from the tie rod end using a 18mm wrench. Retain hardware for reuse. **See Photo 4.**





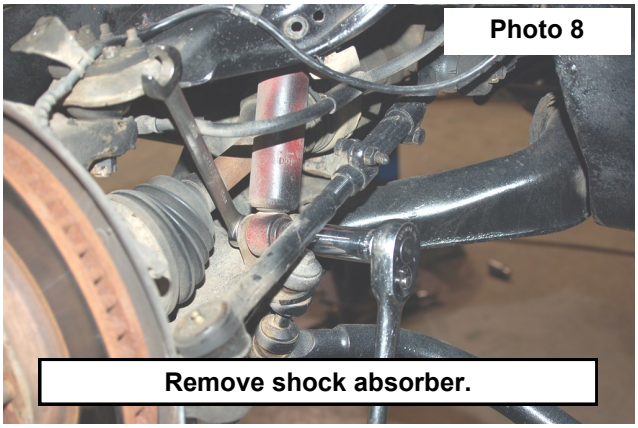
12. Strike the knuckle to release the taper of the tie rod end. **See Photo 5.**
13. Remove the cotter pin on the upper ball joint and remove the nut using a 18mm wrench. Strike the knuckle near the ball joint to dis-lodge the ball joint. **See Photo 6.**



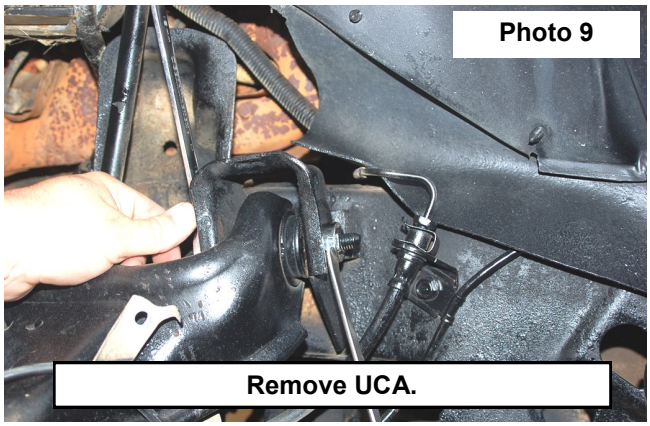


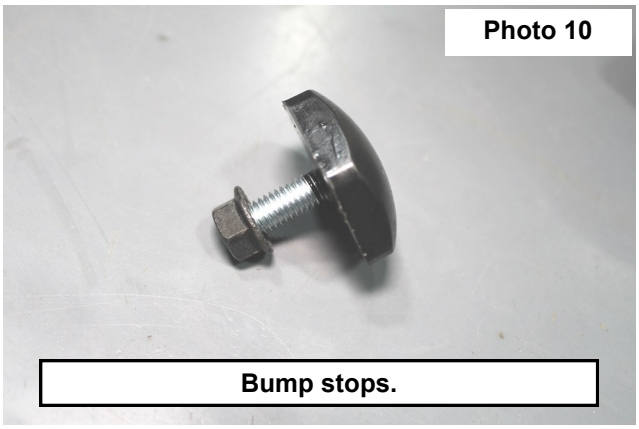
14. Remove the sway bar from the frame using a 10mm socket and 15mm wrench. Retain the stock hardware for reuse. **See Photo 7.**
15. Remove the shock from the upper and lower shock mount using a 18mm wrench / socket. **See Photo 8.** Retain the stock hardware for reuse. Remove the shock from the vehicle.



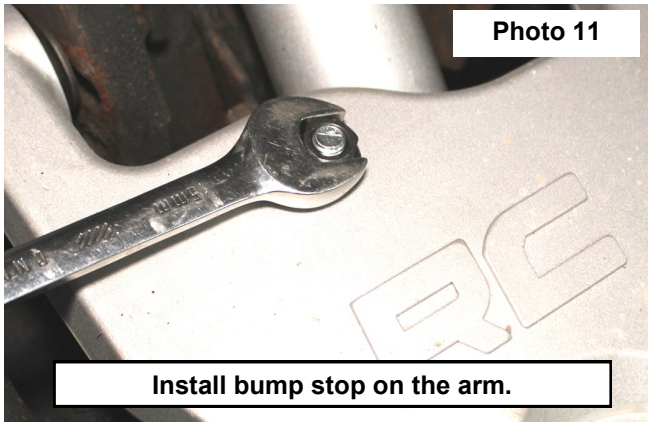


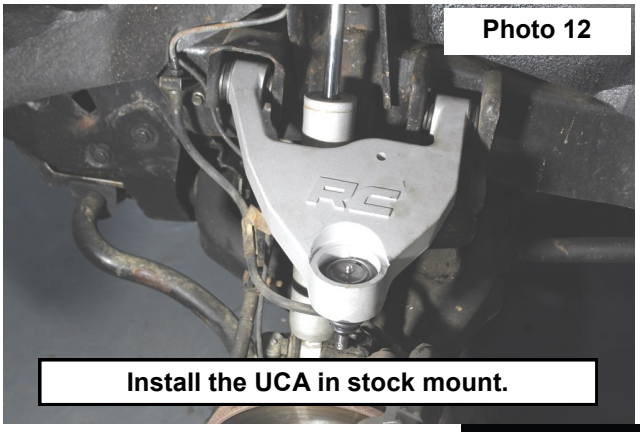
16. Remove the upper control arm hardware using a 18mm wrench. Retain the hardware for reuse. **See Photo 9.**
17. Install the bump-stop on the control arms with the supplied 3/8” lock nut and flat washers. Tighten using a 9/16” socket. **See Photo 10 and Photo 11.**





18. Locate appropriate arm for driver and passenger side and install the upper control arms in the stock location using the stock hardware. **See Photo 12.** Do not fully tighten the arms at this time. **Driver side shown.** They will be tightened when the vehicle is on the ground.
19. Install the ball joint in the knuckle and install the supplied castle nut and cotter pin. Tighten using a 19mm wrench and install the supplied cotter pin.
20. Reinstall remaining components in reverse order of disassembly. Use the supplied 6mm bolts to attach the brake line to the new forged aluminum control arm. Tighten using a 10mm wrench.
21. Reinstall wheels and lower vehicle to the ground.
22. Tighten UCA nuts at the frame.





POST INSTALLATION

1. Check and recheck all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check clearance between upper control arm and sidewall of tire for proper clearance. Check steering for interference and proper working order. Test brake system.
2. Perform steering sweep. Cycle the steering from full turn to full turn to check for clearance. Failure to perform inspections may result in component failure.
3. Have vehicle aligned to factory specifications.
4. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.
5. Adjust headlights to proper settings given increased vehicle height.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 500 miles and then every 1000 miles. Wheel alignment steering system, suspension and driveline systems must be inspected by a qualified professional mechanic at least every 3000 miles.

By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.