C2300 Installation Instructions
2001-2010 Chevy HD
Replacement Upper Control Arm Kit

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» Product Safety Warning

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions.
Always wear your seat belt.

» Technical Support

Live Chat provides instant communication with Zone tech support. Anyone can access live chat through a link on www.zoneoffroad.com .

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to ***tech@zoneoffroad.com*** detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

» Pre-Installation Notes

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Difficulty Level

easy 1 2 (3) 4 5 difficult

Estimated installation: hours

Special Tools Required

Torsion Bar Unloading Tool

Tire/Wheel Fitment

N/A

***Important* Verify you have all of the kit components before beginning installation.**

C2300 Kit Cotents

Part#	QTY	Description
	2	Upper Control Arm Asssembly
	1	Bolt Pack
	2	*wire clamps*
	4	*1/4"-20 x 3/4" type 23 self threading bolts - clear zinc - hex head*

Installation Instructions

1. Note: These arms are not designed for stock height, they are to be used in conjunction with torsion bar lift keys of at least 2" to correct camber issues. Replacement longer shocks or lower shock brackets are highly recommended to improve ride quality, these will keep the shocks from 'topping' out.
2. Park vehicle on clean flat and level surface. Block rear wheels for safety.
3. Measure ride height and record:
4. Measure expose bolt on torsion bar adjusters and record:
5. DRV:_____ PASS:_____
6. Raise front of vehicle and support frame rails with jackstands.
7. Remove wheels

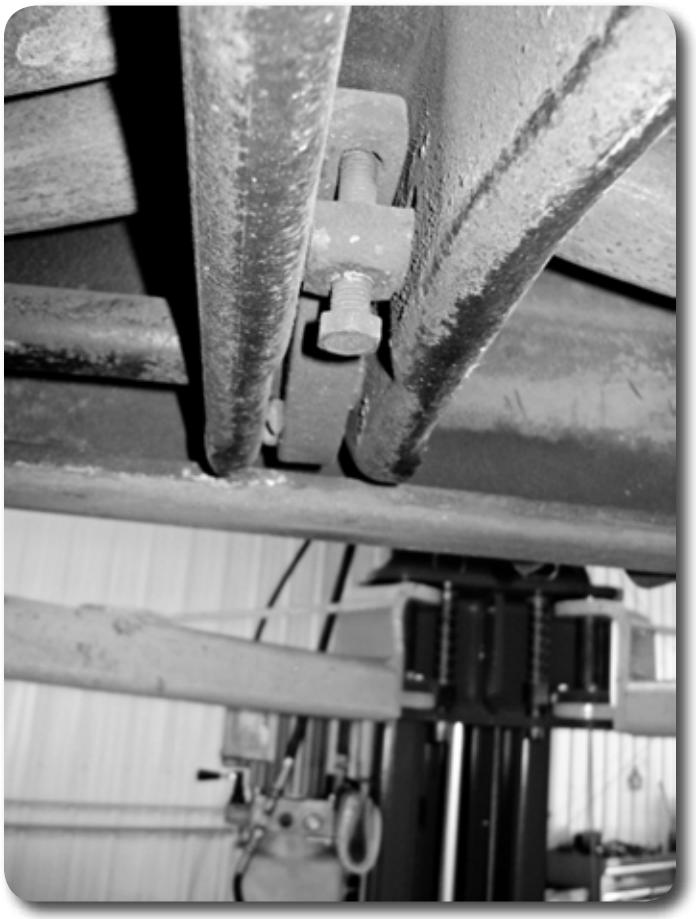

Figure 1

8. Remove the torsion bar adjusting bolts, do not mix the right and left bolt. Fig 1

Figure 2

9. Use the torsion bar removal tool to remove the threaded adjuster assembly including the bridge. Release the pressure from torsion bar with the unloading tool. Caution: There is an extreme amount of energy stored in the torsion bars. Use extreme care with the proper tools to avoid serious injury or death. Fig 2

10. Remove the factory upper control arms, retain the cam bolts.

Figure 3

11. Clearance the upper control arm pockets with a flap disc to ensure adequate clearance. The very edge needs to be chamfered to give the arms extra clearance. Fig 18

12. Install the new upper control arm assemblies. Tighten the upper ball joint to 65 ft-lbs. Install the cotter pin provided with the kit. Do not loosen the nut to install the cotter pin, it is acceptable to tighten it a slight amount more for engagement.

Figure 4

13. Adjust the cams so that both cams are centered. This is NOT the final alignment settings, but is a good start of where they should be. Snug the cam bolts, but do not torque at this time. Check for clearance to the factory pockets and adjust (form / grind) the pocket as necessary to gain clearance. Fig 19

Figure 5

14. Attach the factory brake line bracket to the upper control arm with ¼" self threading bolts. Attach the ABS wire with retaining clip and ¼" self threading bolt. Fig 20
15. Using a proper tool, reinstall the bridge and torsion bar adjusting bolt.
16. Adjust the bolts to their original height. Note: The bolts may need to be adjusted after the final ride height is determined.
17. Reinstall wheels, tighten to factory specifications.
18. Lower the vehicle to the ground.
19. Tighten upper control arm hardware to 65 ft-lbs.
20. Roll the vehicle forward and back. Check ride height. 2001-2006 trucks should be approximately 25-1/2" ~ 26-1/4" and 2007 and newer should be 26-1/2" ~ 27-1/4". Do not adjust higher than this or vehicle handling may suffer.
21. Adjust the toe-in setting to approximately 1/8". The toe must be adjusted before driving the vehicle to an alignment shop.
22. Recheck all hardware for proper torque. Check again after 500 miles.