



86470

Offset Upper Control Arm

- Q1: I see that these control arms are designed for either lifted or lowered trucks. Can I use these with my truck that is still at stock ride height?
- A1: Yes you can. We recommend using the arms in the 'lifted' position with the ball joints towards the rear of the truck to add approximately 2° of caster. Note: The caster could then be lessened by using the OE cams, but will likely not be able to be set back to factory spec while still leaving adjustment for camber.
- Q2: I have a 2007 Silverado/Sierra 1500 Classic, will this arm work with my truck?
- A2: Yes it will. GM carried over the GMT800 platform into part of 2007 before moving to the GMT900 platform. These carry over trucks were given the trim name 'Classic'. This control arm will work with these trucks. One way to tell which model you have is to look at the front upper control arm. The control arm on the GMT800's looks similar to the SPC control arm and is unhanded (same arm works on both sides of the truck). The GMT900 control arm has one leg that is much thinner than the other and has built in offset for caster angle.
- Q3: The ABS plastic retainer clip is difficult to remove from the arm. Is there a good way to remove it without breaking it?
- A3: Yes, make sure the plastic is room temp or warmer so the plastic is not brittle. Drive out the retainer from the back side of the arm using a 3/16" or 5mm straight punch. Gently tap it out to keep from breaking it. If damaged, the best option would be to purchase the OE retainer from the dealer or use a plastic wire tie to retain the ABS wire to the arm.
- Q4: I have lifted my truck and removed the rebound travel stop plate to extend my suspension travel. Will the 86470 arms provide more articulation at the ball joint than OEM?
- A4: No, the 86470-control arm ball joint is very similar to those used in the OE arm. The rebound travel stop plate is designed to keep the suspension from over-articulating. Removing that plate is not recommended.