Cognito Motorsports, Inc. 4”-6” Front Lift System for 2011-2019 GM IFS and 4WD 2500/3500 Trucks

INSTALL INSTRUCTIONS:

Cognito Motorsports, Inc. 4”-6” Front Lift System for 2011-2019 GM IFS and 4WD 2500/3500 Trucks

WARNING

Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools, and take appropriate precautions when working under a vehicle. If these instructions are not properly followed you may jeopardize your, and your passenger’s safety, and severe frame, suspension or tire damage may also result from improper installation.

PARTS LIST FOR SKU: 110-70001

QTY	PART #	DESCRIPTION
1	8259	4" Front Crossmember
1	8260	4" Rear Crossmember
1	1545	Clip Nut Bar

PARTS LIST FOR SKU: 110-70002

QTY	PART #	DESCRIPTION
1	8265	Lug Driver Side Spindle
1	8266	Passenger Side Fabricated Spindle

PARTS LIST FOR SKU:110-70116

QTY	PART #	DESCRIPTION
1	HP9117	Hardware Pack Subframe
1	HP9118	Hardware Pack
1	1527	Skid Plate
1	8261	Driver Frame Bump
1	8262	Passenger Frame Bump
1	8263	Driver Bracket
1	8264	Passenger Bracket
2	5501	Lower Control Arm Bracket
1	110-90253	Front Sway Bar End Link Kit

PARTS LIST FOR SKU: 110-70004

QTY	PART #	DESCRIPTION
1	1534	Driver Diff Mount 4"
1	1535	Passenger Diff Mount 4"
2	5483	5/8" Axle Spacer
1	HP9120	Hardware Pack 4WD Mounting

Part List Continued on Next Page

PARTS LIST FOR SKU: HP9117

QTY	PART #	DESCRIPTION
8	HARDWARE-M18-FLATWASHER	Flat Washer
4	HARDWARE-M18X2.5-LOCKNUT	Hex Nut Top Lock
2	HARDWARE-M18X2.5X120	M18 Cap Screw
2	HARDWARE-M18X2.5X140	M18 Cap Screw
9	HARDWARE-15107	3/8"-16 X 1-1/4 HCS
15	HARDWARE-33082	3/8 Flat Washer
6	HARDWARE-37264	3/8-16 Lock Nut
3	HARDWARE-33622	3/8 Lock Washer
3	HARDWARE-CLIP-NUT-3/8-16	Clip-On Nut

PARTS LIST FOR SKU: HP9120

QTY	PART #	DESCRIPTION
1	5503	Installation Tool
4	HARDWARE-RIVETNUT-1/4-20	Rivet Nut
4	HARDWARE-15005	1/4"-20 Hex Cap Screw
4	HARDWARE-33618	Lock Washer 1/4"
4	HARDWARE-33078	1/4 Flat Washer
2	HARDWARE-1/2-13X5-G8HB	1/2"-13 X 5" Hex Cap Screw
8	HARDWARE-33086	1/2Flat Washer
4	HARDWARE-37268	1/2-13 Lock Nut
2	HARDWARE-15210	1/2-13X1.75" Hex Bolt
2	POLY-BUMPSTOP-1	Bump Stop
2	HARDWARE-33082	3/8 Flat Washer

PARTS LIST FOR SKU: HP9118

QTY	PART #	DESCRIPTION
1	5503	Installation Tool
4	HARDWARE-RIVETNUT-1/4-20	Rivet Nut
4	HARDWARE-15005	1/4"-20 Hex Cap Screw
4	HARDWARE-33618	Lock Washer 1/4"
4	HARDWARE-33078	1/4 Flat Washer
2	HARDWARE-1/2-13X5-G8HB	1/2"-13 X 5" Hex Cap Screw
8	HARDWARE-33086	1/2Flat Washer
4	HARDWARE-37268	1/2-13 Lock Nut
2	HARDWARE-15210	1/2-13X1.75" Hex Bolt
2	POLY-BUMPSTOP-1	Bump Stop
2	HARDWARE-33082	3/8 Flat Washer
2	HARDWARE-33622	3/8 Lock Washer
2	HARDWARE-36106	Hex Nut 3/8-16

INTRODUCTION

Prior to installation on used vehicles, carefully inspect the vehicle's steering and driveline systems, paying close attention to the tie rod ends, pitman and idler arms, ball joints, and wheel bearings. Also check steering to frame attaching points for stress cracks. The overall vehicle must be in excellent working condition: repair or replace all worn parts.

TECH NOTES

- Read instructions carefully and study the pictures (if included) before attempting installation.
- If this product was purchased as part of a bundle/package. Familiarize yourself with each set of instructions included with the bundle/package before beginning.
- Check the parts and hardware packages against the parts list to assure that your kit is complete before starting.

REQUIREMENTS

- Installation requires a qualified mechanic.
- Follow the OE specifications when replacing or re-installing OE fasteners, retainers, and hardware specified in the OEM manual.
- Always wear safety glasses when using power tools.
- When a lift is required to perform the installation of these products and always ensure the vehicle is properly supported before attempting installation or serious injury may occur.
- Maximum wheel backspacing is **5**" - Do not use a tire that is more than **4 1/2**" wider than the rim width on a **4 3/4"** or more backspaced wheel.
- Factory **20**" wheels will fit with this lift kit, factory **17"** and **18**" wheels will NOT fit.
- Set at **4 to 5**", suggested tire size is **33"** tall and up to **12.5**" wide on an **8** to **9"** wide rim with **4.25** to **5.0"** back spacing. Set at **5 to 6**", suggested tire size is **34.5**" tall and up to **12.4**" wide on an **8** to **8.5"** wide rim with **5.0**" to **5.5**" back spacing. Call Cognito Motorsports with wheel and tire suggestions if necessary. Trimming of inner fender well and bottom rear of steel fender may be required.
- Follow alignment specs at the end of this instruction set.

INSTALLATION

Front End Disassembly

1) Always work on a properly supported vehicle. With the vehicle on a car hoist, lift the vehicle off the ground and remove the front wheels.
2) Remove torsion bar adjusting screw, **Figure 1.**

Figure 1: remove torsion bar adjusting bolt



3) Slide torsion bar forward into lower control arm, this will allow the torsion bar adjuster keyway to fall out. Repeat this to the other side.
4) Remove the factory sway bar end links, which connect the sway bar to the lower control arms, from the truck and discard.
5) Skip this step for **2WD** vehicle. Then remove the hub cover and the axle nut and washer using a **1.5/16**" socket as seen in **Figure 2.** unbolt inner cv axle flange from differential then remove cv axles from truck.

Figure 2



6) Unbolt factory front shocks from truck and retain the lower mounting hardware.

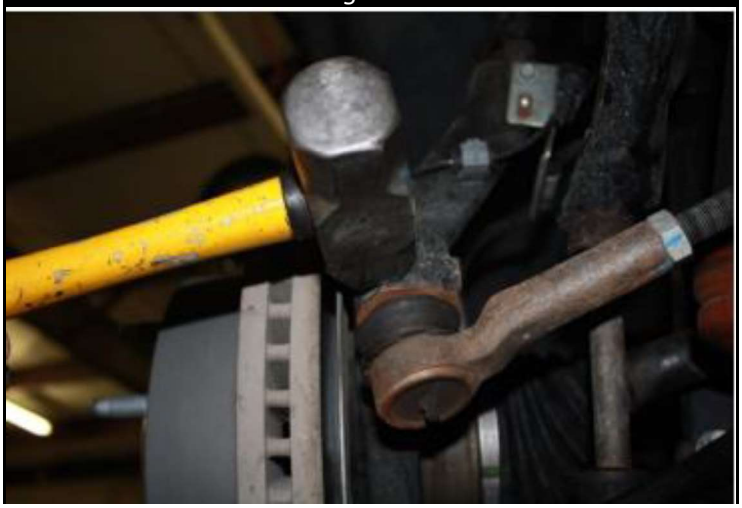
7) Extended brake lines are not needed; the rubber brake line can be pulled through the steel bracket for better fitment. If you are retaining the factory brake lines, skip now to the next step. You can purchase extended brake lines if desired. When installing new brake lines, then remove the front rubber brake line by taking the clip off of the top of the line and unscrewing the fitting. Next, unscrew the bolt on the banjo fitting of the caliper and discard the brake line. Repeat on the other side. Re-assemble the new lines in the opposite manner, making sure that copper crush washers are used on both sides of the banjo fitting on the caliper.
8) Unbolt the brake line bracket from the spindle and unfasten the **ABS** sensor line from the brake line bracket. Remove the brake calipers by removing the **2** bolts fastening the caliper to the spindle; it is easiest to hang the caliper from the front bumper bracket with a bungee cord or something of the like. Now remove the clips from the wheel studs and discard, and then remove the brake rotors by first removing the flat head torx screw. At this time, remove the clips from **ALL 4** corners of the vehicle, as aftermarket wheels will not fit with these clips in place, see **Figure 3**.

Figure 3 Remove clips from all 4 corners of vehicle. MUST DO for aftermarket wheels.



9) Remove the tie rod end nuts on the spindle. Using a pickle fork, or hammer, dislodge tie rod from spindle. Pull down on the tie rod and hit the spindle casting with a hammer to dislodge the taper seat as shown in **Figure 4**.

Figure 4



10) Your vehicle is equipped with an ABS brake system. Unplug the wire sensor from the wire harness terminal located on the side of the frame rail.
11) Detach the lower control arms from the spindles. Do this by loosening the nut on the lower control arm ball joint, but leave a few threads engaged. Loosen the 2 large bolts holding the lower control arm to the frame. With the control arm and spindle assembly hanging, hit the spindle with a large hammer on the boss that surrounds the lower ball joint stud. This will dislodge the taper seat and free the lower control arm from the spindle, see Figure 5. Remove the lower control arms from the vehicle. along with the torsion bars. be sure not to mix up the torsion bars from front to back or left to right, they must go back into the vehicle the way they came out.

Figure 5



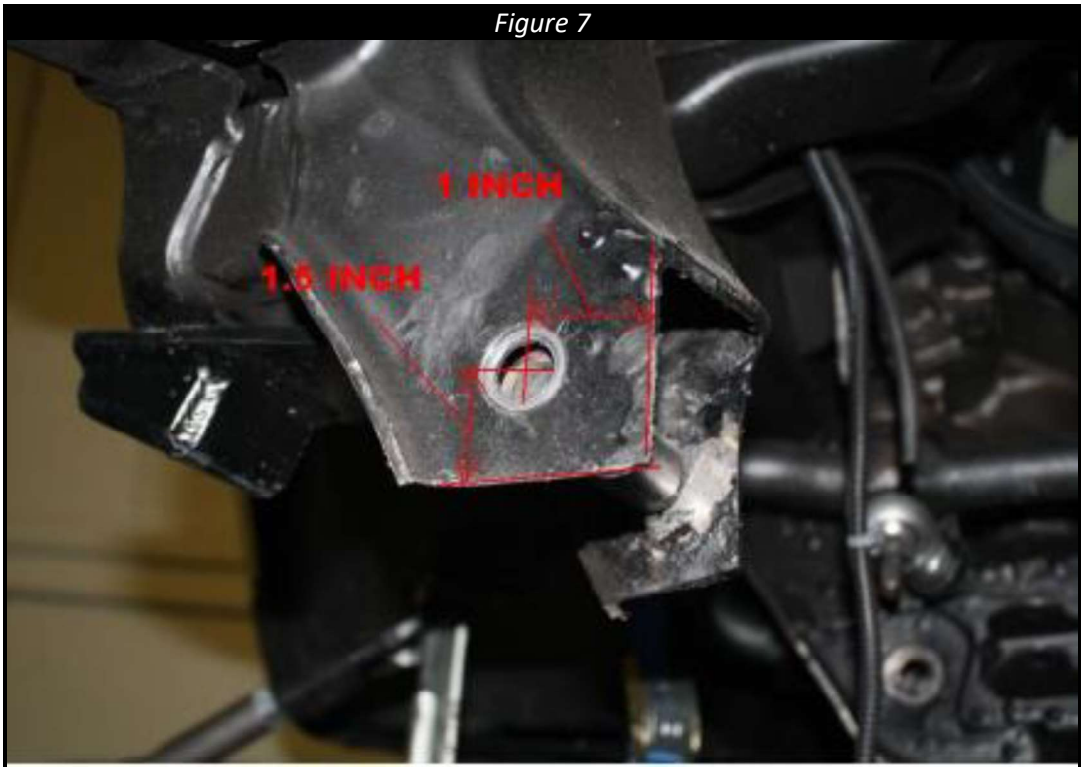
12) Next loosen the upper ball joint nut but leave engaged by a few threads. With the spindle assembly hanging from the upper control arm, hit the spindle with a large hammer on the boss that surrounds the upper ball joint stud. This will dislodge the taper seat and free the upper control arm from the spindle. Remove the spindle assembly from the vehicle and set aside.
13) If you purchased, or your kit includes the Cognito upper control arm kit, remove the factory upper control arms at this time and refer to those instructions.
14) Skip this step for **2WD** vehicle. Remove front differential skid plate and discard, if so equipped. It is steel and located directly under the front differential.
15) Remove the black plastic air dam from underneath the radiator; this will be re-installed.
16) Skip this step for **2WD** vehicle. On **4WD** models, unplug the black rubber vent tube from the driver side top of the differential, and unplug the wire harness from the front passenger side of the differential. Unbolt the front drive shaft from the differential yolk.
17) Skip this step for **2WD** vehicle. unbolt the factory rear cross member from the frame and retain for future use if you must ever return the truck to stock suspension. this cross member is located just underneath the pinion of the front differential.
18) Skip this step for **2WD** vehicle. Support the front differential with a transmission jack to prepare to lower it from the frame. It is best to use a bracket on a transmission jack that will bolt or clamp to the front differential so it will stay fastened to the jack.
19) Skip this step for **2WD** vehicle. Loosen, but do not remove the two nuts from the studs on the passenger differential mount. then unbolt the driver side differential mount from the frame, leaving the differential mount on the differential. the remove the **2** nuts from the passenger side and lower the differential out of the frame. See **Figure 6**.

Figure 6



20) Skip this step for **2WD** vehicle. Now using a reciprocating saw, cut the back of the driver side lower control arm rear frame pocket off as shown in **Figure 7. 1"** from center of hole horizontally, and **1.5"** from center of hole vertically. Then do the same thing on the passenger side lower control arm frame pocket. This allows room for the differential to drop down without hitting the frame. The cut on the bottom is needed due to the nature of the shorter suspension lift, a taller lift would not need this particular cut across the bottom.

Figure 7



Lift Kit Installation and Front End Re-assembly

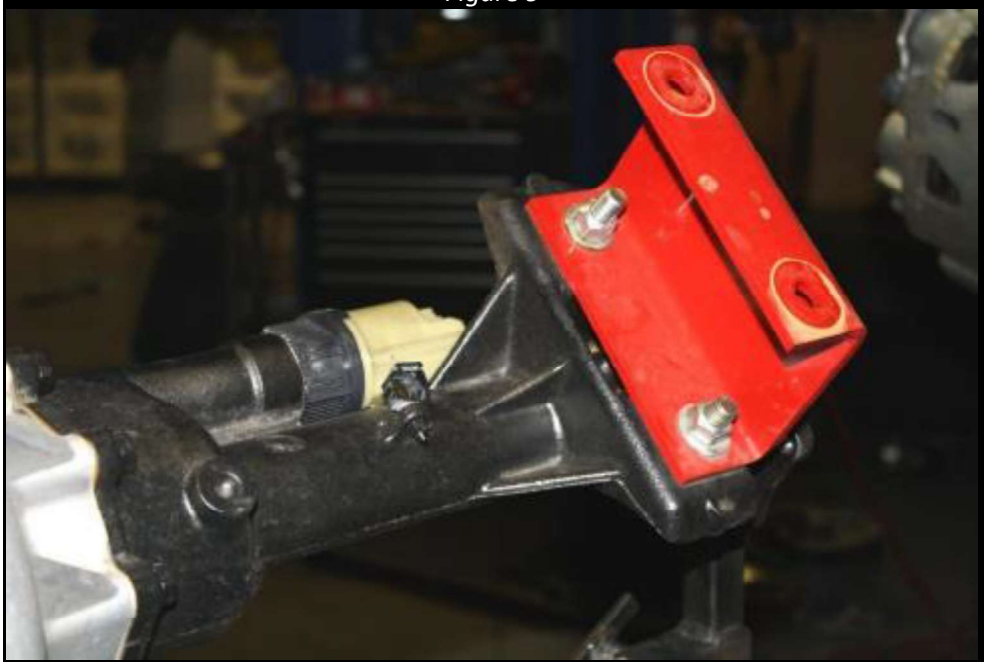
21) This step will begin the installation process. Do not tighten any fasteners until instructed to. Unless otherwise specified, flat washers will always be used under the heads of bolts and under nuts. Therefore, one bolt with one nut will require **2** flat washers.
22) If you purchased the Cognito Pitman and Idler Arm Support Kit refer to their separate instruction set for installation (NOTE: Do not re-install the factory steel skid plate under the differential on 4WD models as referred to in **Step 16** of the Pitman and Idler Arm Support Kit instructions). Re-install the previously removed plastic air dam/skid plate that belongs under the radiator area.
23) For 2wd vehicle, skip this step. unbolt the factory driver side differential mount from the differential. Bolt the **1534** Cognito driver differential mount to the differential and then the stock mount to the Cognito mount, using Hardware package **9120,** torque bolts to **50 ft.lbs**. See **Figure 8**

Figure 8



24) For **2wd v**ehicle, skip this step. Bolt **1535** Cognito passenger differential mount onto the front differential with the **9/16**" hardware from hardware package **9120,** as shown in **Figure 9**. the differential has slotted holes, center the Cognito bracket onto the slotted holes and torque fasteners to **60 ft.lbs.**

Figure 9



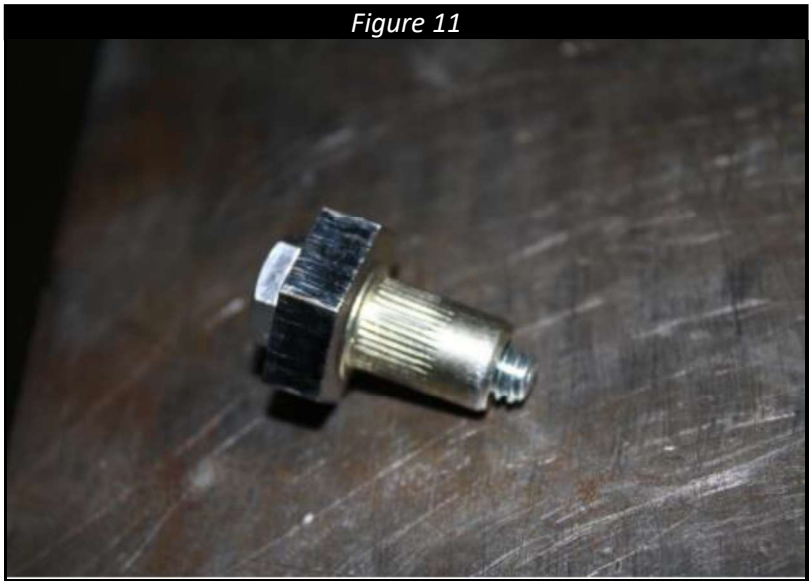
25) For 2wd vehicle, skip this step. raise the front differential back up into the frame and fasten the passenger Cognito differential mount to the factory passenger differential mount with the factory hardware and torque to **60 ft.lbs**. Fasten the factory driver differential mount to the frame with the factory hardware and torque to **60 ft.lbs**. reconnect the rubber vent and the wiring harness. Bolt the driveline back to the front differential yolk, tighten bolts to **20 ft.lbs**.
26) Bolt the **8259** Cognito front cross member to the frame with the factory hardware, torque to **90 ft/lbs**.

27) The rear foam bump stop, and retainer must be cut from the frame. Do this by cutting the stitch welds and knocking them off the frame, then grind the welds off flush with the frame as shown in **Figure 10**. There is a hole left that was concentric with the bump stop retainer, pointed at in **Figure 10**, drill that hole out with 25/64" drill bit, it will only cut a tiny bit of material if any.
28) Install a rivet nut into the hole shown in **Figure 10**. Do this by opening hardware package **9118**, obtain a **1/4**" bolt, rivet nut and the hex shaped installation tool. place the tool on the bolt and then thread the rivet nut onto the bolt, flange side first, all the way till it touches the installation tool as shown in **Figure 11.** Now push the rivet nut through the hole in the frame and use a **3/4"** wrench to hold the installation tool from turning while you turn the bolt with a **7/16**" wrench or socket, do not use air tools for this, only hand tools. Turn the bolt about 4 full turns until you feel it get tight, this means the rivet nut has crushed and is riveted to the hole in the frame. now back out the bolt and retain the installation tool for the next rivet nut installation.

Figure 10



Figure 11



29) Loosely fasten the **8260** Cognito rear cross member in place using the factory bolts, no nuts needed at this time. locate the **8261-driver** frame bump stop bracket. the pivot tube on this bracket will be the crush sleeve that fits inside of the **8260** rear cross member, that the mounting bolt will pass thru. use a jack or have a buddy hold the rear cross member up while you remove the driver side bolt holding the **8260-cross** member in place, insert the pivot tube of the **8261** bracket in between the ears of the **8260** cross member and then reinsert the bolt through the frame capturing the **8260 a**nd **826.**
30) Swing the **8261** bracket up against the frame and secure it with the **1/4**" bolt temporarily into the rivet nut that was just installed. using the hole in the front of the **8261 a**s a drill template, drill a **1/4"** hole through the frame. now remove the **1/4**" bolt and let the 8261 swing down out of the way. the **1/4"** hole that was just drilled must now be drilled out to **25/64**". Now install a nut rivet into this hole.
31) Insert a **1/4"** lock washer then a **1/4"** flat washer over the **1/4"x1**" bolt and fasten the **8261** bracket to the frame into the **2** rivet nuts just installed, torque to **11 ft.**lbs.
32) Now follow the previous steps and install the **8262** Cognito passenger bump stop bracket
33) Now tighten the rear lower control arm bolts to **90 ft.lbs** using the factory hardware.
34) From hardware pack **9117,** insert the 3 clip nuts onto the **1545** Cognito clip nut plate. Then insert the plate into the galley of the front cross member to aid in accessibility in installing the **1527** Cognito skid plate. from hardware package **9117,** locate the three **3/8"x1"** hex bolts, insert a **3"/8** lock washer then a **3/8"** flat washer onto each bolt, then use them to fasten the front of the skid plate to the bottom of the front cross member, threading the bolts into the clip nuts on the bar on the inside of the front cross member. Then fasten the rear of the skid plate to the rear cross member using the **3/8"x1.1/4**"hardware, tighten all **3/8**" hardware at this time to **19 ft.lbs.** see **figure 12**.

Figure 12



35) With the driver lower control arm on a bench or the floor, insert the **5501** mandrel through the hex hole in the control arm. then attach the **8263** Cognito driver non torsion bracket to the mandrel with the **1/2" x 4.1/2"** hardware from package **9118,** tighten to **60 ft.lbs. See Figure 13.**

Figure 13



36) Using the hole in the **8263** as a drill template, drill a **1/2"** hole through the pad on the lower control arm. Fasten with **1/2" x 1.3/4**" hardware from package **9118**, tighten to **60 ft.lbs**. bolt the polyurethane bump stop to the bracket with a **3/8**" flat washer, then 3/8" lock washer, then a **3/8"** nut, tighten to **20 ft.lbs**.

37) Install the **8264,** Cognito passenger non torsion drop bracket to the passenger lower control arm using the previous steps.

38) Bolt the lower control arms to the Cognito front and rear cross member using the **18mm** hardware from hardware package **9117,** run the bolts from front to back. do not tighten yet, future torque on these will be **100 ft.lbs.**

39) If your kit includes the Cognito upper control arms, install them now by referring to the Cognito Motorsports Upper Control Arm instruction sheet included in that kit.

40) Disassemble the bearing hub assembly and brake rotor shield from each of the factory spindles. Also remove the O-ring from the bore of the spindle, careful not to damage it. Clean the mating surfaces of the bearing hub and brake rotor shield thoroughly and transfer all these parts to the appropriate Cognito spindle making sure that the bore and O-ring groove of the Cognito spindles is clean and free from debris. Torque the bearing hubs to the spindles with the factory bolts to **90 ft/lbs**.

41) Be sure there is no dirt or powder coat or anything in the **3** tapered holes on each spindle. If there is, clean it or scrape it out now. Now hang the spindle assemblies on the appropriate sides of the vehicle from the ball joint of the upper control arm. Then attach the lower control arm ball joint to the Cognito spindle. Tighten all ball joints to the Cognito spindles, **100 ft/lbs** for the lower, and very tight with a boxed end wrench on the upper approx. **50 ft/lb**.

42) All hardware installed up to this point may now be tightened.
43) Install the brake rotors and calipers on to the appropriate side Cognito spindle. Install Cognito brake line kit if purchased with suspension kit, tightening fittings to factory specifications.
44) The **2011** trucks have a smaller hole than normal in the transmission cross member that the torsion bar passes through. The nature of the non-torsion bar drop kit makes the torsion bar swing in a little bigger arc than stock, and the torsion bar will rub on the transmission cross member on this kit, including our competitors non torsion drop kits. There are not enough miles or days on any of these kits to know whether this contact is going to cause a problem. We have not seen any of our competitors with non-torsion drop kits mention this problem, but it is our requirement that your clearance the holes in the transmission cross member so that the torsion bar is not touching under normal operating conditions. use a reciprocating saw to make the cuts as shown in **Figure 14** to both the front and back walls of the cross member of each torsion bar hole.

Figure 14



45) From the front of the truck, slide the torsion bars into the hex holes of the Cognito brackets as seen in **Figure 15.**

Figure 15



46) Use a jack to lift the suspension all the way up until the polyurethane bump stop contacts the Cognito frame bump. Now push the torsion bar all the way back into place with the torsion keyway in place inside the torsion bar cross member, the torsion bar should pass all the way through the torsion key. Once the torsion bar and torsion key is in place you can let the jack down and the suspension droop.
47) On **4WD** models, install the stud/spindle end of the front drive axles into the Cognito spindles and fasten with factory hardware. First making sure all mating surfaces are clean, mount the differential end of the drive axles to the differential with the **5483** spacers in between via hardware from package **#9120** using a drop of thread locker on the first threads of each bolt. Fasten all hardware mentioned in this step, axle nut to **120 ft/lbs**. and flange bolts to **40 ft/lbs**.
48) If you purchased the Cognito tie rod upgrade kit, follow those directions in this step, otherwise reattach the factory tie rod end to the Cognito spindles to **50 ft.lbs**. Make sure all fasteners are tight currently.

49) If using the stock torsion bar adjuster keys, they must have a modification so that the adjuster bolt does not slip off the adjuster key. If you have purchased Cognito aftermarket torsion bar adjuster keys, you will see that this feature is already on these parts. See **Figures 17-18** to add the pocket to the stock keyways on the vehicle.

Figure 16: Center punch 2 spots, 11/16" from the end and 7/16" from each side

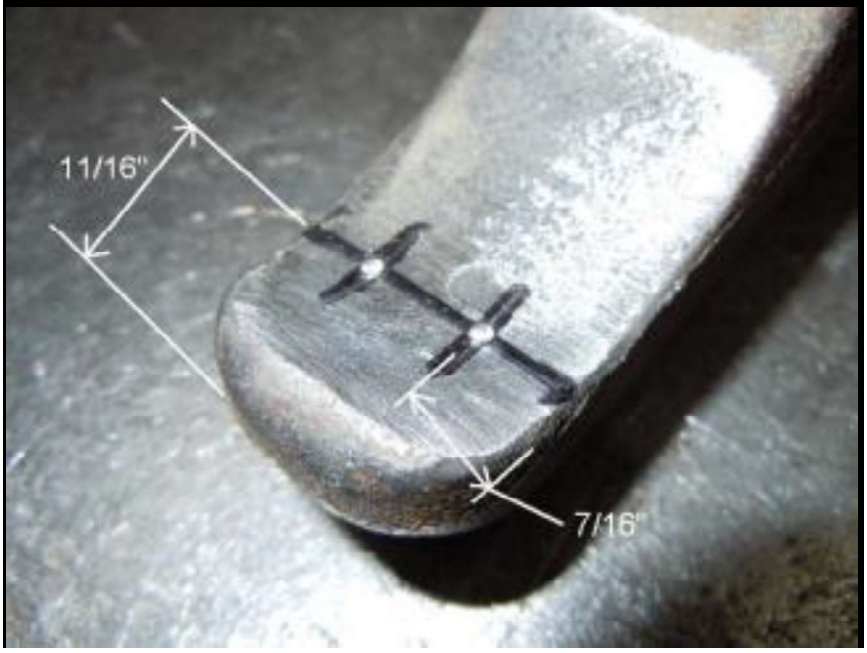
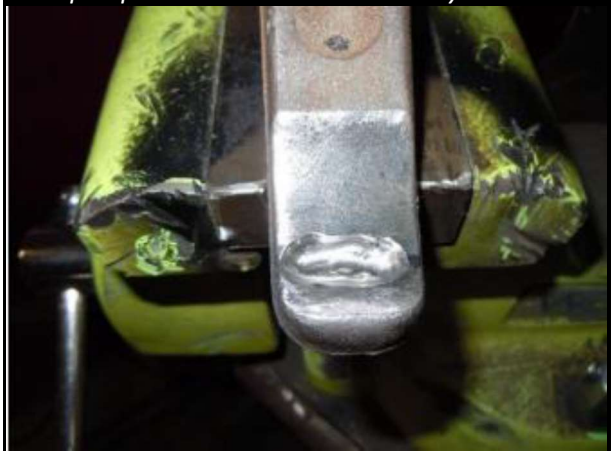


Figure 17: using a drill motor and 1/2" drill bit, drill only 1/8" deep from the tip so create 2 counter sink spots.

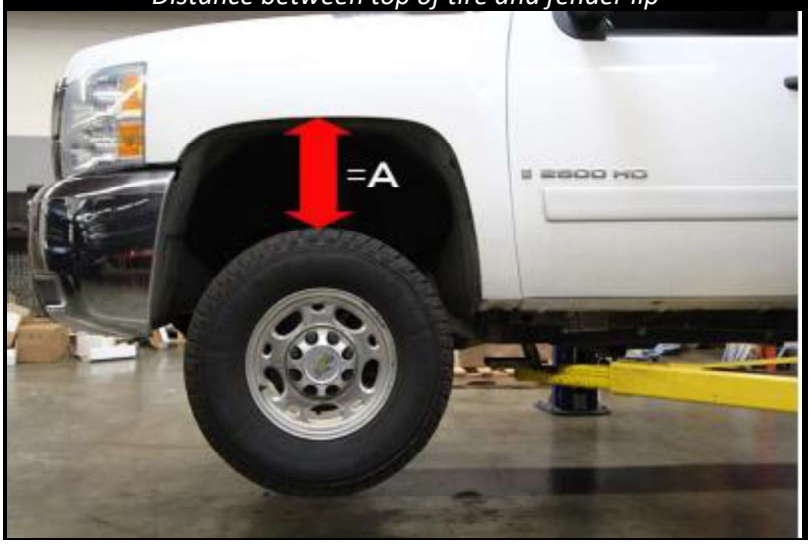


Figure 18: Use a carbide grinding bit to connect the 2 countersink spots in order to create an oval shaped pocket as shown. Now ready to install..



50) Install the **110-90253** sway bar end link kit now per the instructions included in that kit.
51) Be sure the brake lines and **ABS** sensor wires are routed and restrained so as to avoid any rubbing and binding.
52) Load the torsion bars and replace the adjuster nut. Unload bars and insert the adjuster screw into the nut and adjust to factory specifications.
53) Install the front shocks, if you are using the Cognito Upper Control Arm Kit then you should be using the shock extender kit to take advantage of the extra **3**" wheel travel available. If you are using the stock upper control arms, then just using the Cognito spec Fox shocks will net you an extra inch of down travel over stock. Do not use any shock spacer if you do not use the Cognito upper arm kit.
54) At this point, inspect all hardware to ensure everything is properly tightened.
55) Some models may require front drive-line modification or replacement. Consult Cognito Motorsports about drive-line requirements. If you plan to drive faster than **30 MPH** in **4WD**, you MUST use the CV front driveshaft offered by Cognito Motorsports. Otherwise, the stock front driveline will vibrate and damage the front differential and transfer case.
56) Install front wheels according to factory specifications. Please note the wheel requirement stated at the beginning of this instruction set.
57) If you purchased new spring packs, replace the factory spring packs, and use factory hardware and torque to factory specifications. The large bushing end of the spring goes **18** toward the front of the vehicle. Use appropriate length U-bolts and torque them to **110 ft lbs** if they are **3/4**". Then install rear wheels and shocks.
58) Adjust the torsion bars so that the front ride height is appropriate, and so that the truck is even left to right side. Do not over crank the torsion bars to try and gain too much height. Always lift the front of the truck so the wheels droop down before turning the torsion adjuster bolt tighter. Then drive the truck briefly to settle the height before measuring.
59) Setting the ride height, Record measurement (**A**) in chart below. Subtract **3**" from (**A**) to determine maximum ride height (**B**). This will ensure the proper amount of available down travel. NOTE: Maximum ride height is not required if you reach desired ride height below measurement (**B**). It is a good idea to record your final ride height after adjustments (**C**).

Distance between top of tire and fender lip



Record Measurement

Full Drop Out (A)	
Subtract 3"	**-3"**
Max Ride Height (B)	
Finished Ride Height (C)	

60) Have headlights readjusted to proper settings.

61) Have the vehicle's front end professionally aligned using these front-end alignment guidelines:

Some Cognito upper control arms have added caster built into them to increase drivability performance, therefore it's important to be sure the correct control arm is installed on the correct side of the vehicle. It's also important to make your alignment shop aware that if caster is high, that is the intention by design.

Cross caster is important in making your vehicle track straight down the road. Most roads have crown to them, high in the middle for water runoff. This crown will make your vehicle want to pull to the right. Vehicles with stock tires on them have a narrow contact patch on the ground and are not as affected as a vehicle having larger wider tires. With larger wider tires it's important to have cross caster proper for the vehicle to track straight on these roads. Trucks with dual rear wheels have more tires on the ground and require more cross casters. The length of the wheelbase will also affect the cross caster needed. Generally, crew cab short and long bed trucks like .**8** degrees of cross caster. Dual rear wheel trucks like .**9-1.0** degrees of cross caster. Your area might have roads that are crowned more or less than average therefore these numbers may need to change, and your alignment shop should understand this. If your alignment tech is stating they can't align the truck, that typically means they can't get the alignment to OEM spec, and that's fine because your vehicle is no longer OEM. A good tech will understand this and the numbers and let caster run slightly out of OEM spec (Caster should always be above **2** degrees positive) while maintaining cross caster needed for the vehicle and roads so you enjoy your vehicle with aftermarket Cognito parts and your driving experience.

WARRANTY / RETURN POLICY / SAFETY

Cognito Limited Lifetime Warranty

Cognito Motorsports, Inc. hereinafter "Cognito," warrants to the original retail purchaser, that its suspension products are free from workmanship and material defects for as long as the purchaser owns the vehicle on which the product(s) were originally installed. This warranty will be void if any modifications are made to the components, including alterations to the surface finish, i.e.; painting, powder coating, plating, and/or welding, or if they are improperly installed. Cognito truck suspension products are not designed nor intended to be installed on "competition" vehicles used in race applications, stunt or for exhibition purposes that are outside of the intended operating conditions specified by the manufacturer. Racing and competition are defined as any contests between two or more vehicles; or vehicles competing individually on off road circuits in timed events (whether or not such contests are for an award or prize).

This warranty does not include coverage for police, taxi, government or commercial vehicles, and the warranty does not cover Cognito products sold outside of the USA. Cognito's obligations under this warranty are specified and applied at its sole discretion, and warranty coverage is limited to repair or replacement of the defective product(s). Any and all costs of removal, installation or reinstallation; freight charges, incidental or consequential damages associated with the covered products are expressly excluded from this warranty.

The following items are exempt from Cognito limited warranty coverage: bushings, bump stops, tie-rod ends (Heim joints) and limiting straps. These parts are "consumables" and designed to wear as a normal part of their duty cycle, therefore they are not considered defective when worn. The aforementioned products are warrantied separately against defects in workmanship, for 60 days from the date of purchase. As a condition of warranty validation, respective Cognito suspension components must be installed as a complete system (not combined with non-Cognito hardware or ancillary parts). Any substitutions or omission of required components will void the warranty. Some minor cosmetic wear and imperfections may occur to parts during shipping, which is not covered under this warranty. This limited warranty does not apply to any components that have been subjected to collision damage, negligence, alteration, abuse, or misuse, and coverage does not extend to products manufactured by third-party companies. Cognito reserves the right to supersede, discontinue, or change the design, finish, part number and/or application of its parts when deemed necessary, without notice.

Return Policy

Product returns will not be accepted without prior written approval from an authorized Cognito representative. All products being returned must be shipped via trackable, prepaid freight. Returned products are subject to a 25% percent restocking fee. The eligible return period for products purchased directly from Cognito is 30 days from the verified date when the product(s) were originally received by the purchaser.

Product Safety Advisory

The installation of Cognito steering and suspension components will modify your vehicle's original factory equipment and geometry, which may cause it to handle differently than a stock (unaltered) vehicle. Installation of these components is not intended to strengthen nor reinforce the vehicle's frame, nor are they designed to increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for proper attachment, torque specifications, operation, and for any potential unusual wear or damage. Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Modifying vehicle height combined with off road operation may increase your vehicle's susceptibility to rollover conditions, which may cause serious injury or death. Many states regulate allowable vehicle height modifications, and it is your responsibility to know and comply with the legal requirements specified by the laws where you reside. Modifications to your vehicle's ride height may also affect the ride quality, driver input response, trackability and handling, and wear to your vehicle's suspension components and tires.