



Rev. # 04-02

DROP SPINDLE INSTALLATION INSTRUCTIONS

Please take the time to read these **INSTALLATION INSTRUCTIONS** and check the **Hardware Parts List** to be sure you have all the listed parts.

DJM parts should be installed by qualified mechanics. If you are not familiar with automotive repair have the parts installed by someone with experience.

To activate your warranty please read the warranty card enclosed, fill out your **Product Warranty Card** and mail it to DJM Suspension.

Please take a few minutes to fill out your installation helper (back side of warranty). Accurate measurements **BEFORE BEGINNING INSTALLATION** will show any irregularities in your vehicle.

**NEVER WORK UNDER TRUCK SUPPORTED BY A JACK ONLY !!!
USE QUALITY JACK STANDS WHICH HAVE A RATING ADEQUATE FOR YOUR TRUCKS WEIGHT!!!**

INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS, THE SPINDLE, THE CALIPER, THE LOWER CONTROL ARMS AND ANY OTHER COMPONENT BEFORE DRIVING VEHICLE.

WHEN INSTALLING SPINDLES ON 1973-1998 CHEVY TRUCKS, IT IS THE INSTALLERS RESPONSIBILITY TO CONFIRM THE AXLE SHAFTS ARE THE SAME LENGTH AS THE ORIGINAL. SIMPLY REMOVE THE ROTOR FROM ONE SIDE AND MEASURE THE SHAFT FROM THE CASTING TO THE END OF THE THREADS. LIGHT DUTY ROTORS FIT THE 4" SHAFT (DS2045L-3 & DS2055-2) AND HEAVY DUTY ROTORS FIT THE 4-1/2" SHAFT (DS2045H-3 & DS2056-2). DJM WILL NOT EXCHANGE SPINDLES THAT HAVE BEEN INSTALLED.

Hardware Parts List :

- 1) LH Spindle
- 1) RH Spindle

Installing DJM drop spindles uses the same installation procedures as replacing a factory spindle. Refer to your repair manual for guidelines.

DJM spindles use tight tolerances on the bearing journals. Inspect old bearings before installing. Replace if necessary. Bearings **MUST** be clean of all dirt and grit to fit over axle.

1988-1998 C1500

WHEELS WITH MORE THAN 3½" BACKSPACING MAY CONTACT LOWER CONTROL ARM AND INTERFERE WITH STEERING. DJM DOES NOT RECOGNIZE THAT IT IS COMMON PRACTICE TO REMOVE MATERIAL FROM LOWER CONTROL ARM TO ALLOW CLEARANCE FOR WHEELS. DJM HAS NOT DETERMINED THE EFFECT SUCH A MODIFICATION MAY HAVE ON THE STRUCTURAL STRENGTH OF THE LOWER CONTROL ARM OR WHAT OTHER RISKS MAY BE ATTENDED FROM SUCH A MODIFICATION. ANY PERSON MODIFYING FACTORY COMPONENTS DOES SO AT THEIR OWN RISK AND DOES SO AGAINST OUR RECOMMENDATIONS. YOU MUST EXERCISE DUE CARE IN THE SELECTION OF THE TIRE AND WHEEL COMBINATIONS TO DETERMINE THAT THERE IS ABSOLUTELY NO WHEEL AND TIRE CLEARANCE PROBLEMS.

1973-1987 C10

Some wheels may contact caliper or the casting near caliper. Usually a small amount of grinding or filing is enough to clear the wheel. Do not drive until there is clearance for the wheel.

1988 C3500

The upper ball joint must be changed to 1989 to 1998 C3500 ball joint.

INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS, THE SPINDLE, THE CALIPER, THE LOWER CONTROL ARMS OR ANY OTHER COMPONENT BEFORE DRIVING VEHICLE.

After installation is complete, and all components are checked for clearance problems, test drive vehicle. Align front end to factory specs.

Check out all the DJM products on the web www.DJMSuspension.com
Tech Line (310) 538-1583