



Rev. # 07-04

PART # CA2555L-4

1988-1998 CHEVY C1500 PICKUP

LOWER CONTROL ARM\SPRING COMBO

INSTALLATION INSTRUCTIONS

THIS CONTROL ARM MUST BE USED WITH DJM COIL SPRING PART #CS2351-2

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.

Please read the warranty information (blue page enclosed). Complete 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!!!**

THIS KIT IS DESIGNED TO BE USED WITH DJM COIL SPRING PART # CS2351-2. USING OTHER COIL SPRINGS OR AIR BAGS WILL VOID DJM'S WARRANTY!!

**New front shocks #TS1315 are required.
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.**

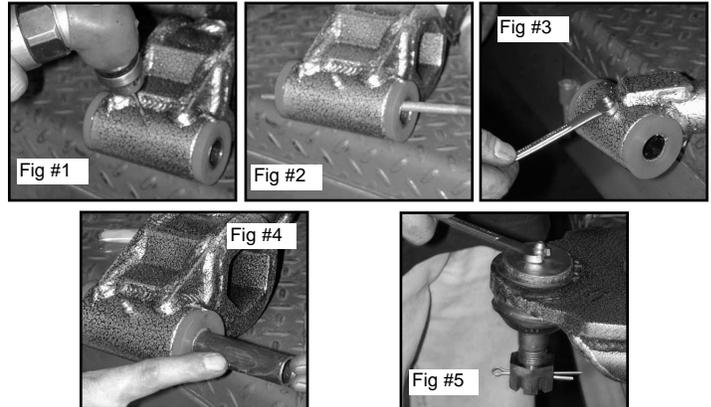
Hardware Parts List:

- | | |
|--------------------------------|----------------------------------|
| 1- Left Lower Control Arm. | 6- Grease Fittings. |
| 1- Right Lower Control Arm. | 2- Ball Joints (Installed,6293). |
| 8- Pivot Bushings.(Installed). | 1- Set Twin Tube Sleeves. |
| 4- 16m Nylock Nuts. | 2- Bump Stops (10R). |
| 1- Tube Loctite. | 2- Sway bar End Links.(EL01) |

This kit uses DJM's twin tube pivot sleeves. **YOU MUST ASSEMBLE THESE SLEEVES CORRECTLY. DO NOT SKIP THIS STEP!!**

The sleeves are already installed in the control arms. Cut the zip tie holding the nut and inner sleeve. Remove inner sleeve and set both aside. A small hole is drilled for the grease to pass through to the inner sleeve. Although this is done at the factory, check that there is a 1/8" hole drilled through the zerk fitting hole into the bushing and outer sleeve. (Fig #1). The drilling operation will leave a burr on the inside of the sleeve and must be removed. Use a rat tail file to completely remove all burrs from drilling and on the ends of the sleeves (Fig #2). Make sure you clean out any chips or dirt. Install grease fittings (Fig #3). With the outer sleeves drilled and cleaned, it is important to check the inner sleeves. These sleeves should be about .050" longer than the outer sleeve. You should assemble them before greasing to check that the length is slightly longer and they rotate smoothly. Now apply some grease to the inner sleeve and insert into control arm (Fig #4). Install ball joint grease fitting (Fig #5).

Check out all the DJM products on the web www.DJMSuspension.com



Install with DJM coil spring # CS2351-2. Do not impact the pivot bolts. Clean bolts before installing. Replace factory nuts with nylock nuts provided with kit. Tighten to 30 lbs.Spring must be fully seated in upper seat.

You will need to trim 5/8" off the tie rod ends to have enough adjustment of the toe alignment. You may also need to cut some off the adjusting sleeves. Dress up the threads with a grinder or file. For clearance, the adjusting sleeve bolts must be on the bottom of the tie rods.

Install new front shocks. Before installing sway bar end links, loosen the 4 10mm bolts that hold the D-bushings to the frame. Raise the lower control arm to ride height and install new sway bar end links then tighten D-bushings.

Review all procedures and check that all parts are tight and installed correctly.

Replace wheels and torque lug nuts. Check the wheels/tires will turn both ways without making contact. **INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS AND TIRES,THE SPINDLE, THE CALIPER, THE CONTROL ARMS OR ANY OTHER COMPONENT BEFORE DRIVING VEHICLE.**

Turn your steering wheel until it is straight. By sighting down the tires and truck you can get the toe fairly close. Adjustment is made with the tie rod end adjusting sleeves. Loosen nuts on the sleeves and turn until the tires are in a straight line from front to rear. Close is all you need, your alignment shop will correct this for you. Don't forget to tighten the nuts.

Take for test drive. With the vehicle on ground measure height of front and record on installation helper. Your measurements should be about 4" less than the before measurement. AFTER TEST DRIVING INSPECT INSTALLATION AND DOUBLE CHECK ALL THE HARDWARE IS TIGHT. TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT. ALIGN TO FACTORY SPECS.

Tech Line (310) 538-1583