



Rev. # 07-02

PART # CA2555U

1988-1998 CHEVY C1500 PICKUP UPPER CONTROL ARMS

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.

Please read the warranty information (blue page enclosed). Complete your **Product Warranty Card** and mail it to DJM Suspension.

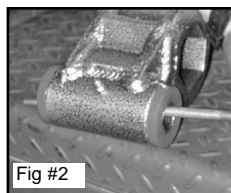
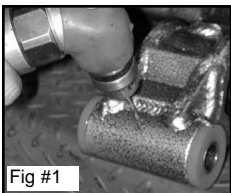
Please take a few minutes to fill out your installation helper (back side of warranty). Accurate measurements **BEFORE BEGINNING INSTALLATION** will show any irregularities in your vehicle.

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

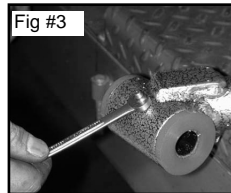
INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS, THE SPINDLE, THE CALIPER, THE LOWER CONTROL ARMS AND ANY OTHER COMPONENT BEFORE DRIVING VEHICLE.

Hardware Parts List:

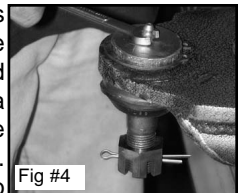
- 1- Left Upper Control Arm w/bushings and sleeves installed.
- 1- Right Upper Control Arm w/bushings and sleeves installed.
- 6- Grease Fittings.
- 2- Ball Joints (6370) .



Drill a hole in each grease fitting hole, through the bushing and sleeve (Fig #1). Remove any burrs on the inner sleeve (Fig #2). This hole will allow grease to pass through the bushings onto the pivot bolts.



Install grease fittings into pivot tubes, the holes are pre drilled and threaded. Using a nut driver is the easiest (Fig #3). Carefully thread into



hole, keeping them straight and tighten. Apply grease to the bushing and sleeves in control arm. Install grease fitting into ball joint (Fig #4).

Work on one side at a time. Unbolt remove factory upper arm.

Some vehicles that have never been aligned before will require removal of the "Knock Outs" to align front end. On top of the frame, where the control arms bolt on, look at the holes for the mounting bolts. If the holes are not slotted, the knock outs will have to be removed. Knock outs are perforated from the factory with the outline of the slot you need. There are tools made specifically to remove the knock outs, you may be able to rent one. You can also use a punch or chisel to remove knock out. Once removed clean out slot with file.

With one side removed, compare old arms and new. Set the factory arm on a bench and match up with one of the new arms. Now slide the bushing between the mounting tabs and install factory bolts, washers and nuts. Install ball joint.

Torque bolts to factory specs.

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

Replace wheels and torque lug nuts. Check the 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.**

TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT. ALIGN TO FACTORY SPECS.

REMEMBER AFTER TEST DRIVING INSPECT INSTALLATION AND DOUBLE CHECK ALL THE HARDWARE IS TIGHT.