PART # CA2808-3
2007-2010 Toyota Tundra 3” Lower Arms
INSTALLATION INSTRUCTIONS

Please Note: Unless specifically stated, all DJM lowering components are intended for two wheel drive applications only!!!

Rev. # 7-08

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

These installation instructions are prepared for the professional installer with the proper equipment, tools and experience in suspension systems and safety. This vehicle and its components are extremely heavy and can be dangerous without the proper equipment and 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!!!

Designed for use with factory struts and springs only.

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:

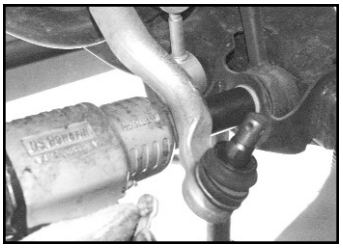
Control Arms
1- Left Lower Control Arm
1- Right Lower Control Arm
2- 5\8” x 11 x 7” Strut Bolts
2- 5\8” x 11 Nylock Nuts
4- 5\8” Flat Washers
2- 1\2” x 13 x 2-3\4” Sway Bar Bolts
2- 1\2” x 13 Nylock Nuts
4- 1\2” Flat Washers

Control arm will interfer with stock 18” wheels. 20” original manufacturer wheel will work without modification or 20” or larger aftermarket wheels

The front suspension is very straight forward. Essentially it is removal and replacement of the lower control arms. Here are some of the highlights of the installation.

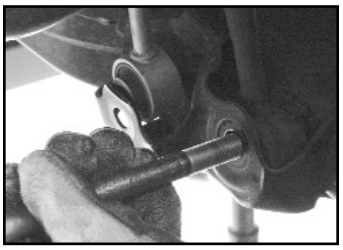
Make sure to support your vehicle on jackstand. Using just a jack is dangerous. We do one side at a time because the vehicle is much more stable with three wheels on the ground.

CA2808-3 Lower Control Arms



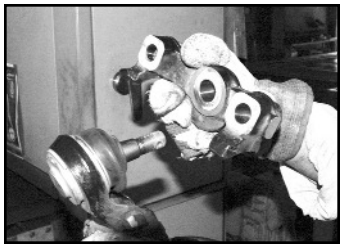
1) Remove the tie rod end. Be careful not to damage the grease boot.

2) Remove the strut bolt. The bolt is not re-used on the new control arm but keep it with the original one if you chose to put it back to stock sometime in the future.

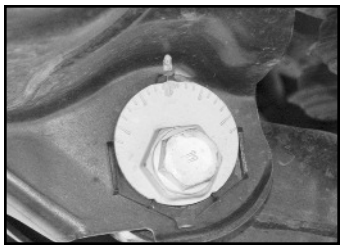


3) To remove the bolt try placing a small jack under the control arm. When the correct spot is found (pressure removed) you can pull the bolt out, try not to use a hammer, this could damage the threads if you chose to reverse the installation later.

4) The ball joint on Toyotas can be removed by removing the mount from the spindle. This makes it much safer to press the ball joint out of the mount on a H-frame press. Remember the ball joint is going to be re-used so it's important not to damage the boot.



5) The balljoint is now freed from the mount with no damage to the threads or boot. We use a scrap piece of tubing that fits the ball joint well to press it out of the control arm. A little extra time on your setup will insure you do not damage anything.



6) We mark the stock alignment points to compare the points after installing the new arm.

7) Zerk fitting need to be installed in the new arm. The fittings are left out because they could easily get broken off in shipping. The holes a drilled and tapped, so install them just before installing the arm.

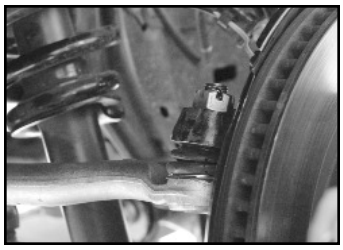
8) One side has a twin tube sleeve and the other the alignment bolt works as the inner sleeve. Test fit both and put some grease though the zerks and make sure everything flows.

CA2808-3 Lower Control Arms

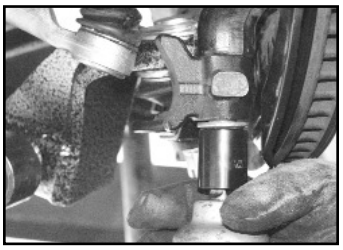
9) Hang the arm on the truck. Hand tighten only after the arm is completely installed, line up your marks then tighten.

12) Remove the tie rod end completely. We want to cut ¼" off the end. A cut off wheel does a really good job and won't damage the threads. The purpose is to ensure enough toe adjustment. This will not cause a problem if the truck has to be returned to stock.

10) Re-install the strut, sway bar with the new bolts supplied.



13) Thread the tie rod end almost all the way in. You can eye ball the tow after the installation is finished.



11) We installed the balljoint to the mount before bolting the mount to the spindle. Before bolting the mount to the spindle use some thread lock at this point.