



PART # CA2400L-3

2004-10 Chevy Colorado\ GMC Canyon 3" Front Lower Control Arms

INSTALLATION INSTRUCTIONS

Rev. # 10-04

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.

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!!!**

Designed for use with factory struts and springs only.

Factory tires may rub fender well.

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:

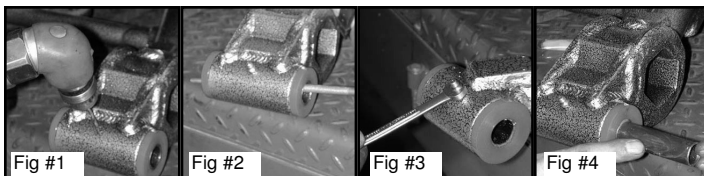
- 2- Lower Control Arms.
- 4- Inner Sleeves
- 4- Grease Fittings
- 1- Tube Loctite.
- 2- 14mm x 90mm Strut Bolt
- 2- 14mm Nylock Nuts

Before beginning installation, measure and record the height of the truck on the installation helper.

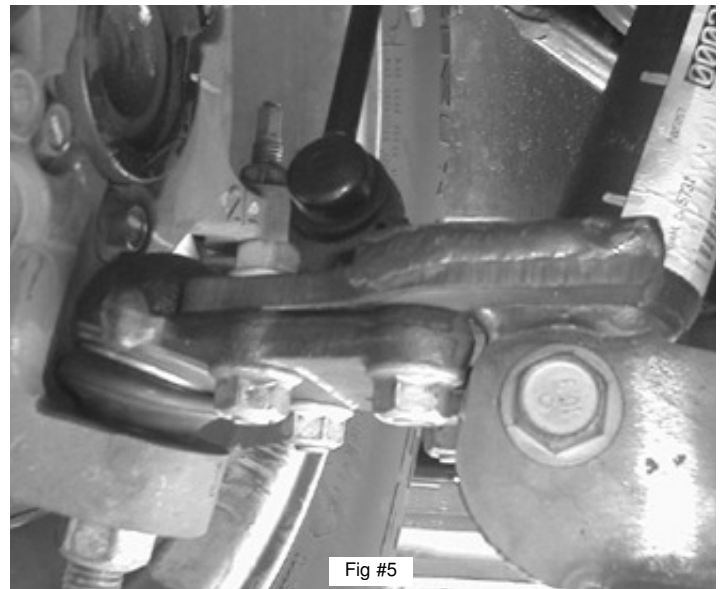
PREPARING THE LOWER CONTROL ARMS.

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

The outer sleeves are already installed in the control arms. An 1/8" hole is needed for the grease to pass through to the inner sleeve. This hole is drilled from the factory. 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 length is slightly longer and they rotate smoothly. Now apply some grease to the inner sleeve and insert into control arm (Fig #4).



The new lower control arms replace the factory control arms using all original hardware including ball joint and sway bar end link. Working on one side at a time, remove the bolt holding the strut to lower control arm. Next unbolt the ball joint, sway bar end links and finally the pivot bolts. Keep all hardware.



Install new DJM arm using original hardware. Install factory strut with new 14mm bolts and nylock nuts. (Fig #5)

Original



Cam Lock



DJM provides cam locks with the control arms. The cam locks will keep the truck in alignment without over tightening the urethane bushing. Tighten to 50ft lbs

Check all hardware has been tightened. When installation is complete, test drive vehicle. A front end alignment is required. Align to factory specifications.

Measure and record the completed height of truck on installation helper. Double check all bolts. It is recommended to check all bolts after about one hundred miles.