



Rev. # 07-02

PART # CA2355U, CA2356U & CA2455U 1963-1987 CHEVY C10 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.

**CA2355U Fits 63-70 with drum brakes, uses DJM cross shafts.
CA2356U Fits 71-72 with disc brakes, uses DJM cross shafts.
CA2455U Fits 73-87 with disc brakes, uses DJM cross shafts.**

Hardware Parts List:

- 1- Left Upper Control Arm
w/DJM cross shaft, bushings and sleeves installed.
- 1- Right Upper Control Arm.
w/DJM cross shaft, bushings and sleeves installed.
- 6- Grease Fittings.

CA2355U(6024) Ball Joint

CA2356U(6124) Ball Joint

CA2455U(6136) Ball Joint

Work on one side at a time. Loosen the nuts holding the mounting shaft to the frame. Remove the alignment shims from behind the mounting shaft. Keep the shims together and note forward and rearward. When you install the new arms, place the shims the same way there were removed.

Compare old and new arms. Ball joints are slightly rearward on both sides.

Test fit the new arms on both sides without and shims. Check for clearance for the control arm. Be sure to check there is clearance for the pivot tubes. The control arm must moves freely. If there is any interference of the control arm movement, this must be removed before continuing.

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.