



Rev. # 2.02

PART # K2895-3 & K2895-3\4

INSTALLATION INSTRUCTIONS

1995-2004 TACOMA DROP KIT

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 FACTORY COIL SPRINGS. USING ANOTHER BRAND COIL SPRINGS OR AIR BAGS WILL VOID DJM'S WARRANTY!!

THIS KIT REQUIRES THE FACTORY UPPER CONTROL ARM MOUNTING SHAFTS TO BE PRESSED OUT OF FACTORY ARMS AND INSTALLED INTO YOUR NEW DJM ARMS.

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.

NEW SHOCKS ARE RECOMMENDED.
USE DJM #TS1315 FRONT AND DJM #TS1900 REAR SHOCKS.

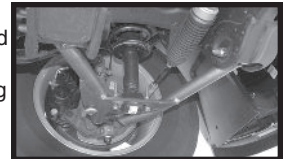
Hardware Parts List:

- 2- Upper Control Arm w/ bushings & sleeves.
- 8- 1/2"x20 Nylock Nuts.
- 4- DJM Custom 1/2" Washers
- 8- 1/2"x20x3-1/2" Bolts.
- 8- 1/2" Washers.
- 1- Rear Block Kit.
- 2- Sway Bar End Links.
- 4- Grease Fittings.

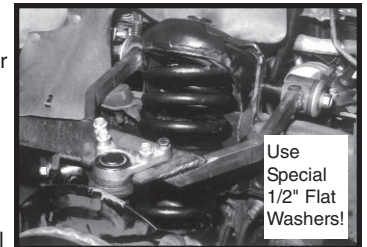
Both upper control arms have elongated holes for the ball joints and can be installed on either side.

Loosen the two bolts holding the upper control arm shaft to the frame. Carefully remove the alignment shims and keep together. Note forward and rearward, you will install them the same way they were removed. Remove upper control arm mounting bolts and remove upper arm. Keep all hardware!

Now prepare new DJM upper control arms. Install the red bushings in the DJM arms and press in the steel sleeves. Drill a hole in each grease-fitting hole, through the bushing and sleeve. Remove any burrs on the inner steel sleeves. This hole will allow grease to pass through the bushings onto the mounting shaft.



Mark a reference line on one of the bushings and steel sleeves and remove from arm. Apply some grease to the end of the mounting shaft and install into new DJM upper arm. Push the remaining bushing into the arm and then the steel sleeve. Make sure to align your reference lines. **CAUTION : DO NOT USE FACTORY WASHER AGAINST BUSHING!** Use a little blue loctite on the stock bolts, install with new custom 1/2" flat washers placed between bolt and bushing and tighten.



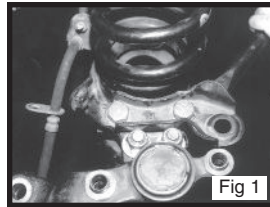
Now test the assembly. Clamp the shaft into a vice, and raise and lower control arm. The mounting shaft will rotate freely inside of the steel sleeves, and the red bushings will remain stationary. Call DJM Tech at 310-538-1583 if you have any questions. **NOTE: FAILIER TO INSTALL THE MOUNTING SHAFT CORRECTLY MAY RESULT IN DAMAGING THE CONTROL ARM.**

Install grease fittings in pivot tubes in the pre-drilled holes. Using a nut driver is easiest. Carefully thread into hole keeping them straight and tighten.

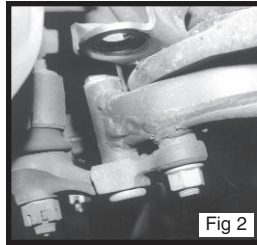
The picture above shows the correct orientation of the upper arm. Bolt factory ball joint on top of the plate with factory bolts. Slide mounting shaft over studs. Install the alignment shims the same way they were remove. Install and tighten.



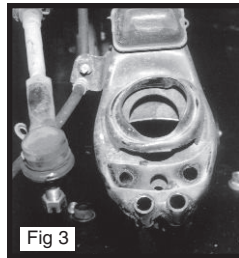
Remove the two bolts that attach the lower ball joint bracket to the spindle, located on each side of the lower ball joint. **SECURE SPINDLE TO FRAME WITH SAFETY WIRE. DO NOT LET SPINDLE HANG FROM BRAKE LINE!!** Note position of factory parts. Fig 1 & 2.



Next remove the two nuts on the bottom of the control arm holding the sway bar bracket and tension/compression rod (TC) to lower arm. Remove the TC pivot bolt and remove TC rod from vehicle. The two studs are pressed into the TC rod. Keep the TC pivot bolt, you will need use it later.



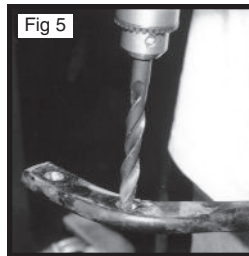
Remove the two nuts on the outer end of the lower arm that hold the spindle mounting bracket and remove bracket. The two studs are pressed into the bracket. When all these parts are removed the lower arm will look like the picture in Fig 3. Note coil spring removed for photo.



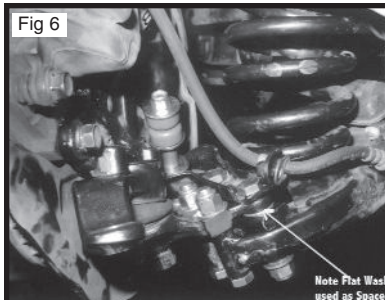
Remove the studs in the spindle-mounting bracket. This can be done on a press or tap them out using a mallet and bench vice. Fig 4.



Use the same procedure to remove the studs from the TC rod. Use a 9/16" bit and drill out the holes for the new bolts. Fig 5.



Install the TC rod. Set on top of control arm and align and install the pivot bolt. Tighten nut hand tight. Place one 1/2" flat washer on top of each hole in the TC rod. These will be use as a spacer for the spindle-mounting bracket.

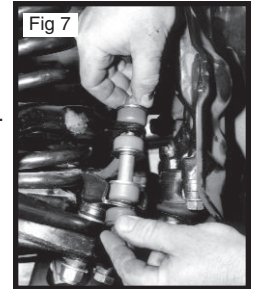


Set the spindle-mounting bracket on the top of the control arm and on top of the TC rod. Be sure flat washer spacer are in place and holes are aligned, Fig 6. Place sway bar bracket on top of TC rod and install two 1/2"x20x3 1/2" bolts down from the top and attach with 1/2" nuts.

Install two 1/2"x20x3 1/2" bolts up through the bottom of the control arm and attach nuts on top. Hand tighten.

With all four new bolts installed, tighten evenly and torque bolts. Be sure to tighten TC rod pivot bolt. Set the spindle on the spindle-mounting bracket and install the two factory bolts on each side of the lower ball joint. Tighten both bolts.

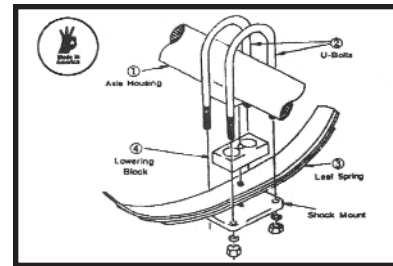
Install upper ball joint in spindle and tighten the upper ball joint nut completely. Be sure they are tight and the taper is seated in spindle. Install new cotter pins.



Install sway bar links to new control arms. You may need to raise lower arms to align end links. Grease all grease fittings. Install your new DJM front shocks. Fig 7.

Now inspect the installation to be sure all hardware is tight, and **all parts are clear and free to move without restrictions.** Install front wheels and torque lug nuts. Check the tires will turn both ways without hitting. **INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS AND TIRES, THE SPINDLE, THE CALIPER AND THE CONTROL ARMS BEFORE DRIVING VEHICLE.**

Installing Rear Block Kit



4" blocks have a 4 degree taper, install with the taller end to the rear.

Trim u bolts to length.

Completing Installation and Test Driving.

You now should set your toe in/out close for test drive. Turn your steering wheel until it is straight. Loosen the nut on the tie rod end and turn it until the tires are in a straight line from front to rear. Close is all you need, your alignment shop will set it exactly. Don't forget to tighten the nuts.

Take your truck for a test drive. Start off slowly and listen for any unusual noises. Now measure height of front and record on installation helper. Your measurements should be about 3" less than the before measurement in front and 3" or 4" in the rear depending on the block size.

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

After about 100 miles, check all bolts for correct torque.

Raising Carrier Bearing

Some X-tra cab models, with 2 piece drive shafts, may experience some drive line vibration. To correct this you will need to raise the carrier bearing. The bearing has a bracket attached to it and is mounted to a cross member with two bolts. The bracket is offset from the center of the bearing. Remove the two bolts, turn the bracket 180° and reattach with factory bolt.