



7-97

PART # CA2555U

INSTALLATION INSTRUCTIONS

1988-1997 CHEVY 1/2 TON UPPER CONTROL ARMS

Please take the time to read these INSTALLATION INSTRUCTIONS and check the Hardware Parts List to be sure you have all the listed parts, and the tools necessary to safely complete the installation! 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 from side to side of your vehicle.

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

THIS KIT INCLUDES NEW BALL JOINTS INSTALLED. IF IT IS NECESSARY TO REPLACE BALL JOINTS, USE MOOG® # 6370 OR EQUIVALENT.

Hardware Parts List:

- 1- Left Upper Control Arm
w\ bushings, sleeves,
grease fittings & ball joints.

- 1- Right Upper Control Arm
w\ bushings, sleeves,
grease fittings & ball joints.

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Part # CA2555U cont.

1) Park your truck on a flat, level, concrete surface. Chock the rear wheels. Loosen front lug nuts. Raise the front with a floor jack. Support the frame with jack stands.

NOTE : ALWAYS USE JACK STANDS - NEVER RELY ON JACKS ONLY!!

2) Working on one side at a time. Support lower control arm with floor jack. Secure jack so it will not move. Supporting the lower arm correctly will prevent the coil spring from moving. Remove cotter pin from upper ball joint, then loosen nut 2 full turns. Free the upper ball joint taper by tapping spindle with hammer or use pickle fork. Remove the upper ball joint nut.

3) Loosen and remove the upper control arm mounting bolts. Remove upper control arm from vehicle. **Keep all hardware.**

4) 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 slotted continue to step 5. If the holes are not slotted, you will have to remove the knock outs. 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.

5) 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.

6) Install the grease fittings into pivot tubes. The easiest way is with a nut driver. Be sure to keep them straight and do not over tighten.

7) Now slide the bushing between the mounting tabs and install factory bolts, washers and nuts. Torque bolts to factory specs.

8) Place ball joint into spindle and tighten nut. Install the new cotter pin.

9) Repeat procedure on other side.

10) Using a grease gun, grease all grease fittings.

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

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