



Rev : 01-2000

PART # CA2555L-4

## **INSTALLATION INSTRUCTIONS**

1988-1997 CHEVY C1500

CALIFORNIA 4" FRONT CONTROL ARM\SPRING COMBO

**THIS KIT MUST BE USED WITH**  
**DJM PART # CS2351-2 5-LUG COIL SPRING!!**

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 REPLACING BALL JOINTS, USE MOOG® #6293 OR EQUIVALENT.

NEW FRONT SHOCKS DJM PART # 1315 ARE REQUIRED.

### Hardware Parts List:

- |                                 |                                  |
|---------------------------------|----------------------------------|
| 1- Left Lower Control Arm.      | 4- Grease Fittings.              |
| 1- Right Lower Control Arm.     | 2- Ball Joints (Installed).      |
| 8- Pivot Bushings (Installed).  | 2- Sway Bar End Links w/Bushings |
| 1- Set Twin Tube Pivot Sleeves. |                                  |
| 2- Tall Bump Stops.             |                                  |

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**Part # CA2555L-4 cont.**

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

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

- 2) Remove front shocks and disconnect front sway bar end link assembly.
- 3) Loosen the 2 bolts on adjusting sleeve and remove both tie rod ends and adjusting sleeves.
- 4) Place a floor jack under lower control arm and raise slightly. Remove cotter pin from lower ball joint then loosen nut two (2) full turns. Free the lower ball joint from the spindle with a pickle fork. Remove tie rod end from spindle.
- 5) Remove the lower ball joint nut and using the floor jack, slowly lower the control arm until to coil spring is loose. Using a pry bar - **NOT YOUR HANDS** - remove the coil spring and tape the rubber isolator pad to top of spring, this will make installation easier.
- 6) Remove the pivot bolts from each control arm, and remove the arms.
- 7) This kit uses DJM's twin tube pivot sleeves. You must assembly these sleeves correctly. Do not skip this step!! The outer sleeves are already installed in the control arms. You need to drill a small hole for the grease to pass though to the inner sleeve. Using an 1/8" drill, line drill through the zerk fitting hole (Fig #1). 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 fro drilling and on the ends of the sleeves (Fig #2). Make sure you clean out any chips or dirt. Install grease fittings (Fig #3).
- 8) 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 the 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). Install ball joint grease fitting (Fig #5). With an 1\8" drill bit, drill a hole in each grease hole through the bushing and the sleeve. Remove any burrs from the inside of the sleeve. This hole will allo the grease to pass through the bushings onto the pivot bolts. Install grease fittings into pivot tubes, the holes are pre drilled. Using a nut driver is the easiest. Carefully thread into hole, keeping them straight and tighten.



**Fig #1**



**Fig #2**



**Fig #3**



**Fig #4**



**Fig #5**

- 9) Install grease fittings into pivot tubes, the holes are pre drilled. Using a nut driver is the easiest. Carefully thread into hole, keeping them straight and tighten.
- 10) Apply grease to the bushing and sleeves in control arm. Install pivot bolts though frame mounts and control arm bushings. Install nuts and tighten.

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**Part # CA2555L-4 cont.**

- 11) Install the DJM coil springs with lower end of the coil nested in the spring guide. Using the floor jack under the ball joint, slowly raise the control arm. Be sure floor jack is secure and wont slip when raising. You need to raise the arm while guiding the spring into the upper seat. Continue raising until you can attach the ball joint to spindle. Be sure spring does not bend prongs on upper spring seat. Tighten ball joint nut and insert new cotter pins.
- 12) Remove adjusting sleeve from outer tie rod end, removed in step #3. The tie rod end needs to be trimmed. Measure back from the end of the threads 5/8" and mark. The material the casting is made from is soft and can be cut with a hacksaw or power cut off sa , if you have one. Dress up the threads with a file or grinder. Also to insure you have enough toe end adjustment you may want to cut 1/4" off the adjusting sleeve. Thread adjusting sleeve back on tie rod end.
- 13) You should set your toe in\out close for test drive. Turn your steering wheel until it is straight. By sighting down the tires and truck you can get the toe fairly close. Adjustment is made at the tie rod adjusting sleeves, turn the sleeve until the tires are in a straight line from front to rear. Close is all you need, your alignment shop will correct this for you. Don't forget to tighten the nut on the adjusting sleeve.
- 14) Install the shocks and new sway bar end link assembly. You may need to raise arm with floor jack a little. 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.
- 15) Take your truck for a test drive. Start off slowly and listen for any unusual noises. With the vehicle on ground measure height of front and record on installation helper. Your measurements should be about 4" less than the before measurement. If not check the coil springs are in upper seat correctly.  
**REMEMBER AFTER TEST DRIVING, INSPECT ALL THE NUTS ARE TIGHT.**
- 16) **TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT. ALIGN TO FACTORY SPECS.**

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