



Rev. # 05-02

## PART # CA2599L-2 & CA2599L-4, CA2599L-5 1999-2006 CHEVY C1500 PICKUP LOWER 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!!!**

**THIS KIT IS DESIGNED TO BE USED WITH THE FACTORY COIL SPRINGS. USING AFTER MARKET COIL SPRINGS OR AIR BAGS WILL VOID DJM'S WARRANTY!!**

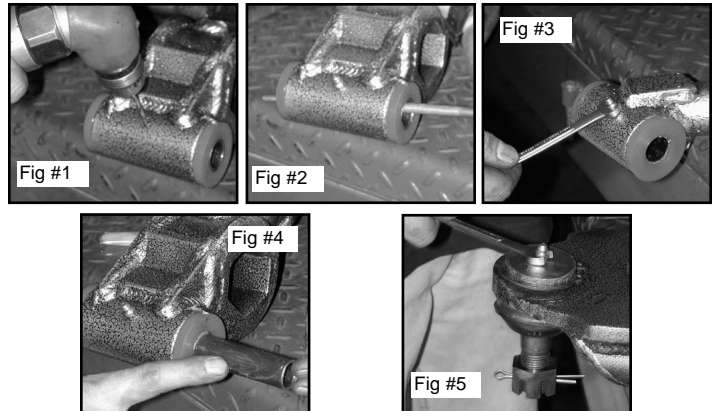
CA2599L-5 requires upper control arm DJM #CA2599U sold separately. CA2599L-5 WILL NOT WORK WITH FACTORY WHEELS AND TIRES!!

**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:

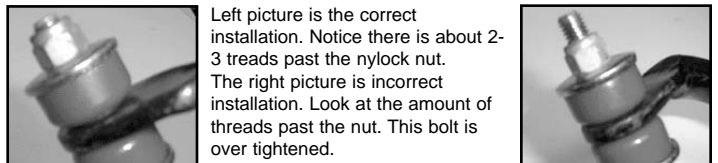
- |                                |                                   |
|--------------------------------|-----------------------------------|
| 1- Left Lower Control Arm.     | 6- Grease Fittings.               |
| 1- Right Lower Control Arm.    | 2- Ball Joints (Installed, 6541). |
| 8- Pivot Bushings (Installed). | 2- Sway Bar End Links.            |
| 1- Set Twin Tube Sleeves.      | 1- Tube Loctite.                  |
| 4- 16m Nylock Nuts.            |                                   |

This kit uses DJM's twin tube pivot sleeves. **YOU MUST ASSEMBLE THESE SLEEVES CORRECTLY. DO NOT SKIP THIS STEP!!** The sleeves are already installed in the control arms. Cut the zip tie holding the nut and inner sleeve. Remove inner sleeve and set both aside. A small hole is drilled for the grease to pass through to the inner sleeve. Although this is done at the factory, check that there is a 1/8" hole drilled through the zerk fitting hole into the bushing and outer sleeve. (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 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). Install ball joint grease fitting (Fig #5).



Do not impact the pivot bolts. Clean bolts before installing. Replace factory nuts with nylock nuts provided with kit. Tighten to 30 lbs.

Before installing sway bar end links, loosen the 4 10mm bolts that hold the D-bushings to the frame. Install sway bar end links. You may need to raise arm with floor jack a little. **DO NOT OVER TIGHTEN END LINKS!! 2 OR 3 THREADS PAST THE LOCK NUT IS ALL YOU NEED.** Cycle the suspension to seat sway bar and tighten D-bushings. 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.**

To get the toe end close, turn the tie rod ends in about 3 full turns. 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 with the tie rod ends. Loosen nuts at the rack and turn the tie rod ends 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 nuts. **TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT. ALIGN TO FACTORY SPECS.**

With the vehicle on ground measure height of front and record on installation helper. Your measurements should be about 2-1/2" (CA25599L-2), 3-1/2" (CA2599L-4) and 4-1/2" (CA2599L-5) less than the before measurement. **REMEMBER AFTER TEST DRIVING INSPECT INSTALLATION AND DOUBLE CHECK ALL THE HARDWARE IS TIGHT.**

Check out all the DJM products on the web [www.DJMSuspension.com](http://www.DJMSuspension.com)

Tech Line (310) 538-1583