



# PART # CA2699L-6D & CA2699L-6P

## 2001-2006 CHEVY HD LOWER CONTROL ARMS

# INSTALLATION INSTRUCTIONS

Rev. # 07-04

**Please Note: Unless specifically stated, all DJM lowering components are intended exclusively for two wheel drive applications only!!!**

Please take the time to read these INSTALLATION INSTRUCTIONS and check the Hardware Parts List to be sure you have all the listed parts.

These installation instructions are prepared for the professional installer with the proper equipment, tools and experience in suspension systems and safety. This vehicle and its components are extremely heavy and can be dangerous without the proper equipment and 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 not designed for air bags.  
New front shocks DJM #TS1315 are required.

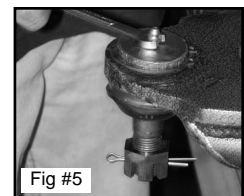
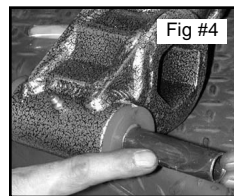
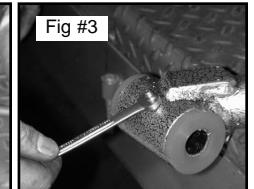
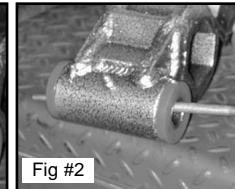
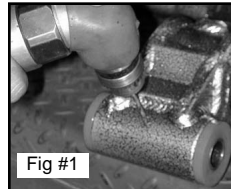
### Hardware Parts List:

CA2699L-6D	CA2699L-6P
1- Left Lower Control Arm.	1- Right Lower Control Arm.
1- Ball Joint (Installed,6541).	1- Ball Joint (Installed,6541).
4- Pivot Bushings (Installed).	4- Pivot Bushings (Installed).
2- Inner Sleeves (Installed).	2- Inner Sleeves (Installed).
2- Outer Sleeves (Ziptied to Arm).	2- Outer Sleeves (Ziptied to Arm).
2- 16m Nylock Nuts(Ziptied to Arm).	2- 16m Nylock Nuts (Ziptied to Arm).
2- Bump Stops (10R).	
2- 1/2" x 13 Nuts (1 for each Arm).	
2- 1/2" x 13 x 2-3/4" Shock Bolts (1 for each Arm).	
2- Grease Fitting & Cotter Pin Bags (1 for each Arm,for Balljoints).	
4- Grease Fittings (2 for each Arm, for Pivot Bushings).	

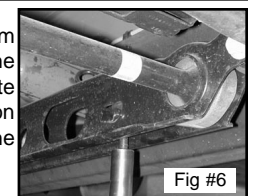
**NOTICE TO END USER :** This kit is very low and could cause clearance problems depending on road, driveway or other conditions. The frame on this kit with the stock tires measures 5.5" of ground clearance. You also may lose some weight capacity in the rear end due to the removal of the upper overload springs. We recommend that you read through the instructions, contact DJM's tech line and ask your installer about your needs and compatibility with this kit. If you decide not to install this kit, you may return it for a full refund within 30 days of the purchase date. Kits returned must be unused and is in the original boxes to be given a refund.

The lower arms uses DJM's twin tube pivot sleeves. **YOU MUST ASSEMBLE THESE SLEEVES CORRECTLY. DO NOT SKIP THIS STEP!!**

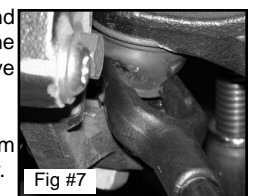
The sleeves are already installed in the control arms. Cut the zip tie holding the nut and inner sleeve. Remove inner sleeve and set both aside. A small hole is drilled for the grease to pass through to the inner sleeve. Although this is done at the factory, check that there is a 1/8" hole drilled through 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).



Locate the torsion key. From the lower control arm follow the torsion bar to the rear of the truck. The key is in the cross member (Fig #6). With white paint or grease pencil, mark the bolt at the torsion key. This will help you when you reinstall the torsion bar. Remove the torsion key bolt.



Place a floor jack under lower control arm and raise slightly. Remove lower ball joint nut. Free the lower ball joint from the spindle (Fig #7). Remove tie rod end from spindle.



Using the floor jack, slowly lower the control arm until the tension is removed from the torsion bar.

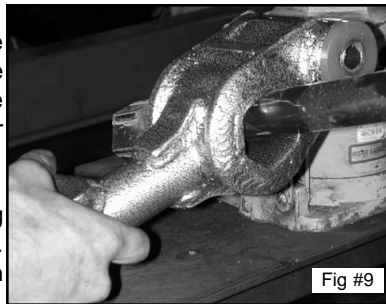


## CONTROL ARM INSTALLATION INSTRUCTIONS

Remove the torsion key (Fig # 8). Remove the pivot bolts from the control arm, and remove the arm and the torsion bar.



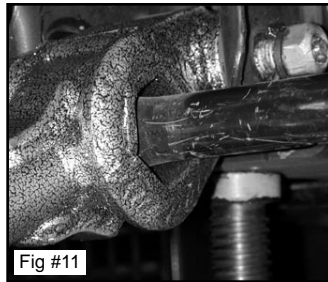
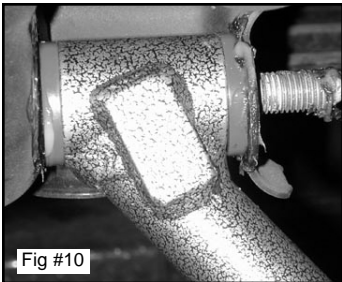
Cleaning the end of the torsion bar and removing the powder coating will make the torsion bar fit much easier into the new arms.



Apply grease to the bushing and sleeves in control arm. Slide torsion bar through control arm (Fig # 9)

Install the pivot bolts through frame mounts and control arm bushings.

**Use the new nylock nuts included with kit.** (Fig #10&11).

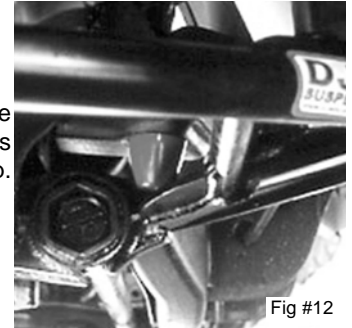


Raise the control arm to ride height (flat with the ground). Slide torsion key up into cross member and move torsion bar back to align with key. Install torsion adjustment bolt, do not tighten yet.

Raise control arm enough to install lower ball joint. Install nut, tighten and install new cotter pins.

Install sway bar end links but do not tighten. You may need to raise arm little to align bolts.

Factory bump stops must be replaced. Remove factory bump stop and install new red bump stop. (Fig #12)



Install new shocks with 1/2" x 2-3/4" bolts supplied. Review installation and check that all bolts are tight and installed correctly. Now you can tighten torsion adjustment bolt to the marks made earlier.

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.**

Review all procedures and check that all parts are tight and installed correctly. The completed installation will measure 18" from the center of the front wheel to the fender well. Excessive lowering may cause damage to the control arms and void warranty.

To get the toe close, turn the tie rod end 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.**

Check out all the DJM products on the web [www.DJMSuspension.com](http://www.DJMSuspension.com)  
Tech Line (310) 538-1583