



PART # CA2331L-3

Rev. # 7.02

1983-2001 CHEVY S10 LOWER CONTROL ARMS INSTALLATION INSTRUCTIONS

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.

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!!!

USING AIR BAGS WILL VOID DJM'S WARRANTY!!

CA2331L-3 IS DESIGNED FOR FACTORY COIL SPRINGS!!

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 front shocks DJM #1315 are recommended.

Parts List:

- 1- Left Lower Control Arm.
- 1- Right Lower Control Arm.
- 8- Pivot Bushings(Installed).
- 4- Pivot Sleeves(Installed).
- 2- Ball Joints (Installed).(6145)
- 2- Bump Stops.
- 6- Grease Fittings.

With a 1/8" bit drill a hole through the bushings and sleeves for the grease fittings. Remove any burrs and carefully thread in grease fitting.

Apply grease to the bushings and sleeves in control arms. Install pivot tubes through frame mounts and control arm bushings.

Install coil spring with lower end of coil nested in the spring guide. Using a floor jack 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. Install and tighten ball joint nut. Install cotter pins.

Install the shocks and sway bar end link assembly. You may need to raise the arm a little.

Review installation and check that all parts are tight and installed correctly.

Install 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 AND THE CONTROL ARMS BEFORE DRIVING VEHICLE. ANY WHEEL OR TIRE CONTACT ON CONTROL ARM MAY DAMAGE ARMS.

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 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 for a test drive.

With the vehicle on ground measure height of front and record on installation helper. Your measurements should be about 3" less than the before measurement. Record on installation helper. REMEMBER AFTER TEST DRIVING INSPECT INSTALLATION AND DOUBLE CHECK ALL THE HARDWARE IS TIGHT.

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