



PART # K2301-2\4 & KS2301-2\4

2001-2010 Trailblazer \ Envoy

2" Front\4" Rear Kit

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.

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!!!**

Designed for factory rear coils. NOT DESIGNED FOR AIR BAGS.

New rear shocks DJM #TS1800 are required.

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.

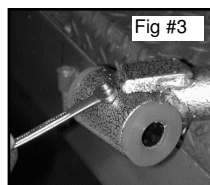
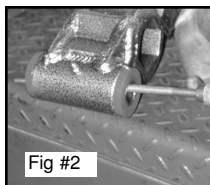
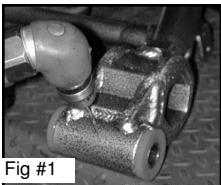
Hardware Parts List:

- 2- Upper Control Arms.
- 4- 1-3/4 x .062 Washers. (for Upper Arms)
- 1- Bushings Kit. (for Upper Arms)
- 6- Grease Fittings.
- 2- Strut Mounts.
- 2- Strut Stops.
- 2- Rear Coil Springs.
- 2- Rear Bump Stops.
- 2- 1-1/4" Washers .(Rear Bump Stops)
- 4- 1-1/2" x .375" Washers. (Rear Shocks)
- 2- 1/2" id X 2-14" Shock Sleeves
- 1- Tube Loctite.

KS2301 Only: 2-1800 Rear Shocks.

PREPARING THE UPPER CONTROL ARMS.

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 sleeve (Fig #1). Remove any burrs on the inner sleeve (Fig #2). This hole will allow grease to pass through the bushings onto the pivot bolts. Install grease fittings into pivot tubes, the holes are pre drilled and threaded. Using a nut driver is the easiest(Fig #3). Carefully thread into hole, keeping them straight and tighten. Apply grease to the bushing and sleeves in control arm. Install grease fitting into ball joint.



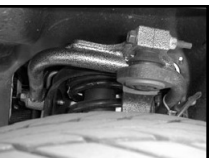
After preparing the upper arms, remove the factory Rev. # 4-02 upper arm.



Clean the factory bolts and apply loctite.



Install new upper arms with factory hardware adding 1-3/4" washers on the outside of the bushings. **DO NOT OVERTIGHTEN.**



TORQUE TO ABOUT 20LBS. Grease all grease fittings. Check bolts after first 500/1000 miles.

Remove factory strut mount from the lower control arm and the strut. Install the new strut arm using factory bolts.

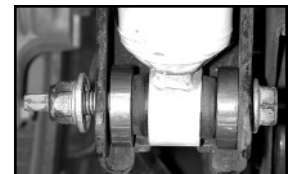


The strut stops are installed under existing factory stop.

Install the new rear coils being sure to set them into the upper and lower spring seats.



Replace factory rear bump stops, with new bump stop using 1-1/4" washers.



Install new shocks using the 1/2" id x 2-1/4" sleeves (included) and 1-1/2" washers used as spacers. See photos above.

Take for test drive.

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

