PART # CA2355L-3, CA2356L-3 & CA2455L-3
1963-1987 CHEVY C10 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.

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 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 OR DJM 2” COIL #CS2353-2.

MODIFYING FOR AIR BAGS WILL VOID DJM’S WARRANTY!!

New front shocks #TS1409 are recommended, but not required. New front shocks #TS1309 are required with 2” coils.


CA2355L-3 Fits 63-70 with drum brakes, uses DJM cross shafts.
CA2356L-3 Fits 71-87 with disc brakes, uses DJM cross shafts.
CA2455L-3 Fits 73-87 with disc brakes, uses factory cross shafts.

Hardware Parts List:
1- Left Lower Control Arm.
1- Right Lower Control Arm.
8- Pivot Bushings and Sleeves.
1- Tube Loctite.
6- Grease Fittings.
2- Ball Joints (Installed).

Additional Hardware:
CA2455L-3 Only !
4 - Retaining Washers.

Additional Hardware:
CA2355L-3 & CA2356L-3 Only!
2- DJM Cross Shafts Installed.

Drill grease fittings (CA2355L-3 & CA2356L-3 Only)
On the bottom of the pivot tubes are threaded holes for the grease fitting. With an 1/8” bit, drill through the bushing and sleeve to allow a path for grease.

Install Factory Cross Shafts (CA2455L-3 Only)
On workbench, remove the two nuts from each end of the original mounting shafts. Press out the original mounting shafts from each factory arm. The mounting shafts, washers and nuts will be used in conjunction with the retaining washers and bushings supplied with your new DJM control arms.

Install urethane bushings and sleeves into the pivot tubes of the new arms from the outside. On the bottom of the pivot tube are threaded holes for the grease fitting. With an 1/8” bit, drill through the bushing and sleeve to allow a path for grease. Remove any burrs on inner sleeves.

Remove one bushing and install mounting shaft, sleeves and retaining washers as shown in the diagram. Apply grease to insides and ends of the bushings. There are 4 retaining washers included with the kit, only 2 are normally used. Retaining washers are used as spacers to keep mounting shaft tight between the control arm pivot barrels. Start with 1 retaining washer on each arm, placed against the rear side pivot barrels. If the shaft is loose, add an additional washer.

Line up pins for cross shaft and install using factory u-bolts. Before installing sway bar bracket to control arm, loosen the bolts that hold the D-bushings to the frame under bumper. Raise the lower control arm to ride height and install sway bar brackets, then tighten.

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.

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.

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. If Adding DJM coils, measurement will be about 5”.

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.

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