



10-96

PART # CA2855L-3

INSTALLATION INSTRUCTIONS

1988-1996 TOYOTA PICK-UP LOWER CONTROL ARMS

Please take the time to read these **INSTALLATION INSTRUCTIONS** and check the **Hardware Parts List** to be sure you have all the listed parts, and the tools necessary to safely complete the installation! 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 from side to side of your vehicle.

NEVER WORK UNDER TRUCK SUPPORTED BY A JACK ONLY !!!
USE QUALITY JACK STANDS WHICH HAVE A RATING ADEQUATE FOR YOUR TRUCKS WEIGH !!!

THIS KIT DOES NOT INCLUDE NEW BALL JOINTS. YOU MUST REUSE OR REPLACE FACTORY BALL JOINTS.

NEW FRONT SHOCKS DJM PART # 1315 ARE RECOMMENDED, BUT NO REQUIRED.

Hardware Parts List:

- 1- Right Control Arm.
- 1- Left Control Arm.
- 4- 5/16" x 18 x 1-1/4" Bolts.
- 4- 5/16" x 18 Nuts.
- 8- 5/16" Flat Washer.
- 2- 7/16 x 20 x 5-1/2" Bolts.
- 2- 7/16" x 20 Nuts.

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Part #CA2855L-3 cont.

- 1) Park your truck on flat level surface. Chock the rear wheels. Loosen front lug nuts. Raise the front with a floor jack. Support the frame with jack stands. Remove front wheels.

NOTE : ALWAYS USE JACK STANDS - NEVER RELY ON JACKS ONLY!!

- 2) Starting on the drivers side, locate the height adjusting bolt at the rear of the torsion bar. Measure and record the length of the threads exposed between the end of the adjusting bolt and jam nuts (Fig. A). Now make a mark at the front of the torsion bar, where it goes into the bracket bolted the lower control arm. Mark both the bar and the bracket (Fig. B). This will index the bar into the correct position when installing.

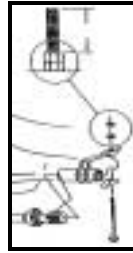


Fig. A

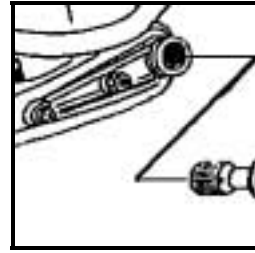
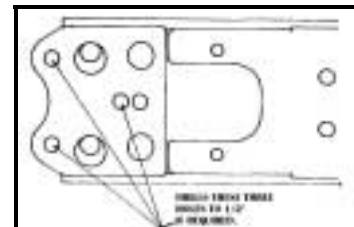


Fig. B

Note : Step #2 assumes torsion bars are in the factory position.

- 3) Loosen the height adjusting bolts until there is no longer any load on the torsion bars.
- 4) Remove the 2 bolts that hold the tension\compression rod and sway bar end link bolts.
- 5) Now remove the two bolts on each arm that holds the torsion bar receiver to the back of the control arm. Slide the torsion bar and receiver back from the control arm. There is a wide spline on the torsion bar corresponding to the double width tooth on the torsion bar receiver. The receiver will not slide back onto the bar if the splines are not aligned properly.
- 6) Loosen and remove the 3 nuts and bolts that hold each ball joint to the lower control arms.
- 7) Remove the pivot bolts holding the lower control arm to the frame and remove control arm from truck.
- 8) Unbolt and remove original bump stops from factory arms and bolt them to you new DJM control arm.
- 9) Drill out the small hole on the end of the torsion bar receiver to 7/16"on both sides. This is to accept the 7/16" x 5-1/2" bolt supplied.

- 9) Compare the new DJM control arms with the factory ones. Carefully note the diameter of the factory ball joint mounting holes. You will find either three 10mm hole used on most earlie models or larger 13mm holes on late models. If you factory arms have the 10mm holes continue to step # 10. If factory holes are 13mm it will be necessary to enlarge the holes with a 1/2" drill bit(Fig. C).



FFig. C

- 10) Mount the DJM control arms to the truck. Make sure the steering stops are facing the front of the truck. Insert the pivot bolts and install the washers and nuts. **DO NOT TIGHTEN YET.**

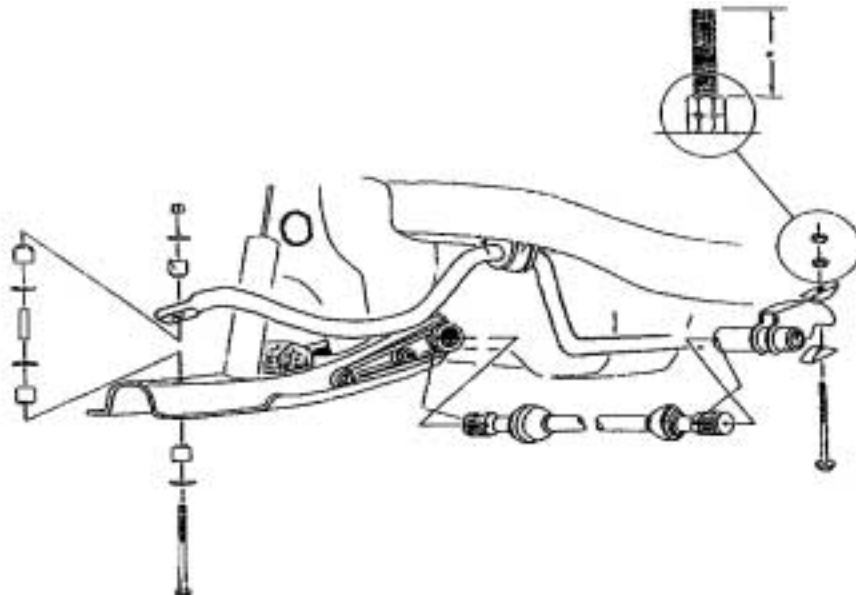
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Part # CA2855L-3 cont.

- 11) Bolt on the tension/compression rods to the lower control arms. It may be necessary to loosen the large nuts that hold the tension/compression rods to the frame in order to rotate the rods to the proper angle to align bolts into control arms.
- 12) Park your truck on flat level surface. Chock the rear wheels. Loosen front lug nuts. Raise the front with a floor jack. Support the frame with jack stands. Remove front wheels.
NOTE: ALWAYS USE JACK STANDS - NEVER RELY ON JACKS ONLY!!
- 13) Reposition the torsion bar receivers onto the torsion bars. Attach assembly to the lower control arms. Be sure to use the new longer 7/16" x 5-1/2" bolts and nuts in the outermost holes. Tighten all the mounting hardware.
- 14) Tighten the torsion bar height adjusting bolts to the same dimension that you recorded in step # 2. Then loosen the bolts 3 full turns. Do not tighten the jam nuts.
- 15) Install the front shock absorbers using the 5/16" bolts, nuts and washers supplied. Attach front sway bar end links. Install front wheels and torque lug nuts. Check the tires will turn both ways without making contact. Remove jack stands.
- 16) Make any adjustment necessary to obtain desired ride height. Make sure the truck is level from side to side. Tighten adjusting bolt jam nuts. Double check all hardware to be sure everything is tight.
- 17) Take your truck for test drive. Start off slowly and listen for unusual noises. After test drive, measure height of front and record on installation helper. Your measurements should be about 3" less than the before measurement. If not readjust the torsion bar adjusting bolts.
- 18) **TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT.**



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