



10-96

PART # CA2955L-3

INSTALLATION INSTRUCTIONS

1986-1996 MAZDA 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- 12mm Nuts.

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Part # CA2955L-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!!

- 1) 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 nut (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.

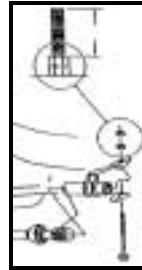


Fig. A

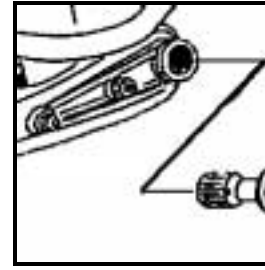


Fig. B

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

- 2) Loosen the height adjusting bolts until there is no longer any load on the torsion bars.
- 3) Remove the two bolts, one on each side of torsion bar, holding torsion bar assembly to the lower control arm. Slide the torsion bar and receiver away from control arm. Repeat steps #2 through 4 on passenger side.
- 4) Unbolt sway bar end link and remove lower shock bolt. Remove the two bolts on each control arm that attach the TC (Tension\Compression) rod. These bolts are found on the bottom of the control arm.
- 5) Remove the four nuts attaching the lower ball joint to the control arm.
- 6) Remove the pivot bolts from the frame and remove lower control arm.
- 7) Install DJM control arm to frame using the pivot bolts you just removed, but do not tighten.
NOTE: The swaybar mount and steering stop on the control arm must be facing forward.
- 8) Attach the ball joints to the ball joint plate using the original hardware and tighten.
- 9) Bolt T\C rod to the bottom of the control arm using the factory bolts and the new 12mm nylon lock nuts (included with kit). It may be necessary to loosen the large nuts at the front of the T\C rod to get enough free play to install.
- 10) Install the torsion bar receivers to torsion bar and attach to control arm with factory bolts. Be sure your index marks are aligned. Now tighten all mounting hardware(including pivots bolts).
- 11) Tighten torsion bar adjusting bolts to the measurement you recorded in step # 2, and loosen them 2 full turns. Do not tighten jam nuts.
- 12) Attach shock and sway bar end links using original hardware.

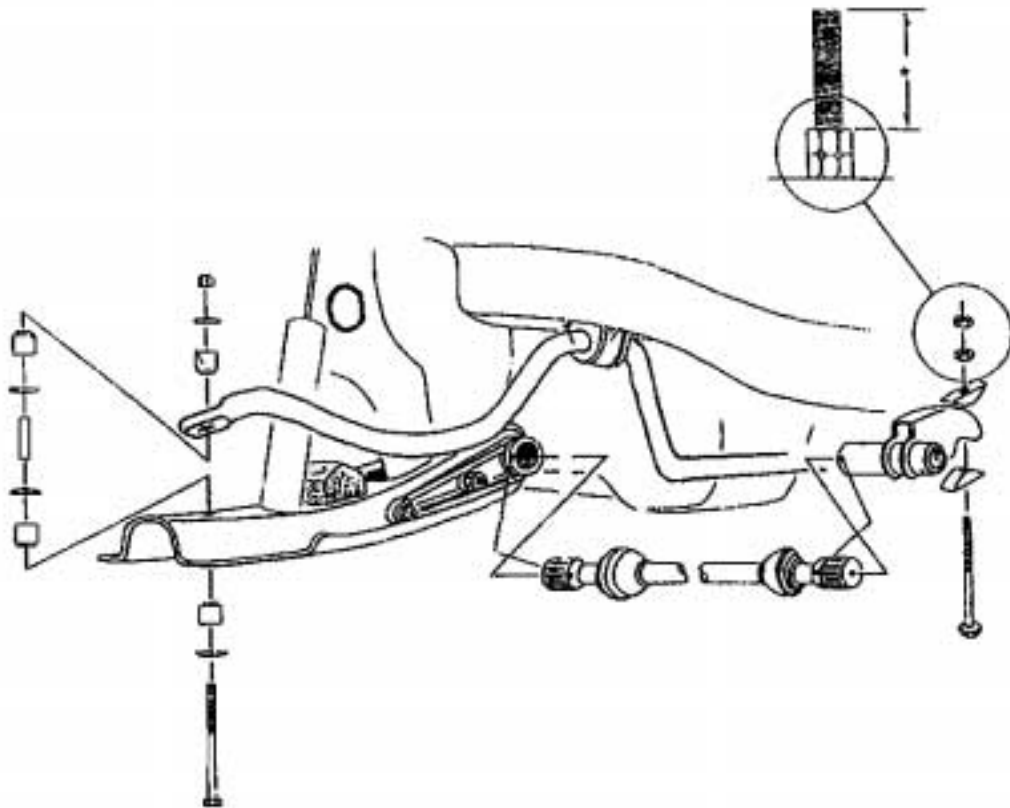
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Part # CA2955L-3 cont.

- 13) Install wheels and torque lugs nuts. Check tires will turn both ways without making contact. Remove jack stands.
- 14) Make any adjustment necessary to obtain desired ride height. Make sure truck is level from side to side. Tighten adjusting bolt jam nuts. Double check all hardware to be sure everything is tight.
- 15) Take your truck for a test drive. Start off slowly and listen for any unusual noise.
- 16) 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 height adjustment bolts.
- 17) **TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT.**



TYPICAL TORSION BAR ASSEMBLY

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