



Rev. # 1-07

PART # CA2507-4

2007 Silverado - 2 Wheel Drive Only

UPPER AND LOWER CONTROL ARM 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.

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!!!**

3" lower arms must be used with DJM upper arms.

NOT DESIGNED FOR AIR BAGS.

These parts are designed to use factory struts.

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:

Lower Arms

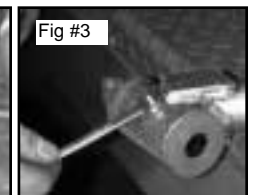
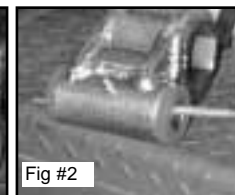
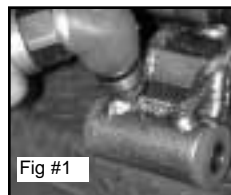
- 1- Left Lower Control Arm.
- 1- Right Lower Control Arm.
- 8- Pivot Bushings(Installed).
- 1- Set Twin Tube Sleeves.
- 4- 16m Nylock Nuts.
- 2- Sway Bar End Links w/Bushings
- 6- Grease Fittings.
- 2- Ball Joints (Installed).

Upper Arms

- 1- Left Upper Arm.
- 1- Right Upper Arm.
- 1- Set Bushings and Sleeves (installed).
- 6- Grease Fittings.
- 2- Ball Joints.
- 4- 1/2" Flat Washers.
- 2- 1/4" x 24 Nylock nuts.
- 2- 1/4" Flat washers.

The lower arms uses DJM's twin tube pivot sleeves. **YOU MUST ASSEMBLE THESE SLEEVES CORRECTLY. DO NOT SKIP THIS STEP!!**

The sleeves are already installed in the control arms. Cut the zip tie holding the nut and inner sleeve. Remove inner sleeve and set both aside. A small hole is drilled for the grease to pass through to the inner sleeve. 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 outer sleeve (Fig #1). The drilling operation will leave a burr on the inside of the sleeve and must be removed. Use a rat tail file to completely remove all burrs from drilling and on the ends of the sleeves (Fig #2). Make sure you clean out any chips or dirt. Install grease fittings (Fig #3). With the outer sleeves drilled and cleaned, it is important to check the inner sleeves. These sleeves should be about .050" longer than the outer sleeve. You should assemble them before greasing to check that length is slightly longer and they rotate smoothly. Now apply some grease to the inner sleeve and insert into control arm (Fig #4). Install ball joint grease fitting (Fig #5).



Install these control arms just like factory arms. Check your vehicles service manual for specific details. The arms can be installed in any order, lowers first than upper or upper than lower. DJM recommends installing one side at a time and complete the installation of either the upper or lower before starting on the next.

Measure stock height of vehicle and record on installation helper.

Installing the Lower Arms.

With the vehicle secure on jack stands, remove the two bolts holding the strut to the lower arm. Loosen and remove tie rod from spindle. Remove sway bar link from stock arm, keep all hardware. Loosen ball joint nut. Separate the ball joint from the spindle being careful not to damage the boot. When separate, remove nut and move spindle out of the way. Be sure not to stretch brake line. Finally remove the pivot bolts and the stock arm can be removed.



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Check frame mounts for any dirt or debris. Test fit arm into frame mounts. They should slide in fairly easily. If they are too snug separate the mounts slightly. Apply some grease to the mounting brackets and the bushings. Attach with factory pivot bolts and new 16mm nylock nut. Bolt strut to control arm with factory bolts. Raise control arm to align with spindle and attach the ball joint. Install cotter pin. Check all bolts are tight and grease ball joint and pivot bushings.

The new ball joint has a slightly larger thread than the factory one. The hole in the spindle must be enlarge a bit. Only the bottom or small side of the taper needs to be enlarged. Open enough until the threads fit though spindle. A round file can be used, keep checking the hole with the ball joint. A 1/2" drill can also be used.



Check frame mounts for any dirt or debris. Test fit arm into frame mounts. They should slide in fairly easily. If they are too snug separate the mounts slightly. Install and grease fittings in the arm and ball joint. Apply some grease to the mounting brackets and the bushings. Install with factory bolts.

Installing the Upper Arms.

Support vehicle with jack stand. Place a jack under lower arm. Remove abs line from mounting bracket. Unplug abs line and move out of the way.

Align ball joint with spindle, use 2 flat washers as spacer between spindle and nut. Tighten and install new cotter pin.



Attach tie rod and install new sway bar end links supplied.

Next remove the ball joint from the spindle. tapping the side of the spindle with a mallet will usually loosen the taper. A pickle fork could be used but may damage factory ball joint boot. Removing the tie rod from the spindle.

Route the ABS line under new arm.



Attach factory bracket to the stud on the new upper arm. Plug line back together and attach to factory clips.

Unbolt the arm from the frame. Note where the the factory cams are adjusted. You will install them with the new arm in the same position. The bolts are installed from the inside out. There is little clearance to remove the bolts. Wiggle them around the spring to remove.



Check all bolts are tight and grease all fittings. Test drive. Align to factory specs.

Measure completed height of vehicle and record on installation helper.