



DREAM BEAMS

INSTALLATION INSTRUCTIONS

Rev. # 12-10-07

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!!!**

USE FACTORY COIL SPRINGS ONLY!! SHORTER COIL SPRINGS WILL CAUSE EXCESSIVE NEGATIVE CAMBER.

NOT DESIGNED FOR AIR BAGS.

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.

Installing DJM dream beams uses the same installation procedures as replacing a factory beams. Refer to your repair manual for guidelines. New shocks are recommended.

Coil spring length is critical for camber alignment. Factory coils may sag and cause negative camber. Depending on how much negative the camber there is, you may need to replace springs or you may be able to add a shim between spring retainer and beam. If the spring is too long this will cause positive camber. If so, you must cut off some of the coil to make it shorter and give more negative camber. Be extra careful not to cut too much. New coil springs may settle, you should put some miles on the truck before cutting new springs.

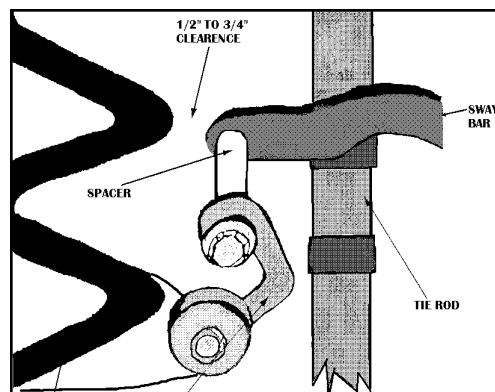
DO NOT ATTEMPT TO BEND YOUR NEW DJM DREAM BEAM TO CORRECT CAMBER.

DB3000-3 1987-1996 F150, DB3001-3 1989-1997 Ranger, DB3005-3 1987-1998 F350, DB3015-3 1999-2000 350\Excursion

Uses factory ball joints. Use alignment cam from stock beam.



Typical beam installed



Typical sway bar installed

Install factory sway bar end links as shown in diagram above. The sway bar may need to be moved above the bracket under coil spring. It may be necessary to reverse the left and right brackets. Loosen the bolts holding the d- bushing. When the installation is complete and vehicle is on the ground, tighten end links first, then the d-bushings.

Sway bar spacer and bolts included with DB3005-3 only. All others use factory hardware.

**DB3002-3 1983-1988 Ranger,
DB3003-3 1983-1986 F150,**

Ball joints are pressed into beams. DJM recommends replacing factory ball joints. Use alignment cam from stock beam.

DB3000-3, DB3001-3, DB3002-3, DB3003-3, DB3015-3	DB3005-3 1987-1998 F150	DB3004-3 1965-1979 F100\F150
Hardware Parts List :	Hardware Parts List :	Hardware Parts List :
1) LH Dream Beams	1) LH Dream Beams	1) LH Dream Beams
1) RH Dream Beams	1) RH Dream Beams	1) RH Dream Beams
	1) Sway Bar Hardware	2) Tie Rod Extenders
		1) Tube of Loctite



DREAM BEAMS INSTALLATION INSTRUCTIONS

The following steps are used for installing
Part # DB3004B-3, DB3004D-3.

Before beginning installation, identify driver and passenger beam. Set both beams side by side with king pin ends together. The king pin receiver tube is welded at about a 5 degree inclination. Each beam, when installed, will have the top of the spindle tilted to the rear. Be sure to install on the correct side. (FIG A)

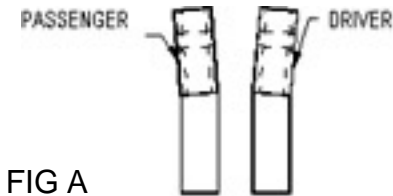


FIG A

Before installing new DJM Dream Beam on you truck, take a minute to check the condition of king pins. Replace if necessary with the following numbers available at you local parts store. 1965-1974 Uses #8524 \ 1975-1979 Uses #8540. Inspect king pin receivers on the new beams. Look for excess paint build up in the tube, also check lock pin hole. Next insert king pin in hole and align lock pin notch with hole in beam and insert lock pin. Clean out excess paint if needed. Assemble spindle onto the new beams. Apply some grease to the red bushings and in the sleeve. Bolt on vehicle using all factory hardware.

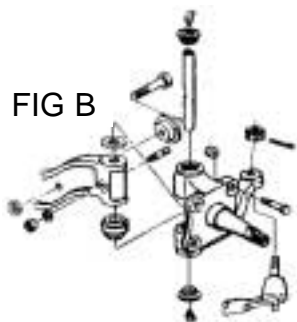


FIG B

Typical installation of king pins.

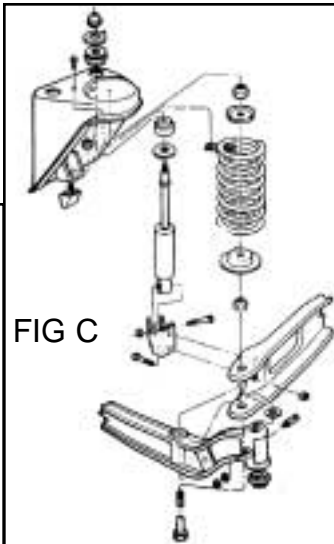
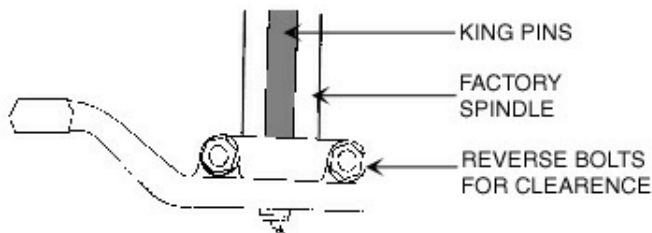


FIG C

Typical installation of coils, beams and shocks.

NOTE : 1966-1972 Drum brakes models only. You will need to reverse the bolts that hold the tie rod arm to spindle. This will give more clearance for the swing of the spindle. You will need to loosen hub assembly and move it out to remove factory bolt. Install nuts on inside. Be sure to install new cotter pins. See diagram below.



Installing Tie Rod Extender

Remove outer tie rod end. Put outer tie rod end in bench vice. Install tie rod extension over tie rod end. Tightening castle nut is a little difficult but must be done correctly. Try using Sears Robo grip pliers or small vice grips to get the nut very snug, then with a good open end wrench you should be able to give it the final tweak, about 80 ft/lbs. Don't forget to install new cotter pins. See picture below.

Make sure you have cleaned all grease and dirt from spindle hole and take the time to make sure there is no burrs on the spindle. The surface on the bottom of spindle must be flat. Use a file until it is flat and the tie rod extension sits flush against it with no gaps. **THERE MUST NOT BE ANY GAP BETWEEN EXTENDER AND SPINDLE!!!!**

When you have a good fit, thread tie rod end into adjusting sleeve. Position the DJM bracket so the solid end is facing the front of truck. Liberally apply loctite to bottom of the spindle and the bolt and base of tie rod extension. Install into spindle. The nuts are a special grade and can not be substituted. Tighten nuts to 140 ft/lbs. **THERE MUST NOT BE ANY GAP BETWEEN EXTENDER AND SPINDLE!!!!** If there is any gap between extension bracket and spindle, STOP!! Call DJM Tech for assistance.



NOTE : THIS IS HOW THE TIE ROD EXTENSION BRACKET IS TO BE INSTALLED. THERE MUST BE NO GAP BETWEEN SPINDLE AND EXTENDER. REMEMBER AFTER TEST DRIVING, INSPECT INSTALLATION AND MAKE SURE ALL THE NUTS ARE TIGHT.

THIS PICTURE MAY NOT DEPICT YOUR SPINDLE EXACTLY. IF YOU NEED HELP TO POSITION BRACKET CALL DJM HELP LINE

TIE ROD EXTENSION BRACKET INSTALLED

INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS, THE SPINDLE, THE CALIPER, THE BEAMS OR ANY OTHER COMPONENT BEFORE DRIVING VEHICLE.

After installation is complete, and all components are checked for clearance problems, test drive vehicle. Align front end to factory specs.

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