

PART # CA2392L-2

Rev. # 08-03

INSTALLATION INSTRUCTIONS

2002-2005 DODGE RAM 1500 Lower Control Arms

Please Note: Unless specifically stated, all DJM lowering components are intended exclusively for two wheel drive applications only!!!

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.

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!!!**

THIS KIT IS DESIGNED TO BE USED WITH THE FACTORY COIL SPRINGS. USING AFTER MARKET COIL SPRINGS OR AIR BAGS WILL VOID DJM'S WARRANTY!!

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.

Factory front shocks can be used, or use DJM #1415.

Hardware Parts List:

- | | |
|--|-----------------------------------|
| 1- Left Lower Control Arm | 6- Grease Fittings. |
| 1- Right Lower Control Arm | 2- 3.5" Shock Pin(for DJM Shocks) |
| 2- Sway Bar End Links | 4- 5/16" x 1" Bolts |
| 4- 16mm Nylock Nuts | 4- 5/16" Flat Washers |
| 2- Ball Joints (Installed. 8695T w/machined nut) | |

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).

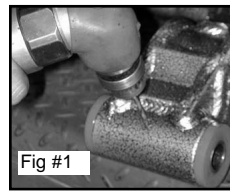


Fig #1

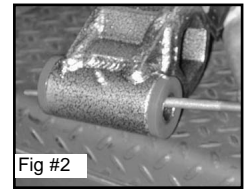


Fig #2

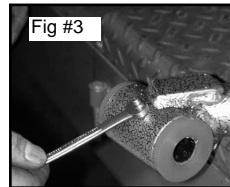


Fig #3

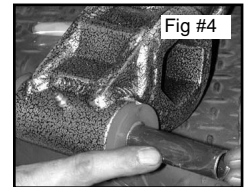


Fig #4

Clean and inspect factory mounting brackets. The bracket should be smooth without any burrs. Check the width with the inner sleeves they need to be parallel. Apply grease to in inside of the bracket and the outside of the bushings and bolt on using the factory bolt and new 16mm nut. Do not use factory nut. Install the factory springs and attach ball joint.

Install new sway bar links to new control arms. You may need to raise lower arms to ride height to align end links. **DO NOT OVER TIGHTEN END LINKS!! 2 OR 3 THREADS PAST THE LOCK NUT IS ALL YOU NEED.** Review all procedures and check that all parts are tight and installed correctly. Grease all grease fittings. Install your front shocks with 5/16" bolts and washers supplied. Use the 3.5" lower shock pin (included) when using DJM shocks.



Now inspect the installation to be sure all hardware is tight, and **all parts are clear and free to move without restrictions.** Install front wheels and torque lug nuts. Check the tires will turn both ways without hitting. **INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS AND TIRES, THE SPINDLE, THE CALIPER AND THE CONTROL ARMS BEFORE DRIVING VEHICLE.**

You now should set your toe in/out close for test drive. Turn your steering wheel until it is straight. Loosen the nut on the tie rod end and turn it until the tires are in a straight line from front to rear. Close is all you need, your alignment shop will correct this. Don't forget to tighten the nuts. Take your truck for a test drive. Start off slowly and listen for any unusual noises.

TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT. ALIGN TO FACTORY SPECS.

Now measure height of front and record on installation helper. Your measurements should be about 2" less than the before measurement. After about 100 miles, check all bolts for correct torque.