PART # CA2391L-4,CA2391U,CS2391-2

Rev. # 3.06

INSTALLATION INSTRUCTIONS

1994-1999 DODGE RAM 1500 4" FRONT KIT

Please Note: Unless specifically stated, all DJM lowering components are intended 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 BEFORE BEGINNING INSTALLATION.

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 DJM COIL SPRINGS. USING ANOTHER BRAND 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.

NEW FRONT SHOCKS #TS1115D ARE REQUIRED!

Hardware Parts List:

CA2391L-4

1- Left Lower Arm w ball joints (7201), bushings w\twin tube sleeves.
1- Right Lower Arm w\ball joints (7201), bushings w\twin tube sleeves.
2- Bump Stops.
1- Left Bump Stop Bracket.
1- Right Bump Stop Bracket.
4- 3\8" x 16 x 1" bolts.
4- 3/8" x 16 Nylock Nuts.
4- 3/8" Flat Washers.
4- Grease Fittings.

CA2391U

1- Left Upper Control Arm w\ ball joints (7206), bushings & sleeves.
1- Right Upper Control Arm w\ ball joints (7206), bushings & sleeves.
6- Grease Fittings.

CS2391-2

1- Left Front Coil Springs.(6 coils)
1- Right Front Coil Springs.(7 Coils)

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 though 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).

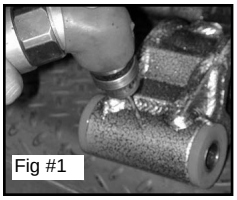


Fig #1

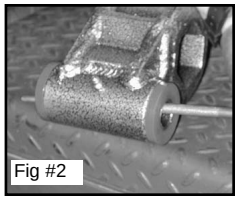


Fig #2

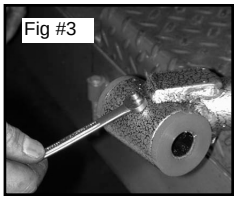


Fig #3

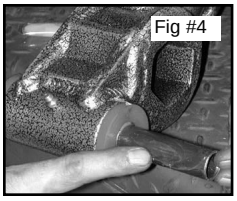


Fig #4

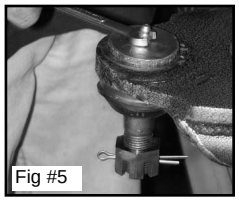


Fig #5

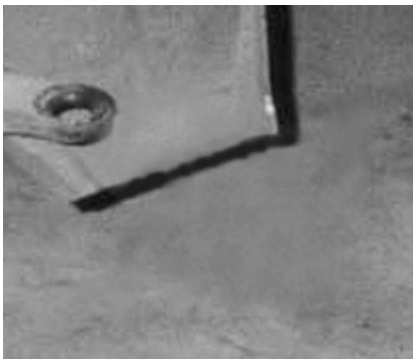
Prepare upper arms the same as above except there are no inner sleeves. Before installing the upper arms, you can do your alignment shop a favor and save some money. On the bracket where the upper control arm shaft is mounted, you will see the factory bolt holes are elongated. Using a rotary tool, you can make the slots longer to give more alignment adjustment (about 1/4").

Remove both outer tie rod ends. On your work bench cut 5/8" off the threads of each tie rod end. Make sure the cut ends are dressed properly and thread back into the adjusting sleeves.

Remove the mounting shaft from the factory upper arm and install in the new DJM upper arm. Mark a reference line on one of the bushings and steel sleeve and remove from arm. Apply some grease to the end of the mounting shaft and install into the new arm. Push the bushing back into the arm and then the sleeve. Make sure you align your reference lines. Install and tighten the nuts on each end of the mounting shaft. As you tighten the nuts check the gap between the inner edge of the sleeve and the shoulder of the shaft, there needs to be a .025 gap on both sides. Now mount on truck with factory hardware.

With the New DJM Lower arm prepared, apply some grease to the lower pivot bolts. Now hang the lower arm on the pivot bolts and hand tighten the nuts.

The stock bump stop towers will have to be trimmed to give proper travel of the lower arms. Note the orientation of the stock bump stop. Measure up from the stock mount 3". Scribe a line across the stock bump stop towers and cut off at the line. Use a sawzall or a plasma cutter. Deburr cut and touch up with a little spray paint. DO NOT SKIP THIS STEP!!



Position the brackets above the cut you made (note there is a left and right bracket). The new bump stop will touch the lower control arms ball joint plate. Raise the control arm to verify location ob bracket. When satisfied with the position, use the new bump stop brackets as a template and drill two 3/8" holes. Bolt on the new brackets using 3/8" x 1" bolts.

Locate the new spring in the lower control arms, be sure the end of spring hits the stop. Carefully rotate control arm up making sure the spring is in the upper seat. **LEFT SPRING HAS 6 COILS AND THE RIGHT SPRING HAS 7 COILS. BE SURE TO USE FACTORY SPRING PAD ON TOP OF NEW SPRINGS.** As the spring pressure comes into play you will need to use your floor jack to raise control arm the rest of the way until the ball joint is in the correct position.

Install sway bar links to new control arms. You may need to raise lower arms to align end links. Grease all grease fittings. Install your new DJM front 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. Now measure height of front and record on installation helper. Your measurements should be about 4" less than the before measurement.

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

After about 100 miles, check all bolts for correct torque.