



Rev. # 7.04

INSTALLATION INSTRUCTIONS

PART # CA3097L-4,CA3097U,CS3097-2 1997-2003 FORD F150 \1997-2001 FORD EXPEDITION 4" FRONT KIT

Note : These parts is not designed for use on Lightning or Harley Davison models.

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 DJM COIL SPRINGS. USING ANOTHER BRAND COIL SPRINGS OR AIR BAGS WILL VOID DJM'S WARRANTY!!

IF YOU ARE INSTALLING THIS KIT ON A VEHICLE WITH A 6 CYLINDER ENGINE YOU MAY NEED TO ELONGATE THE SLOTTED HOLES IN THE UPPER CONTROL ARM MOUNTING BRACKETS. CALL DJM TECH FOR ASSISTANCE.

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 #TS1415 ARE REQUIRED!

Hardware Parts List:

CA3097L-4

- 1- Left Lower Control Arm
w\ ball joint(8695T), bushings & twin tube sleeves.
- 1- Right Lower Control Arm
w\ ball joint(8695T), bushings & twin tube sleeves.
- 6- Grease Fittings.
- 6- 5/16"x1" Bolts.
- 6- 5/16" Washers.

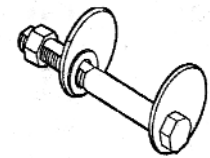
CA3097U

- 1- Left Upper Control Arm
w\ ball joint(6370), bushings & sleeves.
- 1- Right Upper Control Arm
w\ ball joint(6370), bushings & sleeves.
- 6- Grease Fittings.
- 2- DJM ball joint spacers.

CS3097-2

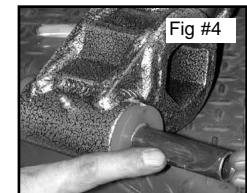
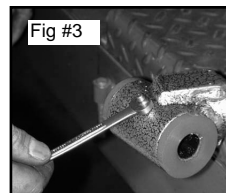
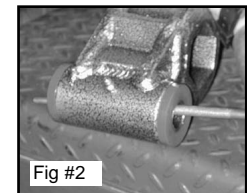
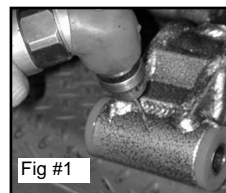
- 1- Pair Front Coil Springs.
- 2-Bump Stops.

F150's may not have adjusting cams on the upper control arm pivot bolt assembly. If cams are not installed, you will need to purchase and install them. Ask your Ford dealer or alignment shop\ supplier for these parts. DJM uses "Specialty Products #87385 (1997 & up, Ford F150)".



This kit uses DJM's twin tube pivot sleeves. YOU MUST ASSEMBLE THESE SLEEVES CORRECTLY. DO NOT SKIP THIS STEP!!

The outer sleeves are already installed in the control arms. You need to drill a small hole for the grease to pass though to the inner sleeve. Using an 1/8" drill, line drill through the zerk fitting hole (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). Press factory ball joint out of lower arm and into new lower arms.



Now prepare new DJM upper arms. Drill a hole through the grease fitting holes, through bushing and sleeves. This hole will allow grease to pass through to the inside of the sleeve. Install grease fittings in pivot tubes, the holes are pre drilled. Using a nut driver is easiest. Carefully thread into hole keeping them straight and tighten. Apply some grease to pivot sleeves and bushings. Clean factory pivot bolts and hardware.

Remove the spring pad from the factory springs and install on the top of the new spring. A little tape will help hold it in place during installation.

Check out all the DJM products on the web www.DJMSuspension.com

Tech Line (310) 538-1583



Insert inner sleeve before installing lower control arms and springs.

Use new 5/16" x 1" bolts to hold factory brake clip to lower arms. Install new bump stops to new lower control arms.

The space included on the upper ball joint is installed between the spindle and the nut.

Before installing sway bar end links, loosen the 4 bolts holding the d-bushings (in front under bumper). Raise the lower control arm to ride height. Install end links and tighten.

Grease all grease fittings. Install your new DJM front shocks with new 5/16"x 1" bolts and washers, factory bolts will not fit.

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.**

If necessary, adjust turning radius by grinding contact point of spindle, wheels should turn approximately 25° from center in each direction. 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 set it exactly. 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.

