

PART # CA3205L-2\CA3205L-3

2004-2008 FORD F150 2WD & 4WD LOWER CONTROL ARMS

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!!!**

SMALLER TIRE REQUIRED FOR 3-1/2" ARMS

TIE ROD ENDS WILL NEED TO BE TRIMMED ON 3-1/2" ARMS.

NOT DESIGNED FOR AIR BAGS.

This kit is designed to use factory front struts.

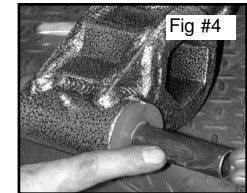
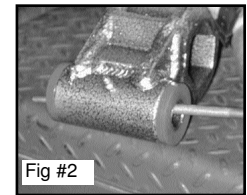
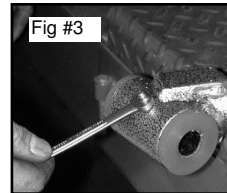
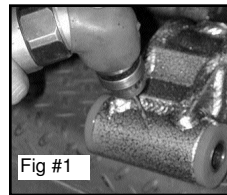
INSTALLER MUST CHECK THAT THERE IS ABSOLUTELY NO CLEARANCE PROBLEMS BETWEEN THE WHEELS, THE SPINDLE, THE CALIPER, THE LOWER CONTROL ARMS AND ANY OTHER COMPONENT BEFORE DRIVING VEHICLE.

Hardware Parts List:

- | | |
|----------------------------------|-----------------------------------|
| 1- Left Lower Control Arm. | 8- 3/4" Internal Star Lock Washer |
| 1- Right Lower Control Arm. | 4- Grease Fittings. |
| 1- Set Pivot Bushings(Installed) | 2- Ball Joints (Installed). |
| 1- Set Twin Tube Sleeves. | |

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

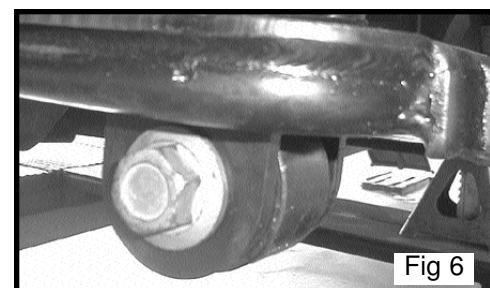
The outer sleeves are already installed in the control arms. You need to drill a small hole for the grease to pass through to the inner sleeve. Using a 1/8" drill, line drill through the zerk fitting hole (Fig #1). The drilling operation will leave a burr on the inside of the sleeve and must be removed. 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).



DJM recommends installing this control arm one side at a time. Remove factory lower control arms. Keep factory bolts, nuts and sway bar hardware.



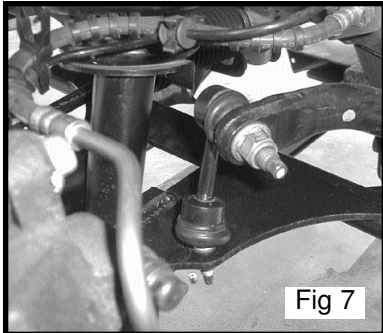
After preparing the new DJM control arms, Slide the pivot bushings between the factory mounts. **Install pivot bolts with one internal star lock washer on each end of the bolt on the outside of the mounting bracket tighten to 50ft lb max use a drop of thread lock.** Raise control arms enough to clear ball joint over spindle. Lower ball joint into spindle. Install castle nut and cotter pin (Fig 5).



Bolt strut to lower control arm with factory bolts (Fig 6).

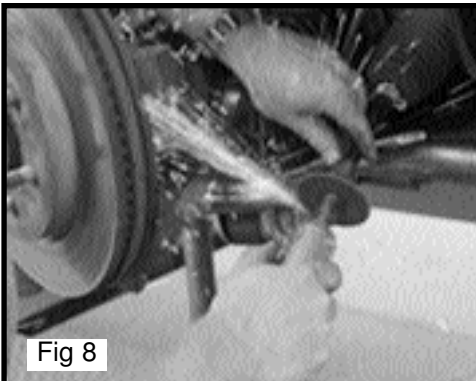


CONTROL ARM INSTALLATION INSTRUCTIONS



Install the sway bar end link to the new control arm with the factory hardware (Fig 7).

The following procedure is only required on 3-1/2" Arms. Tie rods must be trimmed to allow toe adjustment. DJM recommends using a die grinder with a metal cutting wheel. This gives a clean cut and keeps the thread from being damaged.



Cut off about 3/8" from the inner tie rod. If needed clean up the end of the thread with a file.



Trim about the same amount off the outer tie rod. The threads inside should be in good condition but check with the inner tie rod. If they don't spin on easily clean up the thread with a tap or a small grinding stone.

Check all bolts are tightened, then take for test drive.

After test drive, measure and record after measurements on installation helper.

Double check the star washers are installed on both sides of every pivot bolt (2 on each bolt, 8 Total).

Front end alignment is required. Align to factory specs.

