



Rev. # 7.04

PART # CA3098L-4, CA3098U, CS3098-2 INSTALLATION INSTRUCTIONS 1998-2007 FORD RANGER 4" FRONT KIT

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!!**

**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 #TS1315 ARE REQUIRED!

Hardware Parts List:

CA3098L-4

- 1- Left Lower Control Arm
 - w\ Ball joint (8771T), bushings & sleeves.
- 1- Right Lower Control Arm
 - w\ Ball joint (8771T), bushings & sleeves.
- 1- Pair Sway bar end links.
- 4- 5/16"-18 x 1" Bolts.
- 4- 5/16" Washers.
- 6- Grease Fittings.

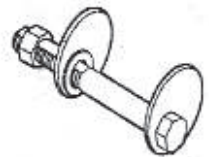
CA3098U

- 1- Left Upper Control Arm
 - w\ Ball joint(8738), bushings & sleeves.
- 1- Right Upper Control Arm
 - w\ Ball joint(8738), bushings & sleeves.
- 6- Grease Fittings.

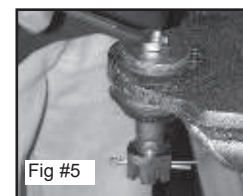
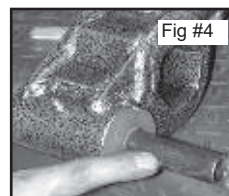
CS3098-2

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

Ranger'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 #87500 (1995 & up, Ford Explorer)".



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 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). Install ball joint grease fitting(Fig #5).



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.



Part # CA3098L-4,CA3098U and CS3098-2 cont.

Apply some grease to upper pivot bolts and install upper arm with factory hardware. (Figure 5). If you factory upper arms did not have alignment cams, installing them now will save you some money.

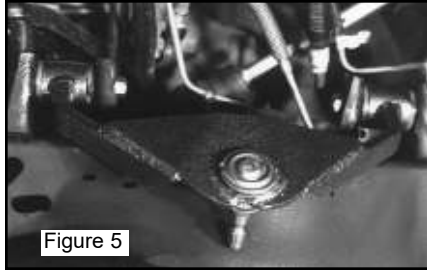


Figure 5

Next install upper ball joint in spindle. (Figure 7). Now tighten both ball joint nuts completely. Be sure they are tight and the taper is seated in spindle.

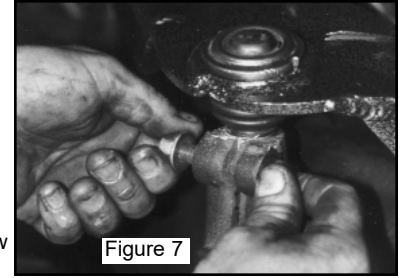


Figure 7

Install new 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 with 5/16" x 1" bolts provided..

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. Be sure factory spring pad is attached to top of spring. (Figure 6). Carefully rotate control arm up making sure the spring is in the upper seat. 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 spring is seated. Install spindle to lower ball joint. Install ball joint nut.



Figure 6

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 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.

