

Rev. # 3.03

## PART # CA3098U

# INSTALLATION INSTRUCTIONS

## 1998-2007 FORD RANGER UPPER CONTROL ARMS

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 LOWER CONTROL ARMS #CA3098L-4 AND DJM COIL SPRINGS #CS3098-2.**

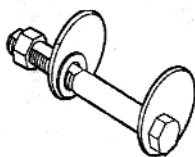
**USING ANOTHER BRAND COIL SPRINGS OR AIR BAGS WILL VOID DJM'S WARRANTY!!**

**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.**

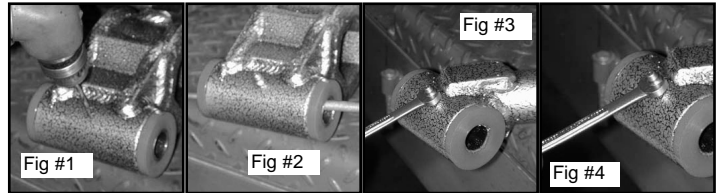
#### Hardware Parts List:

- 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.

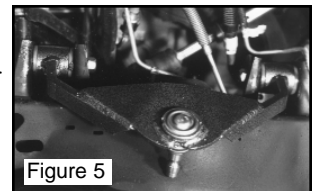
Ranger's may not have adjusting cams on the upper control arm pivot bolt assembly. If cams are not installed, you will need to purchase and install them. Ask your Ford dealer or alignment shop's supplier for these parts. DJM uses "Specialty Products #87500 (1995 & up, Ford Explorer)".



Drill a 1/8" hole in each grease fitting hole, through the bushing and sleeve (Fig #1). Remove any burrs on the inner sleeve (Fig #2). This hole will allow grease to pass through the bushings onto the pivot bolts. Install grease fittings into pivot tubes, the holes are pre drilled and threaded. Using a nut driver is the easiest(Fig #3). Carefully thread into hole, keeping them straight and tighten. Apply grease to the bushing and sleeves in control arm. Install grease fitting into ball joint(Fig #4).Apply some grease to pivot sleeves and bushings. Clean factory pivot bolts and hardware.



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



Next install upper ball joint in spindle. (Figure 6). Now tighten both ball joint nuts completely. Be sure they are tight and the taper is seated in spindle.



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.**

**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.