

# FORD RANGER 101060

- Jack up truck and place jack stands under frame
- Remove front wheels
- Remove brackets holding ABS wire and hydraulic lines
- Remove tie rod end
- Remove axle nut dustcap
- Remove axle nut , failure to do this step may cause CV joint to separate
- Remove upper ball joint nut
- Separate upper ball joint by lightly tapping steering knuckle with large hammer
- Remove sway bar end link at Spindle
- Remove lower strut mount nuts
- Put downward pressure on lower arm until studs pop free )
- Remove upper nuts after studs are clear of lower control arm
- Remove strut from vehicle
- Install Traxda plates on top of strut
- Reinstall strut into truck using supplied nuts
- Using floor jack under lower control arm, apply pressure and reattach upper ball joint.  
NOTE: support rear bumper to make it easier.
- Reattach sway bar end link
- Reattach ABS and other brackets
- Before reinstalling axle nut, make sure that axle is fully engaged to hub, do not use an impact gun. Improper assembly may damage vacuum actuator. To test, rotate wheel hub and the axle should rotate if properly engaged.
- Make sure CV joint is properly seated before tightening axle nut
- Tighten axle nut
- Repeat on other side
- Reinstall wheels and test drive
- Have alignment performed. Toe setting will change with ride height change

## Alignment notes:

We recommend that a technician with experience doing alignments on lifted trucks perform the alignment. Large tires wear differently than OEM sized tires. Always do an alignment after changing tires on a vehicle.

	Left	Right
Caster (degrees)	3	3.5
Camber (degrees)	0	-1/4 or -.25
Toe	1/16 or .0625 inch toe in	
Special Tools	none	