



2001-05 FORD RANGER EDGE 2WD
FTS98300-73 3.5" LIFT SPINDLES

PARTS LIST:

- 1 EA. PASS. SPINDLE FTS98300-73P
- 1 EA. DRIV. SPINDLE FTS98300-73D
- 1 EA. FT30455 HARDWARE KIT
 - 2 EA. 3/8" X 2 3/4" BOLTS
 - 4 EA. 3/8" SAE WASHERS
 - 2 EA. 3/8" NYLOCK NUTS
 - 6 EA. COTTER PINS
 - 2 EA. 1/4" X 3/4" BOLTS
 - 4 EA. 1/4" LOCK WASHERS
 - 6 EA. 1/4" SAE WASHERS
 - 2 EA. 1/4" X 1 3/4" BOLTS
 - 2 EA. 1/2" X 1 1/4" BOLTS
 - 2 EA. 1/2" NYLOCK NUTS
 - 4 EA. 1/2" SAE WASHERS
 - 4 EA. 5/16" X 1" BOLTS
 - 4 EA. 5/16" NYLOCK NUTS
 - 8 EA. 5/16" SAE WASHERS
 - 2 EA. 5/16"-18 x 1" SELF THREADING BOLT
 - 1 EA. FTLOCK THREAD LOCKING COMPOUND

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THE KIT.

TOOL LIST: (NOT INCLUDED)

- FLOOR JACK
- JACK STANDS
- ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES
- DIE GRINDER WITH CUTOFF WHEEL

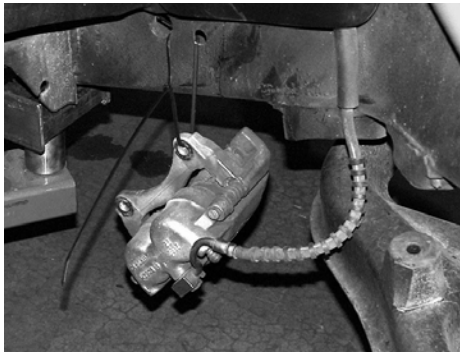
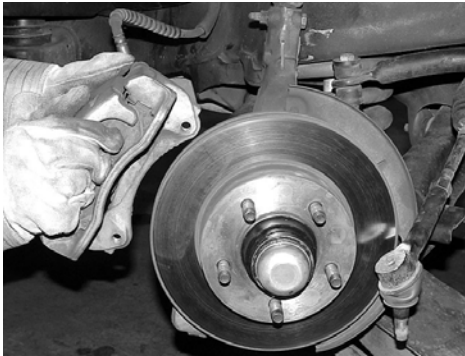
READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME OR UPPER CONTROL ARM DAMAGE MAY RESULT TO THE VEHICLE.

VEHICLES THAT WILL RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS, TIE RODS ENDS AND IDLER ARM EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED.

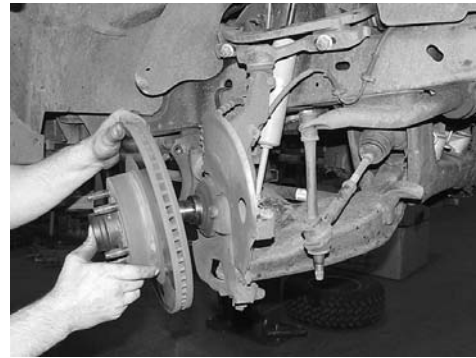
******THESE SPINDLES CAN ONLY BE INSTALLED ON TRUCKS WITH 11.25" ROTORS.*****

INSTRUCTIONS:

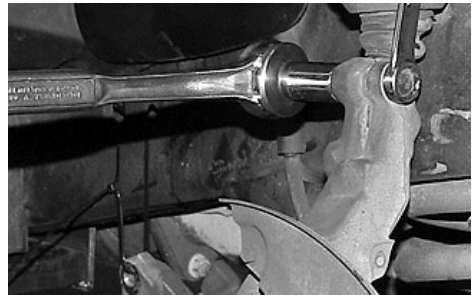
1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Starting on the passenger side of the truck, remove the two bolts securing the brake caliper to the spindle. Tie the caliper up and out of the way. **DO NOT LET THE CALIPER HANG BY THE BRAKE LINE!** SEE PHOTOS BELOW.



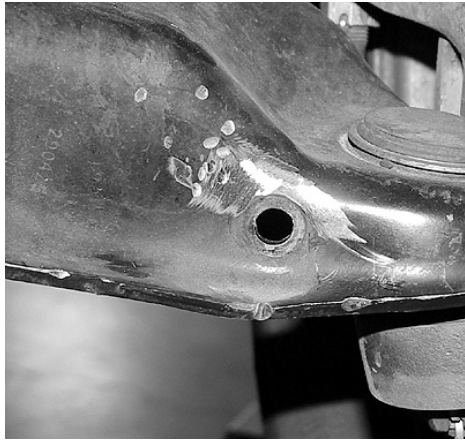
3. Support the lower control arm (LCA) with a floor jack, using enough tension to compress the control arm 1/4". Remove the cotter pin and castle nut from the tie rod end at the spindle. Separate the tie rod end from the spindle using a tie rod puller. Remove the dust cap from the rotor using a hammer and a chisel. **DO NOT DAMAGE THE CAP, YOU WILL BE REINSTALLING IT LATER.** Slide the rotor and bearings off the spindle, keep the bearings in the spindle. SEE PHOTO BELOW AND IN NEXT COLUMN.



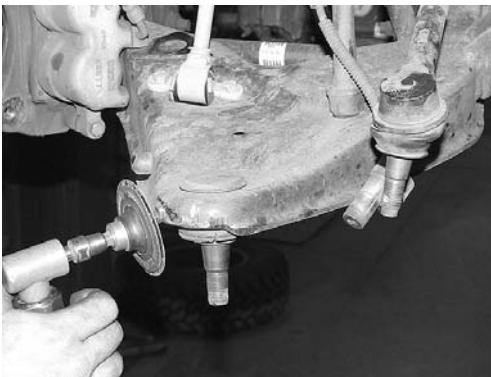
4. If this truck is equipped with front ABS, separate the line from the spindle and set the sensor aside. Remove the top clinch bolt from the spindle. Remove the cotter pin and castle nut from the lower ball joint. Separate the lower ball joint from the spindle and slide the spindle off the ball joints. SEE PHOTOS BELOW.



5. Using a die grinder, remove the inside head of the steering stop on the backside of the lower control arm. Tap out the steering stop with a hammer and punch. SEE PHOTO BELOW AND ON NEXT PAGE.



6. Using a die grinder with a cutoff wheel, remove approximately $\frac{1}{4}$ " from the front lip of the lower control arm. Remove any burrs using a sander. SEE PHOTOS BELOW.

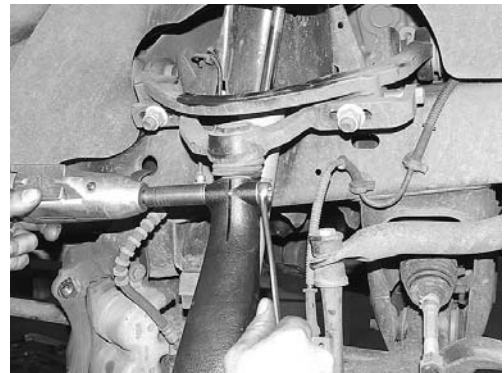


7. On models with front ABS, attach the sensor to the spindle in the provided hole. Use a $\frac{1}{4}$ " x $1\frac{3}{4}$ " bolt, $\frac{1}{4}$ " lock washer and $\frac{1}{4}$ " flat washer to mount the sensor. There are 2

different ABS sensors used on these vehicles that have different overall lengths. You may have to use one $\frac{1}{4}$ " flat washer between the sensor and the spindle to space it away from the rotor. Check the clearance on the sensor at this time. Use the $\frac{1}{4}$ " x $\frac{3}{4}$ " bolt, $\frac{1}{2}$ " lock washer and $\frac{1}{4}$ " flat washer to attach the ABS sensor wire to the back of the spindle. SEE PHOTOS ON NEXT PAGE.

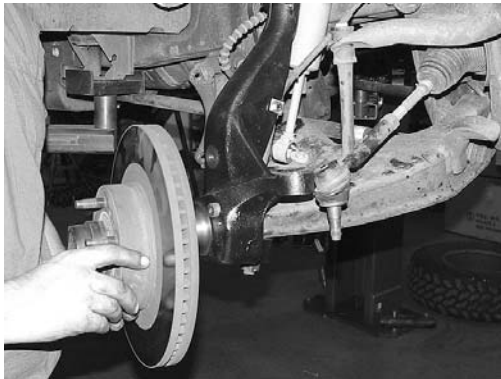


8. Place the passenger side spindle onto the lower ball joint and reinstall the original castle nut. Slide the upper ball joint into the top of the spindle. Insert the supplied $\frac{3}{8}$ " x $2\frac{3}{4}$ " bolt from front to rear through the top clinch hole in the spindle with a $\frac{3}{8}$ " flat washer on each side followed by a lock nut. Torque the top bolt to 30 ft/lbs. Torque the lower castle nut to 70 ft/lbs. and align it with the cotter pin hole in the lower ball joint. Install one of the new supplied cotter pins. Reconnect the ABS sensor wire at the frame. SEE PHOTOS BELOW.

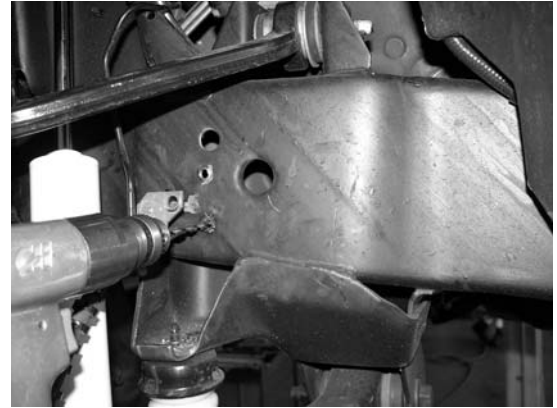




9. Grease the end of the spindle with high temperature brake grease and slide the rotor onto the spindle. You may want to repack the wheel bearings if the bearing grease shows any signs of aging or wear. Install the original castle nut and tighten it just enough to remove any bearing play in the rotor, make sure the rotor can spin freely. **CHECK THE CLEARANCE BETWEEN THE ABS SENSOR AND THE BACK OF THE ROTOR.** If the sensor contacts the rotor, follow the instructions in step 7 to space the sensor back. Place the cotter pin locator onto the spindle and install one of the new supplied cotter pins. SEE PHOTOS BELOW.



10. Locate the brake line mount on the frame. Disconnect the bracket from the frame where the brake hose and the brake hard line come together. Discard the factory hardware. Carefully bend the hard line $1\frac{3}{4}$ " down on the frame. Using a drill, drill a $\frac{9}{32}$ " guild hole. Using the supplied $\frac{5}{16}$ " self threading screw, attach the bracket back to the frame. SEE PHOTO BELOW.



11. Slide the brake caliper back onto the spindle. Place several drops of thread locking compound onto the original brake caliper bolts and attach the caliper to the spindle. Torque the bolts to 35 ft/lbs. SEE PHOTO BELOW.



12. Place the tie rod end into the spindle. Reinstall the castle nut and torque it to 35 ft/lbs. Aligning it with one of the cotter pin holes in the tie rod end. Install one of the new supplied cotter pins. SEE PHOTOS BELOW.



13. Repeat steps two through fourteen on the opposite side of the truck.
14. Reinstall the front tires and torque the wheel lugs to factory specifications, located in the owners manual. Set the truck back on the ground. **WHILE TURNING THE STEERING WHEEL FULLY IN EACH DIRECTION, MAKE SURE THERE IS AMPLE CLEARANCE**

BETWEEN THE WHEELS, TIRES, CONTROL ARMS, BRAKE LINES AND ABS WIRES. Check the alignment and reset it to factory specifications. Re-adjust headlights.