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1988-98 CHEVROLET C1500

FTS1500-50 FRONT DOUBLE SHOCK MOUNT

PARTS LIST:

1 EA. DBL SHOCK MOUNT FT1500-50	8 EA. 3/8" X 1 1/4" BOLTS
4 EA. 1/2" X 5 1/2" BOLTS	16 EA. 3/8" SAE WASHERS
8 EA. 1/2" SAE WASHERS	8 EA. 3/8" NYLOCK NUTS
4 EA. 1/2" NYLOCK NUTS	6 EA. 5/16" X 1 1/4"
6 EA. 5/16" NYLOCK NUTS	12 EA. 5/16" SAE WASHER

TOOL LIST: (NOT INCLUDED)

DRILL WITH A 3/8" & 5/16" BIT FLOOR JACK
JACK STANDS
ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES

THE INSTALLATION OF THIS SHOCK MOUNT ALSO REQUIRES THE USE OF UPPER CONTROL ARMS WITH DUAL SHOCK MOUNTS. USE EITHER FTS1500-5 OR 1500-10.

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

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION!

WARNING: FABTECH RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS TO AVOID ANY POSSIBILITY OF INJURY.

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THE KIT. IF ANY PIECES ARE MISSING, CONTACT FABTECH AT 909-597-7800

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. Support the lower control arm (LCA) with a jack, enough to raise the upper control arm (UCA) bump stop off the frame. Remove the front shock and the sway bar end link. Remove the cotter pin and castle nut off the lower ball joint. Separate the lower ball joint from the spindle. Slowly lower the jack under the LCA to release the coil spring. **USE EXTREME CAUTION, THE COIL SPRING IS UNDER LOAD!**
3. Remove the bolt securing the brake line tab onto the frame in front of the UCA. Set the engine cage onto the frame with the two legs pointing towards the front of the truck. On some models you may need to remove the air cleaner assembly to place the shock mounts onto the frame. The round mounting plate

will sit directly on top of the coil spring bucket, covering the stock upper shock mount. Some late model trucks will require you to trim the front upper control arm mounts to get the shock mount to center on the coil bucket. On trucks with the small antilock brake module under the master cylinder, the module will need to be raised on its mount to clear the shock mount. Using the supplied 5/16" hardware, bolt the shock mount to the coil bucket inserting each bolt and washer through the bottom with a washer and nut on top. On some late model trucks the three existing holes may not line up with the shock mount, you may have to use a 5/16" drill to match the holes in the frame with those in the shock mount. Use the shock mount as a template. Do not fully tighten the 5/16" hardware.

4. Mark the 3/8" holes in the frame on the front legs of the shock mount with a center punch. Drill the hole out with a 3/8" drill bit. Use the remaining 3/8" hardware to secure the front legs to the frame, attach the brake line mounting tab to the front leg bolt on the shock mount. The inside of the frame can be accessed through the hole for the coil spring. Fully torque the shock mount bolts.
5. Remove the two inner fenderwell rubber flaps. The inner fender will need to be notched to clear the new shocks. Be sure there is no wiring behind the fender before you start cutting. Hold a shock in position to check for clearance. After trimming is complete, bolt the new shocks onto the shock mount and the UCA using the supplied 1/2" hardware, **with the bodies up and the shaft down**. There should be washer on each side of the shock bushing. Fully cycle the UCA from full compression to full hang and be sure there is plenty of clearance between all parts. On trucks with the black computers mounted on the driver's side inner fender, you may have to trim some of the mounting brackets for the computers. Follow the same procedure to install the shocks on the opposite side of the truck.
6. Reinstall the coil springs the same way they were removed, making sure the upper insulator is in place and the bottom of the coil spring is properly timed in the lower coil pocket. Reconnect the spindle to the lower ball joint and tighten the castle nut to factory specifications. Be sure to use a new cotter pin. Reinstall the sway bar end link. Replace the air cleaner the same way it was removed.
7. Reinstall the two front wheels and torque the lugs to factory specifications. Turn the wheels in each direction checking for clearance between the shocks and the tires. Set the truck back on the ground. We recommend you drive the vehicle for fifty miles and check for interference with any of the newly installed components.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.

For technical assistance call: 909-597-7800

Product Warranty and Warnings-

Fabtech provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials.

The Limited Lifetime Warranty excludes the following Fabtech items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Take apart shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Lifetime Warranty.

Fabtech does not warrant any product for finish, alterations, modifications and/or installation contrary to Fabtech's instructions. Alterations to the finish of the parts including but not limited to painting, powdercoating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

Fabtech products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America.

Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death. Fabtech front end Desert Guards may impair the deployment or operation of vehicles equipped with supplemental restraining systems/air bag systems and should not be installed if the vehicle is equipped as so.

Fabtech makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturers production changes and/or inconsistencies by the auto manufacturer, Fabtech cannot be responsible for 100% compatibility, including the fitment of tire and wheel sizes listed. The Tire and Wheel sizes listed in Fabtech's catalog are only a guideline for street driving with noted fender trimming. Fabtech is not responsible for damages to the vehicle's body or tires.

Fabtech's obligation under this warranty is limited to the repair or replacement, at Fabtech option, of the defective product only. All costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. Fabtech is not responsible for damages and/or warranty of other vehicle parts related or non related to the installed Fabtech product. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse as determined by Fabtech.

Fabtech suspension components must be installed as a complete system including shocks as shown in our current catalog. All warranties will become void if Fabtech parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension parts may cause premature wear and/or product failure resulting in an accident causing injury or death. Fabtech does not warrant products not manufactured by Fabtech.

Installation of Fabtech product may void the vehicles factory warranty; it is the consumer's responsibility to check with their local vehicle's dealer for warranty disposition before the installation of the product.

It is the responsibility of the distributor and/or the retailer to review all warranties and warnings of Fabtech products with the consumer prior to purchase.

Fabtech reserves the right to supercede, discontinue, change the design, finish, part number and, or application of parts when deemed necessary without written notice. Fabtech is not responsible for misprints or typographical errors within the catalog or price sheet.