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**4331 EUCALYPTUS, CHINO. CA. 91710
909-597-7800 FAX 909-597-7185
1988-1991 CHEVY C1500 2 WHEEL DRIVE
STANDARD CAB ONLY (EXCEPT 454SS)
FTS1588-7BC 4" LIFT SPINDLES**

PARTS LIST:

**1 EA. LIFT SPINDLE PASS. SIDE FT1588-7BCP
1 EA. LIFT SPINDLE DRIVER'S SIDE FT1588-7BCD
6 EA. COTTER PINS
6 EA. 4" CABLE TIES
2 EA. BRAKELINE MOUNTS FT1588-7-1
2 EA. 1/4" X 1" BOLTS
4 EA. 1/4" FLAT WASHERS
2 EA. 1/4" NYLOCK NUTS**

TOOL LIST: (NOT INCLUDED)

**FLOOR JACK AND JACK STANDS
ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES**

**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**

**READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE
BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY
FOLLOWED, SEVERE FRAME, SUSPENSION AND TIRE 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**

INSTRUCTIONS:

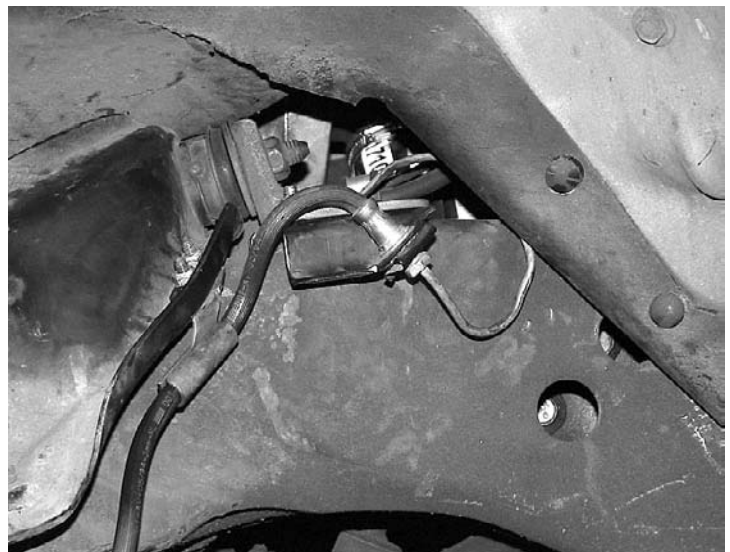
1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**



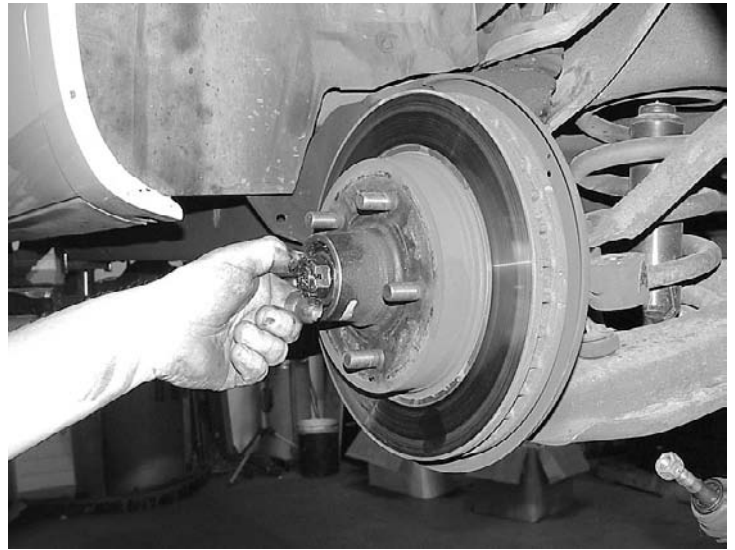
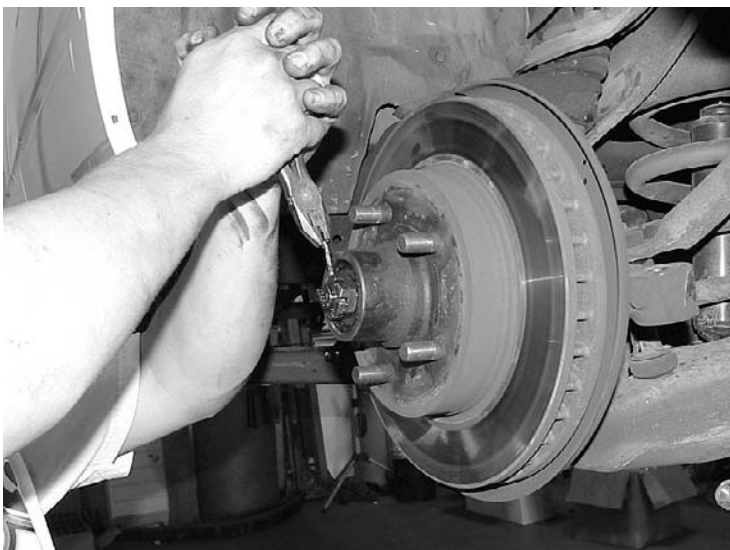
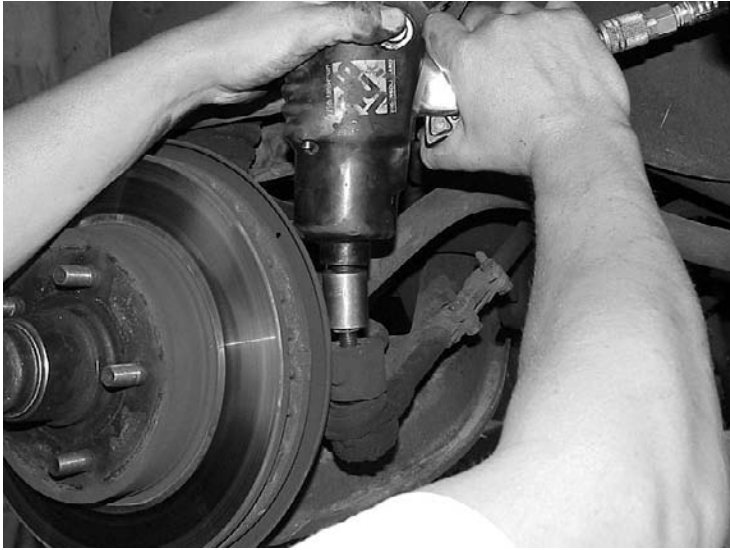
2. Starting on the passenger's side, remove the front tire. Remove the 2 bolts securing the brake line tab to the upper control arm (UCA). Remove the bolt securing the brake line mount to the top of the frame rail.



3. Attach the brake line relocation tab to the top of the frame rail using the original bolt, only hand tighten. Using the supplied 1/4" bolt, flat washers and lock nut, attach the brake line to the relocating tab. You may have to slightly bend the factory hard line. **MAKE ONLY SLIGHT BENDS, DO NOT KINK THE BRAKE LINE.**

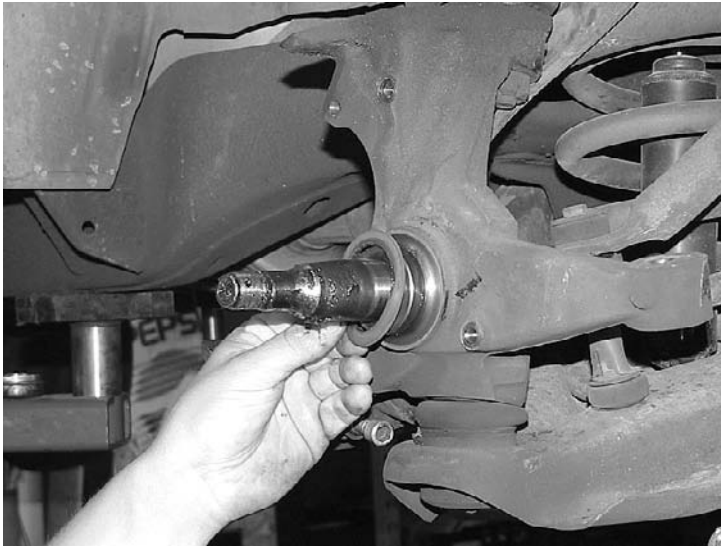


4. Position the brake line as shown above and tighten the 2 bolts. Lubricate the brake line with some light oil and pull the extra slack down toward the brake caliper. Remove the 2 bolts securing the brake caliper to the spindle, slide the caliper off the spindle and tie it up against the frame rail. **DO NOT LET THE CALIPER HANG FROM THE BRAKE LINE!**

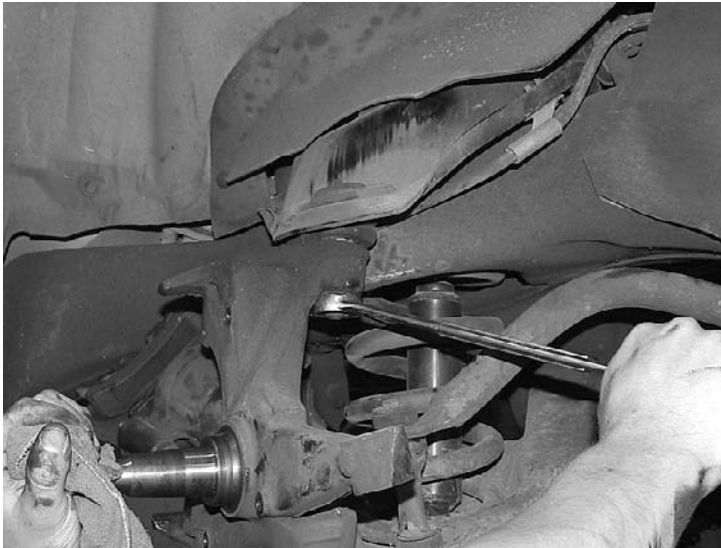


5. Remove the nut securing the tie rod end to the spindle. Use a ball joint puller to separate the tie rod end from the spindle. Remove the dust cap from the rotor, remove the cotter pin and castle nut from the axle and slide the rotor off the spindle. Keep the wheel bearings inside the rotor and set everything aside.

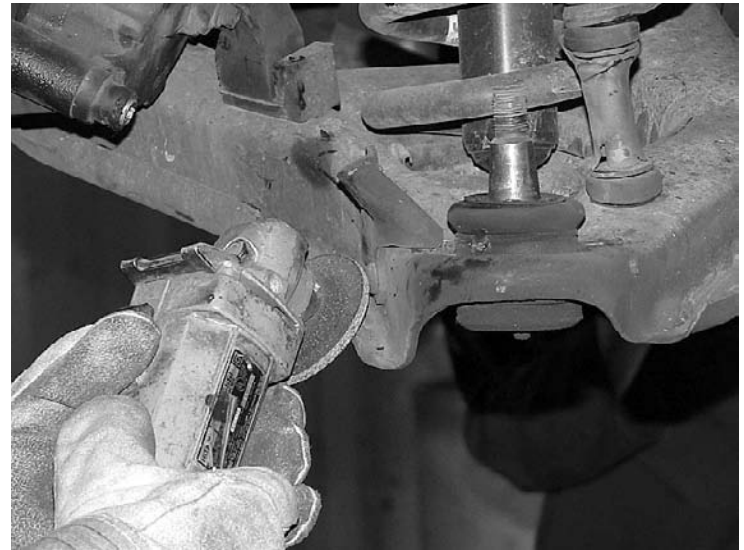




6. Remove the three bolts securing the dust shield to the spindle and set the shield aside. Remove the rubber ring from the spindle and set this aside with the dust shield, they will be reinstalled later.

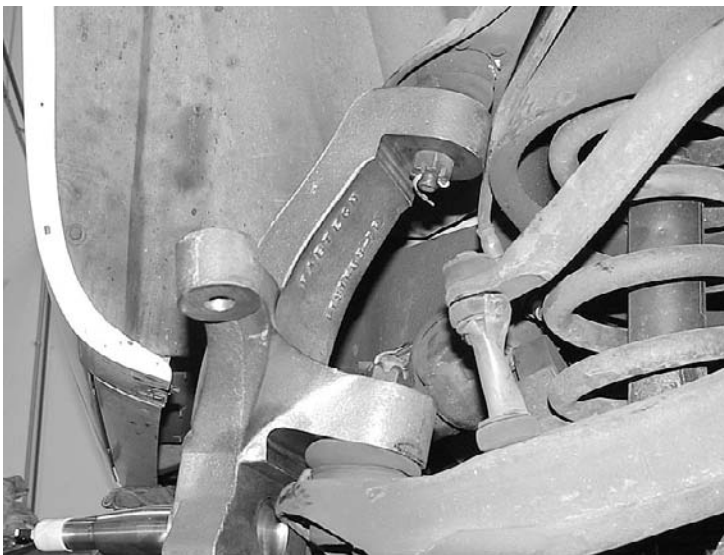
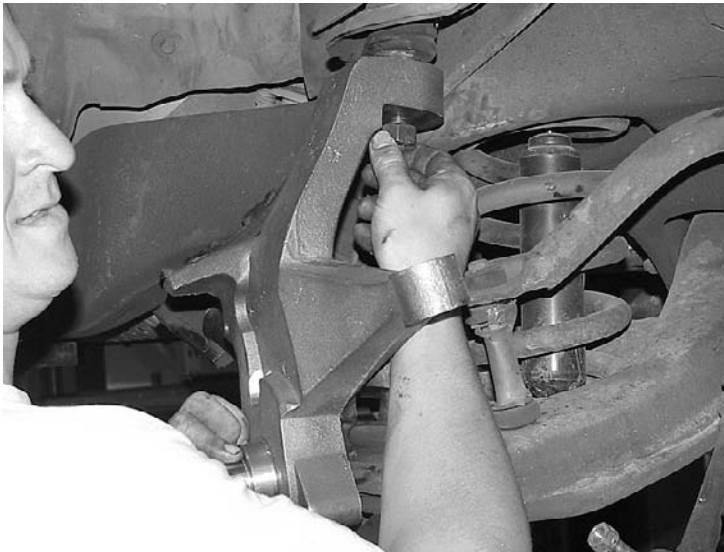


7. If you do not have the factory shock still installed on the truck, support the lower control arm (LCA) with a floor jack. Remove the cotter pins from the upper and lower ball joints. Remove the castle nuts securing the upper and lower ball joints to the spindle. Use a ball joint puller to separate the spindle from the ball joints and set the spindle assembly aside.

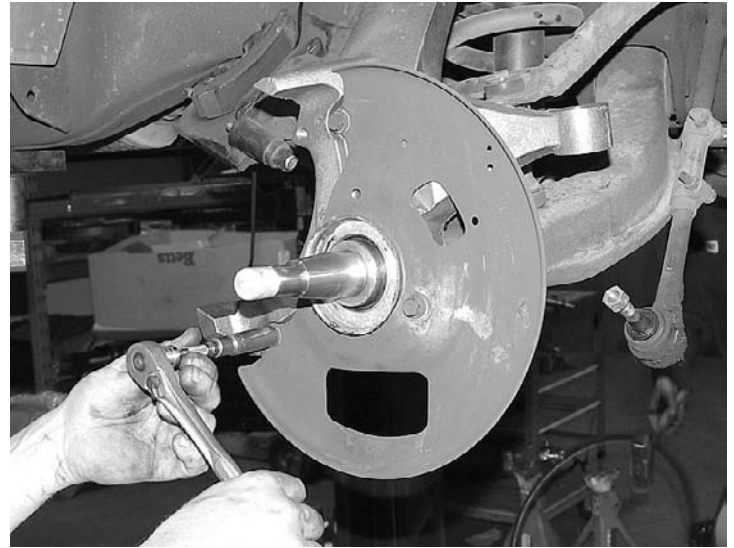




8. Grind the heads off the rivets securing the steering stop to the backside of the LCA. Using a punch or air chisel, remove the rivets and steering stop from the LCA.

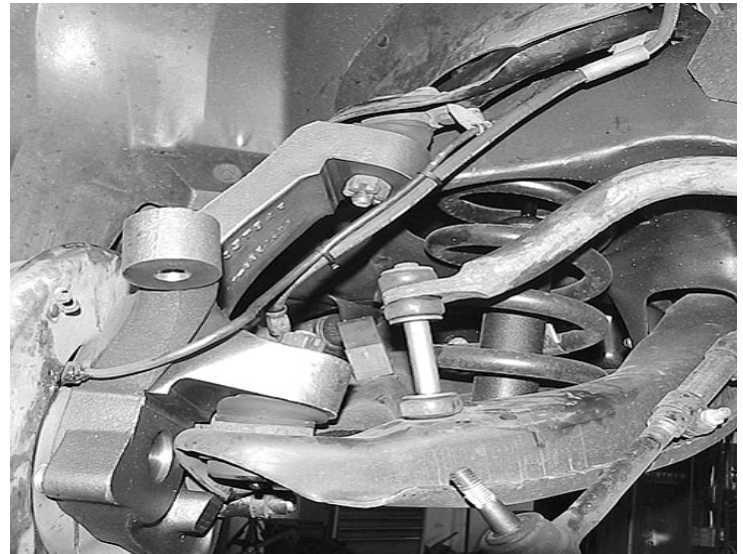
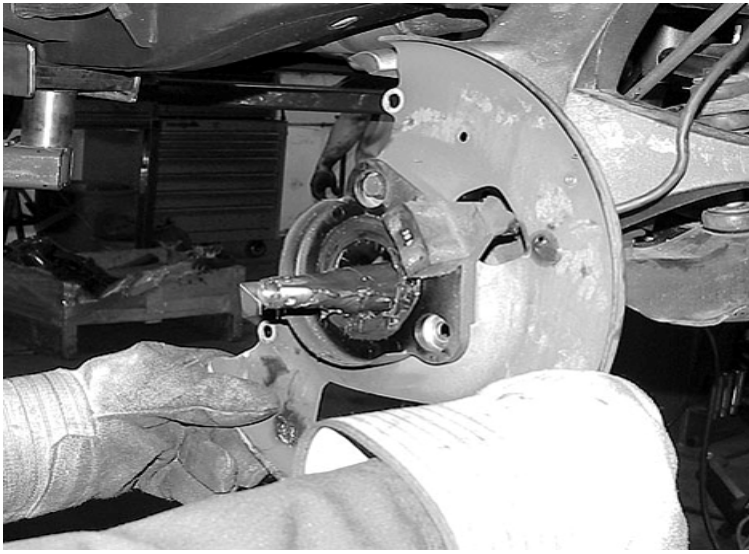


9. Take the passenger side lift spindle and place it on the lower ball joint. Raise the upper control arm and insert the upper ball joint into the top of the spindle. Reinstall the original castle nuts and torque to factory specs. Insert new cotter pins in each of the castle nuts.



10. If you have front ABS, skip to step 11. Slide the rubber ring onto the lift spindle. Follow this with the dust shield and reinstall the original 3 bolts. Skip to step 13.

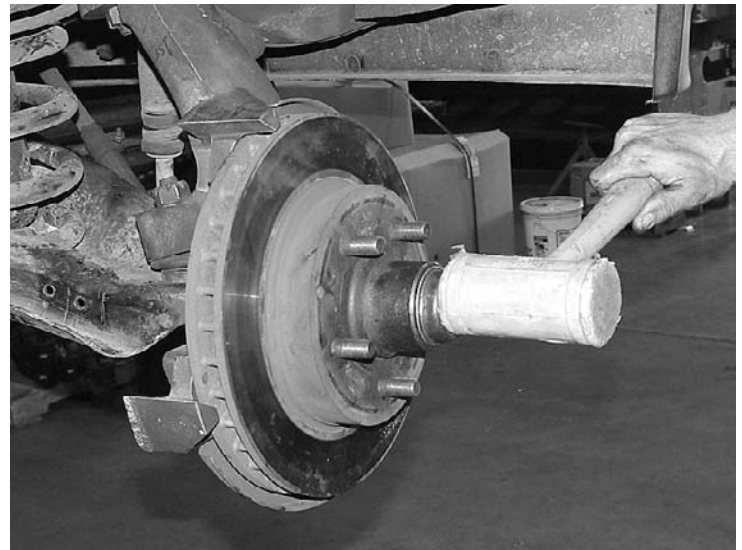




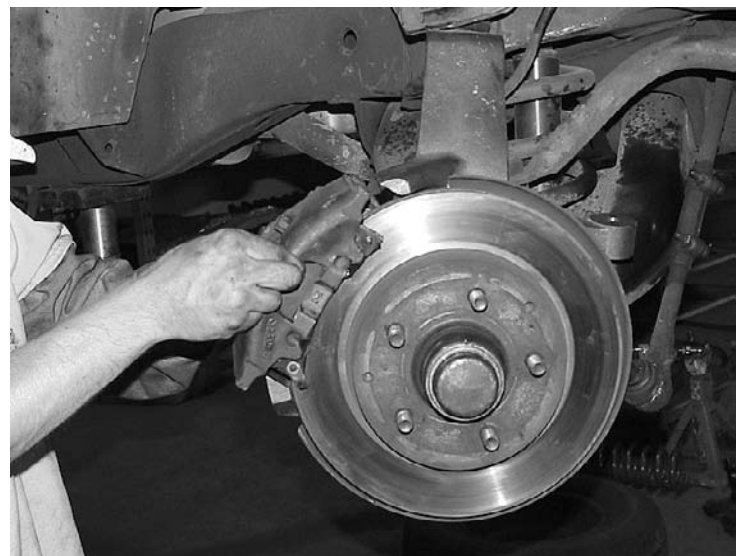
11. Separate the ABS sensor wire from the retaining clip on the upper ball joint. Slide the rubber ring onto the lift spindle, followed by the dust cover and ABS sensor. Reinstall the three original bolts.

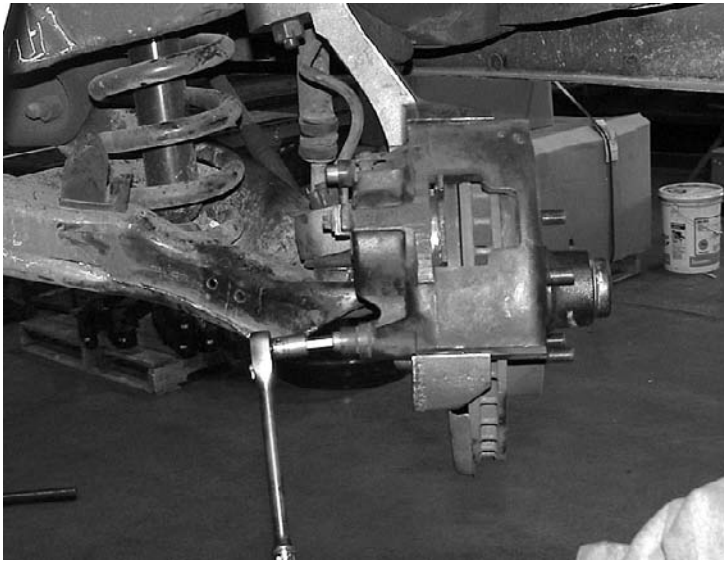


12. Slide the ABS sensor wire behind the steering arm. Route the wire along the rubber brake line and place it back in the retaining clip on the upper ball joint. Using the supplied cable ties, attach the wire to the brake line. Tighten the retaining clip on the upper ball joint, do not crimp the wire.

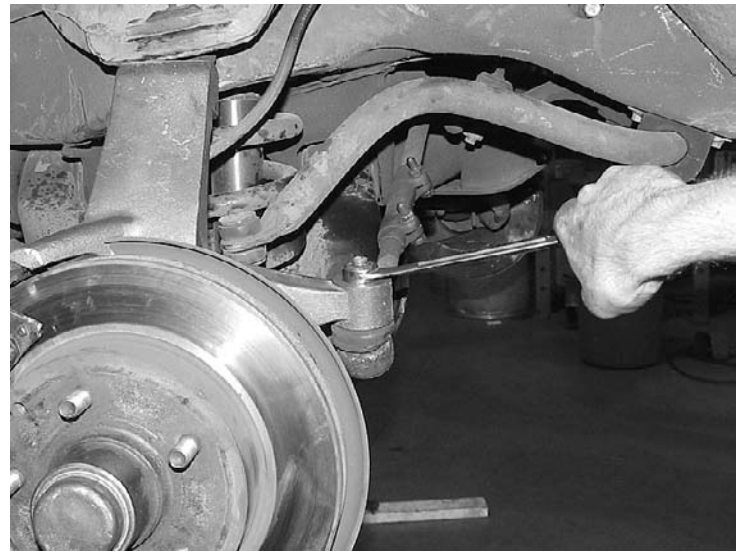


13. If the front wheel bearings need to be replaced or repacked, do it at this time. Place some grease on the spindle and slide the rotor back on. Tighten the original castle nut just enough to remove any free play from the rotor and still allow it to rotate freely. Insert the cotter pin retainer and one of the new cotter pins. Tap the dust cap back in place using a rubber mallet.





14. Slide the brake caliper onto the lift spindle. Make sure the brake pads are properly seated on the caliper. Thread the caliper bolts into the spindle and torque to factory specs. Bend brake line up above castle nut.



15. Attach the tie rod end to the spindle and retorque the original nut to factory specs.
16. Repeat steps two through fifteen on the opposite side of the truck.
17. With both sides of the truck completely finished and the truck still off the ground, cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between the ABS line and all other components.
18. Reinstall the tires onto the truck and torque the lugs to factory specifications, which can be found in the owners manual. Set the truck back on the ground and cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between the ABS line and all other components.
19. Drive the truck for several miles and recheck all clearances. Also check for any play in the front wheel bearings.
20. Check front-end alignment and set to factory specifications. Re-adjust headlights

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.