Installation Instructions

9” Long Travel Coilover Conversion Add-On System

(For use only with previously installed Fabtech 8” system)

FTS21049BK

2001-07 GM 4WD K2500HD P/U ONLY

Fabtech Motorsports 4331 Eucalyptus Ave. Chino, CA 91710
Tech Line 909-597-7800 Fax 909-597-7800 Web www.fabtechmotorsports.com

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PARTS LIST

	FTS21053BK	Sub-Box 1
8	FT20315	Alignment Cam Plates
1	FT20333BK	Drv. Bump Stop
1	FT20338BK	Pass. Bump Stop
4	FT90078	Frt. Limit Strap 18"
2	FT20271	Nut Tab Rr Hoop Mnt
1	FT20272	Nut Tab Pass Frt. Hoop
1	FT20336	Hardware Kit
2	FT20274	Sway Bar End Link
2	FTS98003	3/4" Heim Joint
4	FTS43	3/4"Mis-Alignment
4	FT147	Spindle Mis-Alignment
1	FT20345	Arm Bushing Kit
4	FT90051	Sway Bar Bushing
2	FT90050	Sway Bar Cup Washer
4	FT1500-6-101	Upper Control Arm Sleeve
2	FT142	Frt. Pivot Lwr Ctrl Arm
2	FT143	Rr. Pivot Lwr Ctrl Arm
2	FT20317	Extended Brake Line Kit
2	FT20316BK	Solid Impact Tube
2	FT20273BK	Impact Tube Mount
2	FT20279	Long Axle
2	FT20328	Inner Boot Kit
2	FT20329	Outer Boot Kit
2	FT20211	HD Tie Rod End
2	FT21049i	Instruction Sheet
2	FT71002i	Instruction Sheet

	FTS21054BK	Sub-Box 2
1	FTS20246D-1	Driver Spindle
1	FTS20246P-1	Passenger Spindle
2	FT20330	Uni-Ball Nut Tab

	FTS21055BK	Sub-Box 3
1	FT20260BK	Driver Hoop
1	FT20261BK	Pass Hoop
1	FT20262BK	Driver Support Tube
1	FT20263BK	Pass Support Tube

	FTS21056BK	Sub-Box 4
1	FT20264BK	Dr. Lower Arm w/BJ
1	FT20265BK	Pas. Lower Arm w/BJ
1	FT20266BK	Dr. Upper Arm w/Uni
1	FT20267BK	Pas. Upper Arm w/Uni

	FTS83502D	Sub-Box 5
1	4.0 Dirt Logic Shock	

	FTS83502P	Sub-Box 6
1	4.0 Dirt Logic Shock	

	FTSBK5	Sub-Box 7
2	Rear Blocks	

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HARDWARE LIST: FT20336

FT20336 Hardware Kit

Qua	Description	Location
4	5/8"-11 x 3 1/2" Bolt	Coilover Shocks
4	5/8"-11 C-Lock Nut	
8	5/8" SAE Flat Washer	
4	3/8"-16 x 1 1/4" Bolt	Shock Hoop @ A-Arm Pocket
4	3/8"-16 C-Lock Nut	
8	3/8" SAE Flat Washer	
2	1/2"-13 x 3 1/4" Bolt	Shock Hoop Support Tube
2	1/2"-13 C-Lock Nut	
4	1/2" SAE Flat Washer	
3	1/2"-13 x 1 1/4" Bolt	Sk Hoop @ Frm w/ Nut Tabs
3	1/2" SAE Flat Washer	
2	5/8"-11 x 5 3/4" Bolt	Sk Hoop Lower Mnt Rr Leg
2	5/8"-11 C-Lock Nut	
4	5/8" SAE Flat Washer	
2	1/2"-13 x 5 3/4" Bolt	Sk Hoop @ Hyd. Bmtp Mnt
2	1/2"-13 C-Lock Nut	
4	1/2" SAE Flat Washer	
4	1/2"-13 x 1 1/4" Bolt	Hyd. Bumpstop Mount
4	1/2"-13 C-Lock Nut	
8	1/2" SAE Flat Washer	

4	7/16"-14 x 1 1/2" Bolt	Hyd. Bumpstop Cans
4	7/16"-14 C-Lock Nut	
8	7/16" SAE Flat Washer	
2	3/4"-10 x 5 1/2" Bolt	Uni-ball @ U. C. A.
4	1/4"-20 x 3/4" Bolt	Brake Line Brackets
2	1/4"-20 C-Lock Nut	
6	1/4" SAE Flat Washer	
2	1/4" Split Washer	Brk Line Brkt @ Spindle
12	10mm x 1.5 x 25mm Blt	C.V. Flange @ Frt Diff
12	10mm Flat Washer	
2	5/8"-11 x 5" Bolt	Lower Contol Arm (frt)
2	5/8"-11 x 6 3/4" Bolt	Lower Contol Arm (rr)
4	5/8"-11 C-Lock Nut	
8	5/8" SAE Flat Washer	
4	1/2"-13 x 1 1/2"' Bolt	Limit Strap
4	1/2"-13 C-Lock Nut	
16	1/2" SAE Flat Washer	
2	1/2"-13 x 3" Bolt	Sway Bar End Link
2	1/2"-13 C-Lock Nut	
4	1/2" SAE Flat Washer	
2	3/4"-16 Jamb Nut	
2	1/2"-13 x 3" Btn Hd Bolt	

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READ BEFORE BEGINNING INSTALLATION

THIS KIT IS DESIGNED FOR CREW CAB SHORT & LONG BED MODEL TRUCKS WITH THE 8.1 GAS OR DIESEL ENGINES

INSTALLATION SHOULD BE PERFORMED BY TWO PROFESSIONAL MECHANICS.

DO NOT ALTER THE FINISH OF THESE COMPONENTS, EXAMPLE- CHROMING, ZINC PLATING OR PAINTING. CHANGING THE FINISH CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS

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

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

NOTE- READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.

NOTE- PRIOR TO THE INSTALLATION OF THIS SUSPENSION SYSTEM A FRONT END ALIGNMENT MUST BE PERFORMED AND RECORDED. DO NOT INSTALL THIS SYSTEM IF THE VEHICLE ALIGNMENT IS NOT WITHIN FACTORY SPECIFICATIONS. CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLATION.

SUSPENSION SYSTEM WILL NOT WORK ON VEHICLES EQUIPPED WITH FACTORY AUTO RIDE SUSPENSION

FABTECH RECOMMENDS A 355/70/17 TIRE ON A 17X8 RIM WITH A 4 5/8” BACK SPACING BE USED WITH THIS KIT

TOOL LIST: (NOT INCLUDED)

- **FLOOR JACK & JACK STANDS**
- **ASSORTED METRIC & S.A.E. WRENCHES & SOCKETS**
- **TORQUE WRENCH**
- **DRILL W/ ASSORTED BITS**
- **SAWZ-ALL WITH LONG AND SHORT BLADES**
- **DIE GRINDER W/ CUT OFF WHEEL**

- **CV BOOT CLAMP PLIERS (Ear Type) Mac Tools part # CVB3080 or equivalent**
- **SNAP RING PLIERS**
- **MIG WELDER**
- **ARBOR PRESS**

FRONT SUSPENSION INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. With the vehicle on level ground set the emergency brake and block the rear tires. 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. Locate the torsion bar adjusting cams and threaded bolts. Using a torsion bar removal tool unload the torsion bars, remove and discard the bars, torsion keys, and hardware. NOTE- Do not attempt to unload or remove torsion bars without the proper torsion bar tool. Torsion Bars are under extreme spring load.

3. Remove the sway bar link ends from the sway bar and lower control arm and discard.

4. Remove the stock shocks and discard.

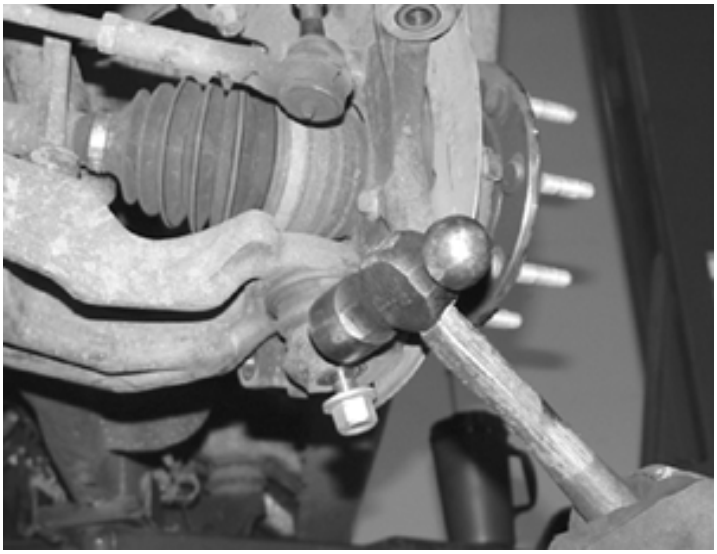
5. Remove the stock lower foam bump stops from the frame and retain.

6. Disconnect the tie rod ends from the steering knuckle by striking the knuckle to dislodge the tie rod end. Use care not to damage the tie rod end when removing. SEE PHOTO BELOW.

7. Remove the brake hose bracket from the top of the steering knuckle. Unplug the ABS brake connection from the frame and control arm. Remove the caliper from the rotor and place above the upper control arm during this portion of the installation.

8. Remove brake rotor from the steering knuckle. Remove axle nut, washer and the 4 hub bolts on backside of knuckle. Remove bearing hub assembly including the O ring from knuckle. Retain parts and hardware for reinstallation.

9. Remove the upper and lower ball joint nuts. Disconnect the upper and lower ball joints from the steering knuckle by striking the knuckle with a large hammer next to each ball joint on the knuckle to dislodge the ball joints. Use care not to hit the ball joints when removing. discard nuts and knuckle. SEE PHOTO BELOW

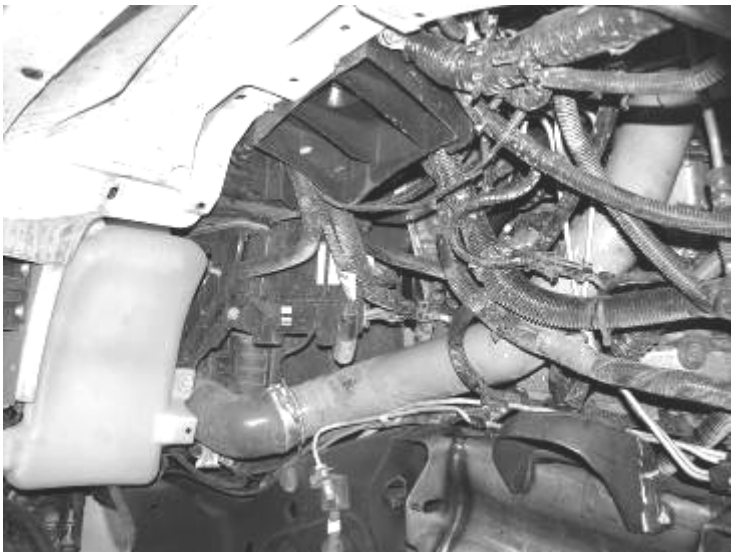


10. Disconnect and remove CV axles from differential housing. Save the axle assembly and discard the bolts.

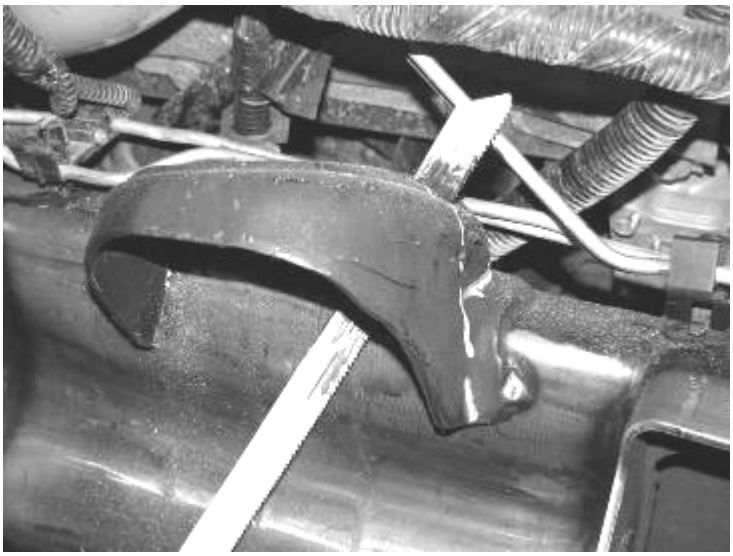
11. Remove the lower control arms from the frame and discard with the hardware.

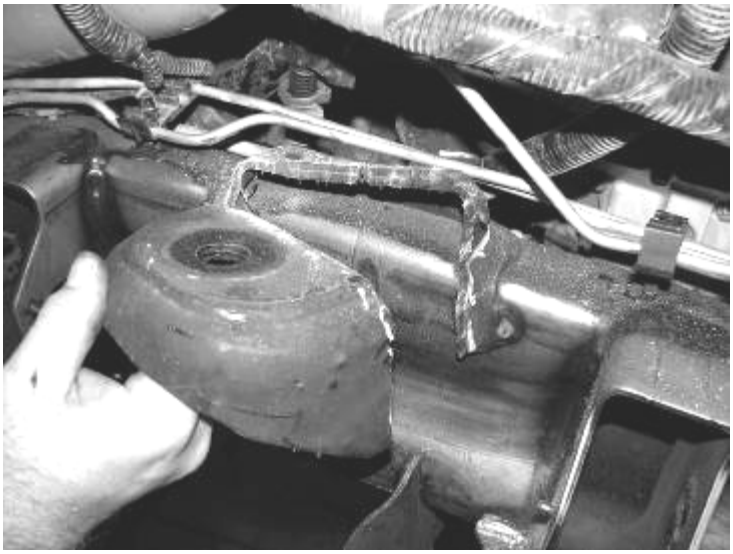
12. Disconnect the ABS line and brake hose from the upper control arms. Remove and discard the entire upper control arm from the frame pocket. Retain the hardware and eccentric cams for reinstallation of new arms.

13. Remove the two front inner wheel well liners and save with the hardware. SEE PHOTO BELOW

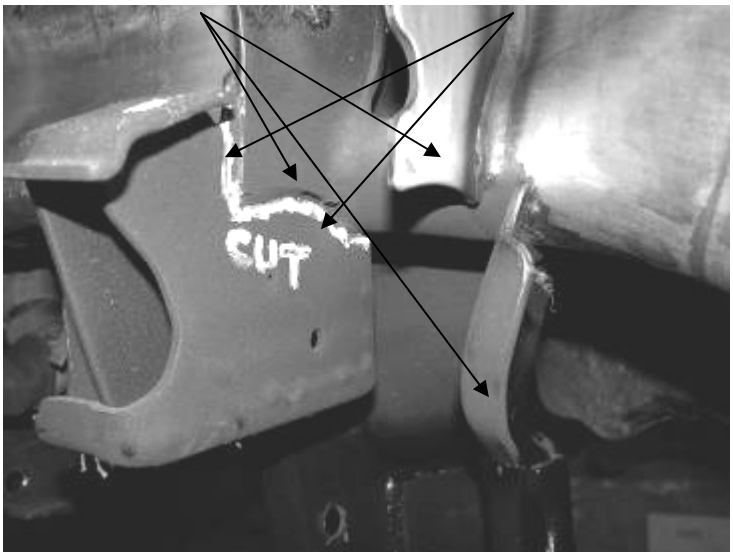


14. Working from the drivers side, locate the factory upper shock mount on the frame. Use a paint pen and mark the mount as shown in the photos below. The shock mount will be completely removed from the frame. Using a sawz-all with a long blade, cut the mount from the face of the frame first. Then use a short blade to cut the remaining parts of the mount from the top of the frame. USE CAUTION NOT TO CUT INTO ANY OF THE BRAKE LINES, ELECTRICAL WIRES, OR INTO THE FRAME ITSELF. SEE PHOTOS BELOW AND IN NEXT COLUMN.

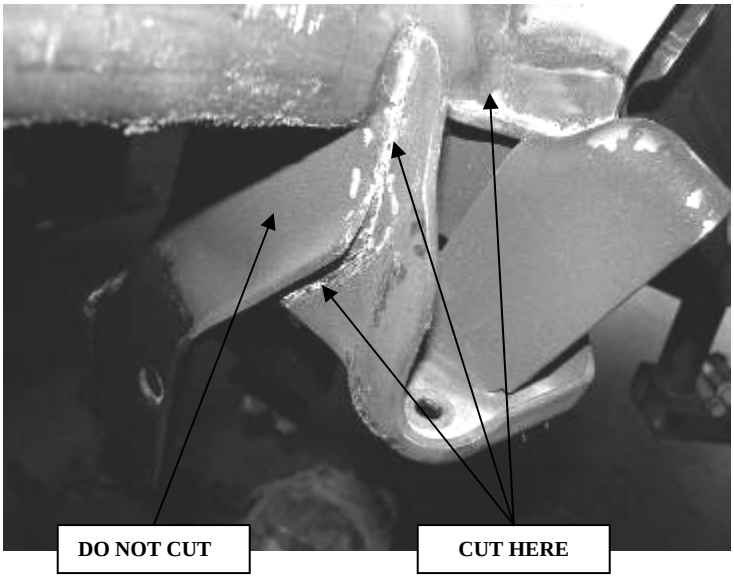


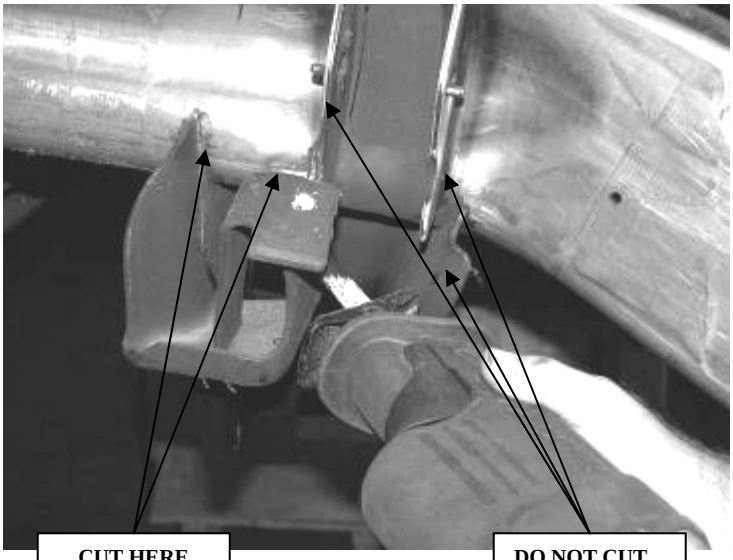


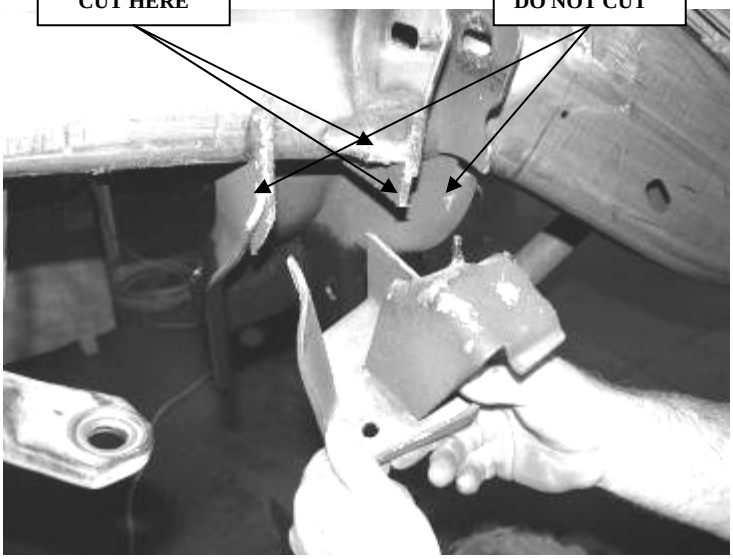
15. Using a die grinder with a cut off wheel, remove the remaining parts of the mount from the face of the frame. Then follow with a die grinder with a sanding disc and sand the frame smooth. SEE PHOTO BELOW

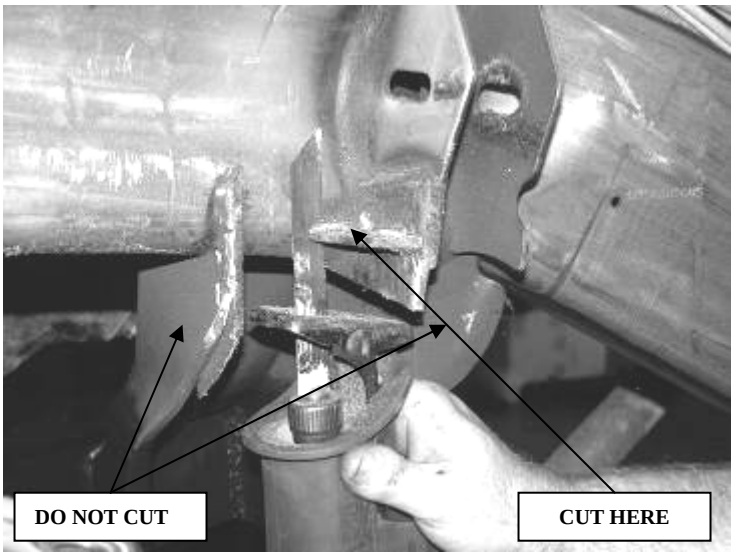


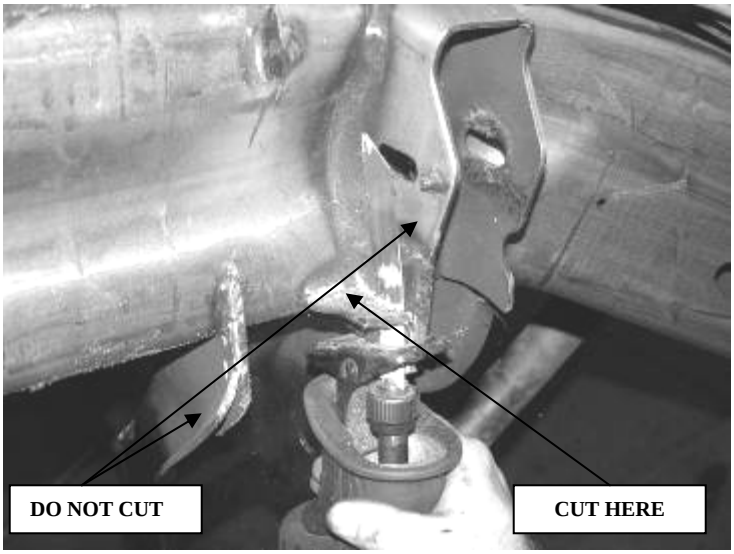
16. Locate the factory bump stop mount on the frame. Use a paint pen and mark the mount as shown in the photos below. ONLY REMOVE THE BUMPSTOP MOUNT FROM THE FRAME. DO NOT CUT OR REMOVE ANY PART OF THE UPPER CONTROL ARM POCKET. Using a sawz-all with a short blade, start the cut at the back of the mount and flush with the bottom of the frame up to the lower control arm pocket. DO NOT CUT OR REMOVE ANY PART OF THE LOWER CONTROL ARM POCKET OR INTO THE FRAME ITSELF. SEE PHOTOS BELOW AND IN NEXT COLUMN AND PAGE



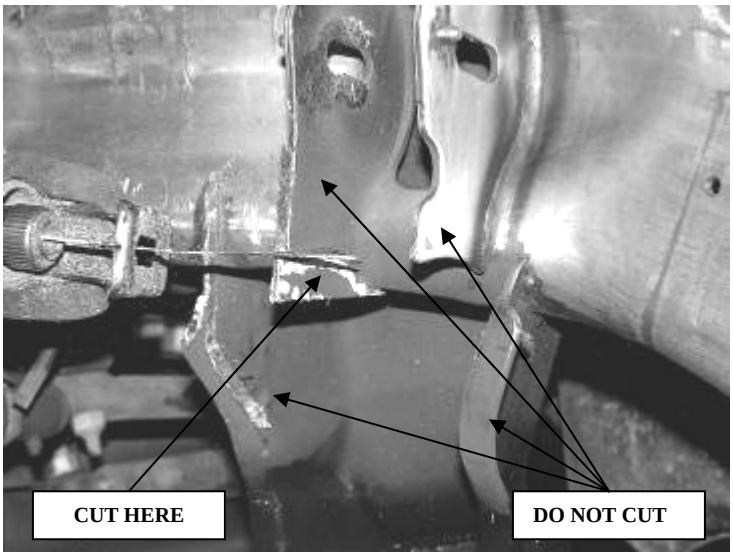


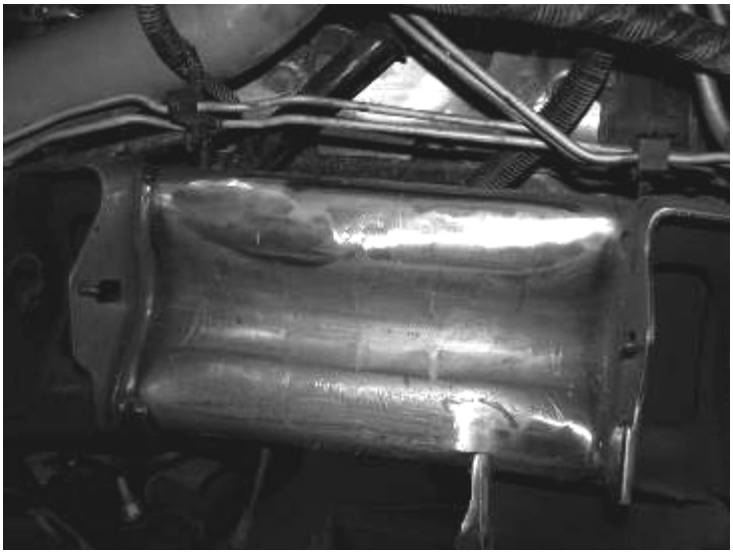


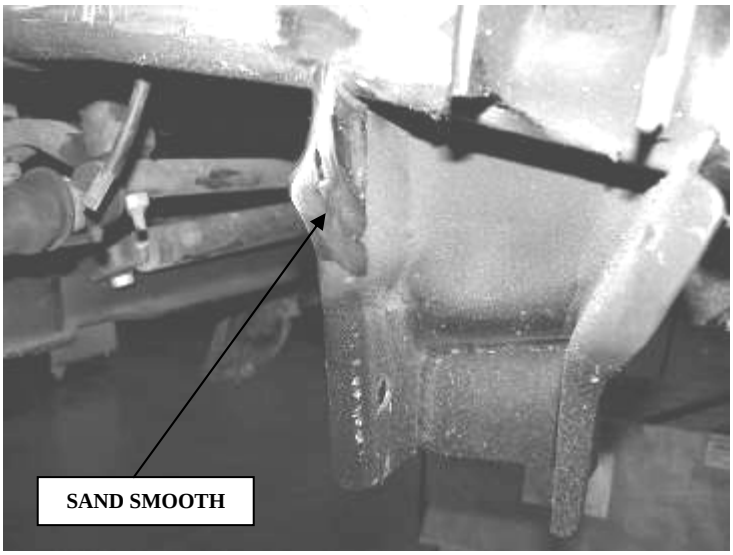




17. Next cut the small piece of the bracket from the frame and the upper control arm pocket. Then remove the remaining part of the mount from the bottom of the inner control arm pocket. ONLY REMOVE THE BUMPSTOP MOUNT. DO NOT CUT OR REMOVE ANY PART OF THE UPPER CONTROL ARM POCKET. Then follow with a die grinder with a sanding disc and sand the frame and control arm pockets smooth. Paint all bare/exposed metal. SEE PHOTOS BELOW AND IN NEXT COLUMN



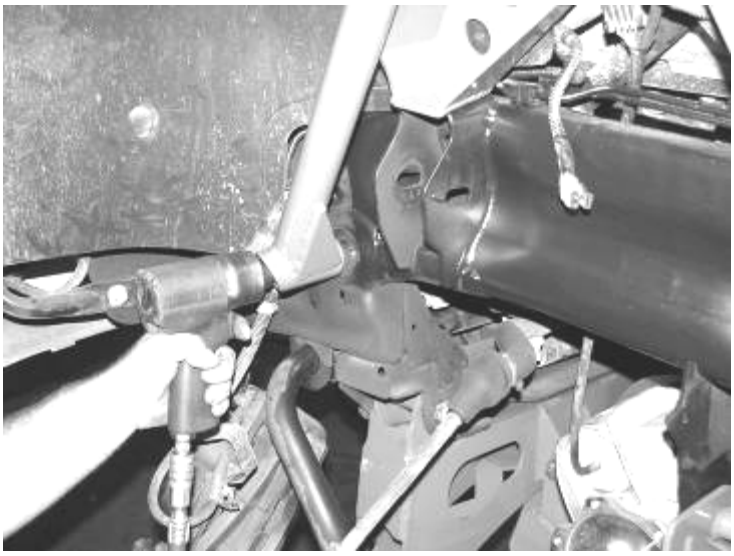




18. Repeat steps fourteen through seventeen on the passenger side of truck. Re-install wheel well liners.

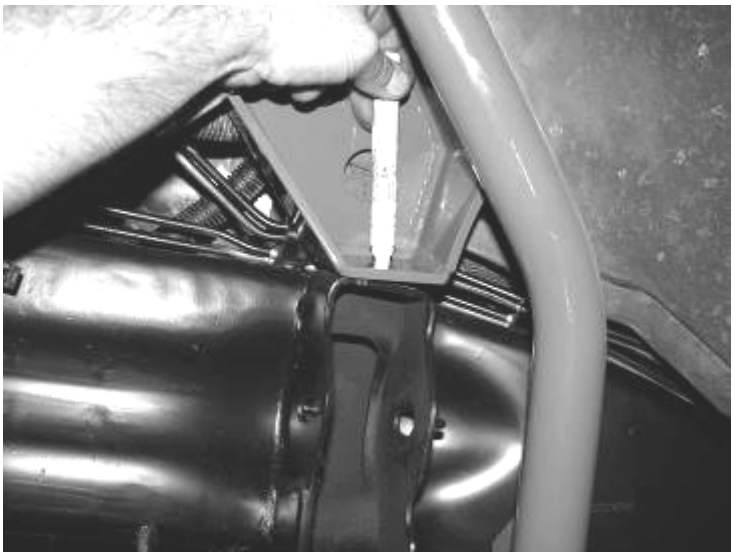
19. Working from the drivers side, locate FT20260 Shock hoop. Locate and remove the steering box bolt on the outside of the frame rail closest to the upper control arm. Also remove the nut and washer that retains the stock lower control arm pivot bolt towards the rear of the

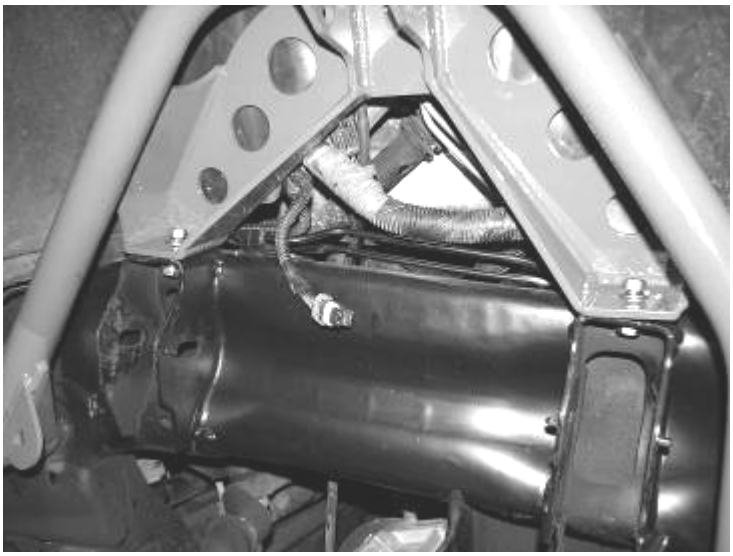
vehicle. Do not remove the bolt, only the nut and washer. Place the rear leg mount over the stock rear lower control arm bolt and attach with the stock nut and washer. Leave loose. Place the front leg of the hoop over the removed steering box bolt hole and reinstall the stock steering box bolt, nut and washer. Leave loose. SEE PHOTOS ON NEXT PAGE



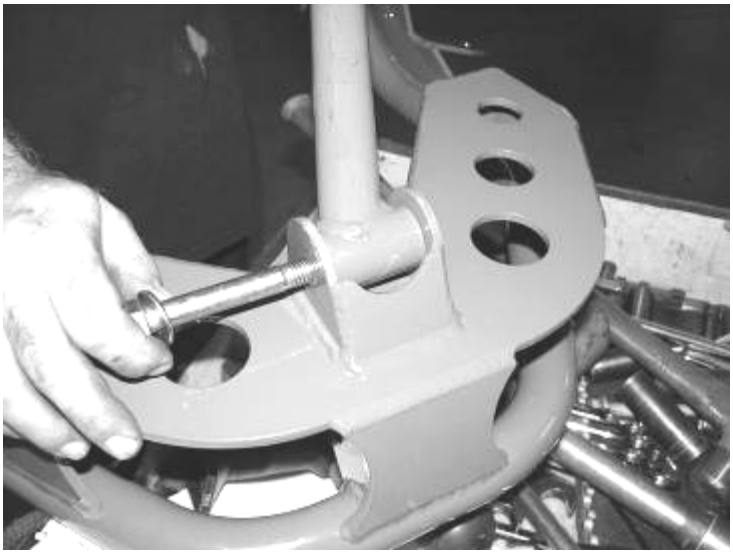
20. Locate the rear tab on the shock hoop at the frame. Using a drill with a ½" drill bit, drill through the frame. Locate FT20271 Nut Tab and supplied 1¼" bolt and flat washer. Place the nut tab into slot in the frame just behind the hoop tab and install (with provided thread-locking compound) the ½" hardware and tighten. SEE PHOTOS IN NEXT COLUMN

21. Pushing on the top of the hoop, mate the upper mounting tabs to the top of the upper control arm pocket and mark the holes. Locate the support tube mount on the back of the hoop. Use a paint pen to mark the center of the mount onto the wheel well. Remove the hoop from the truck. Using an angle drill with a 3/8"bit, drill the holes on the a-arm pockets. Mark the wheel well so that there will be a 4 ½" wide, 3" tall section to be removed from the liner. This needs to be centered with the tabs on the back of the hoop. SEE PHOTOS ON NEXT PAGE

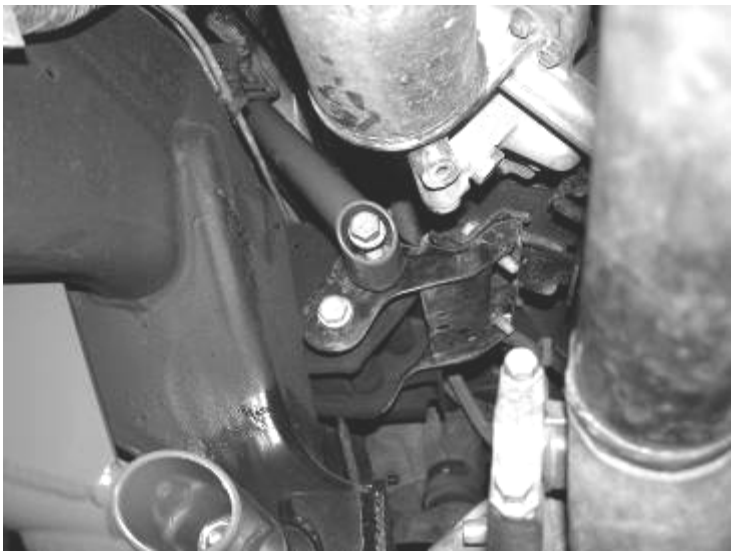


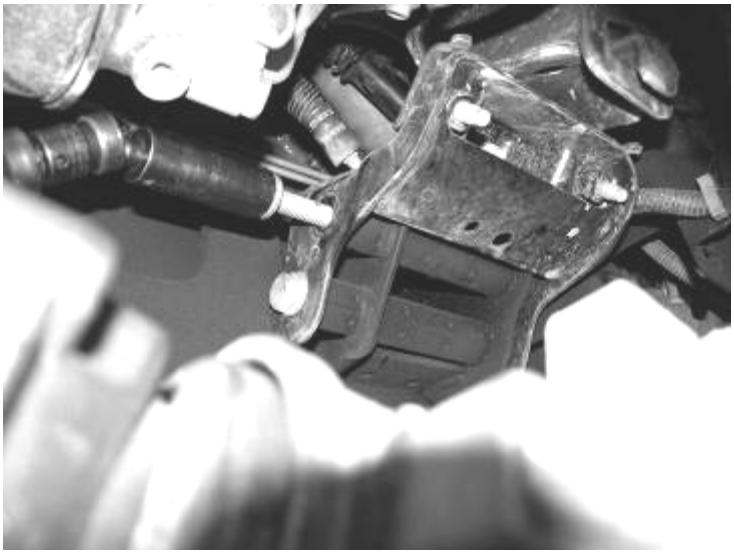


22. Locate FT20262BK Driver Hoop Support Tube and the supplied ½" x 3 ¼" bolt and hardware. Position the support tube as shown in photo below in the hoop. Install the bolt in from the back of the hoop toward the front and torque to 75 lbs. Re-install the hoop as in step 35. SEE PHOTOS BELOW



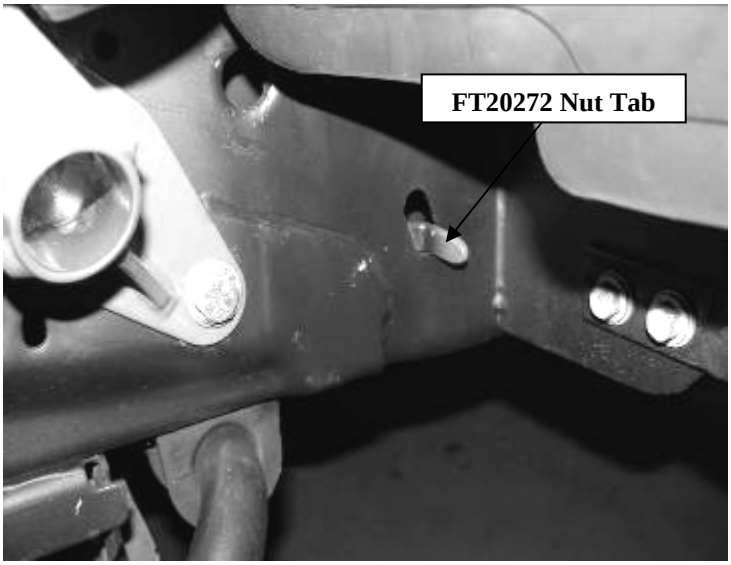
23. Locate the upper bolt on for the motor mount. Remove the bolt and position the Support Tube to the motor mount and re-install the bolt. Torque to 80 SEE PHOTOS BELOW





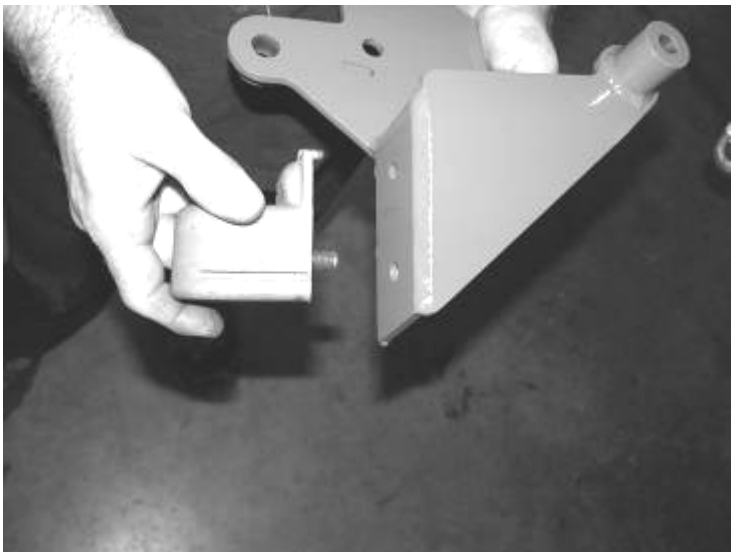
24. Repeat steps nineteen through twenty-three on the passenger side. The passenger side rear lower control arm pocket must be trimmed to fit the rear leg of the shock hoop. Locate the front tab on the shock hoop at the frame. Using a drill with a ½" drill bit, drill through the frame. Locate FT20272 Nut Tab and supplied 1¼" bolt and flat washer. Place the nut tab into slot in the frame just in front of the hoop tab and install the ½" hardware (with provided thread-locking compound) and tighten SEE PHOTO IN NEXT COLUMN

passenger side rear lower control arm pocket

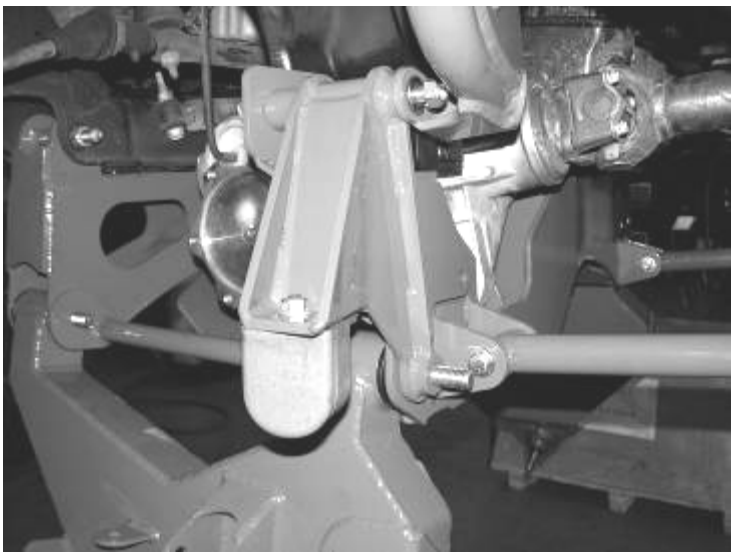


IF INSTALLING THE HYDRAULIC BUMPSTOPS, INSTALL NOW INSTEAD OF THE STANDARD BUMPSTOPS INCLUDED WITH THIS SYSTEM

25. Working from the drivers side, locate FT20333 Driver Bumpstop Mount and the factory foam bumpstop. Attach the stop to the mount with the factory hardware. SEE PHOTO ON NEXT PAGE

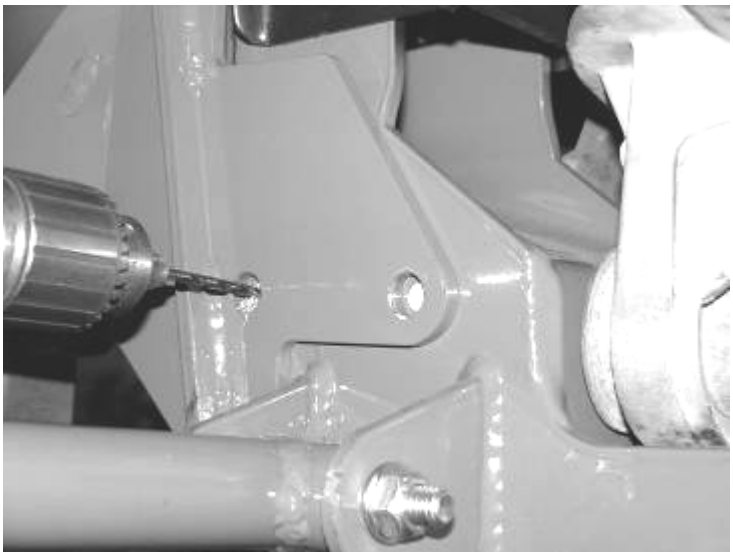


26. Locate the supplied 5/8" x 6 ¾" and ½" x 5 ¾" bolts with the hardware. Install the 5/8" bolt into the rear crossmember lower control arm pivot hole. Position the bumpstop mount to the back of the crossmember and onto the 5/8" bolt, leave loose. Swing the mount up and install the ½"x5 ¾" bolt the crossmember, bumpstop mount, and the shock hoop and tighten both bolts at this time **(ONLY TIGHTEN THE BOLTS ENOUGH TO HOLD THE BUMPSTOP BRACKET IN PLACE)**. SEE PHOTO BELOW



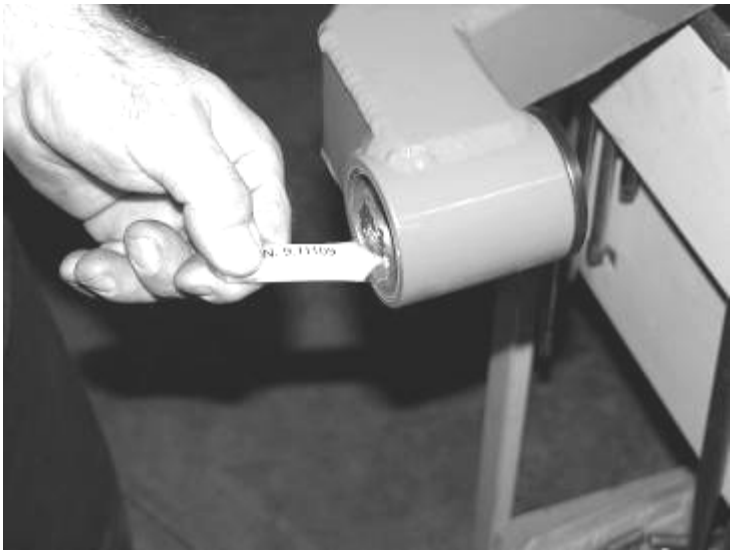
Lower A-arm shown for photo only

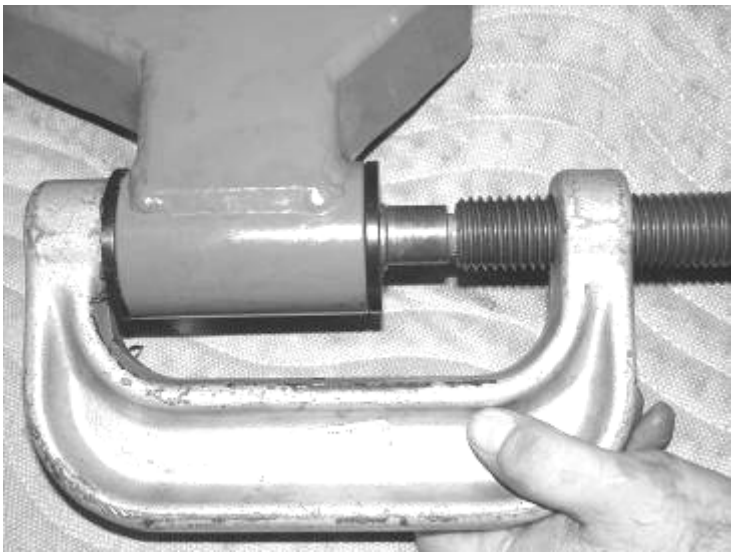
27. Using a drill with a ½" bit, drill the two holes for the bumpstop bracket into the rear of the crossmember. Locate the supplied ½" x 1 ¼" bolts with the hardware and install. Torque the ½" bolts to 75 ft. lbs and remove the 5/8" hardware and save for installation of the lower control arms. SEE PHOTO IN NEXT COLUMN



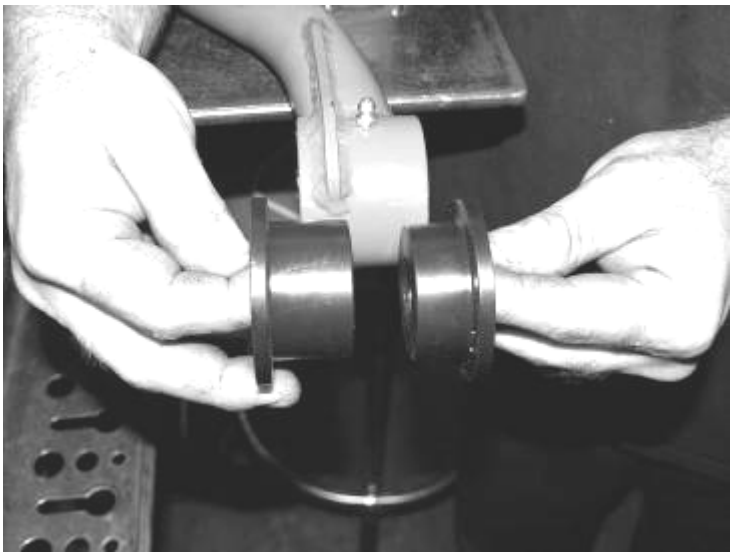
28. Repeat steps twenty-five through twenty-seven on the passenger side of truck.

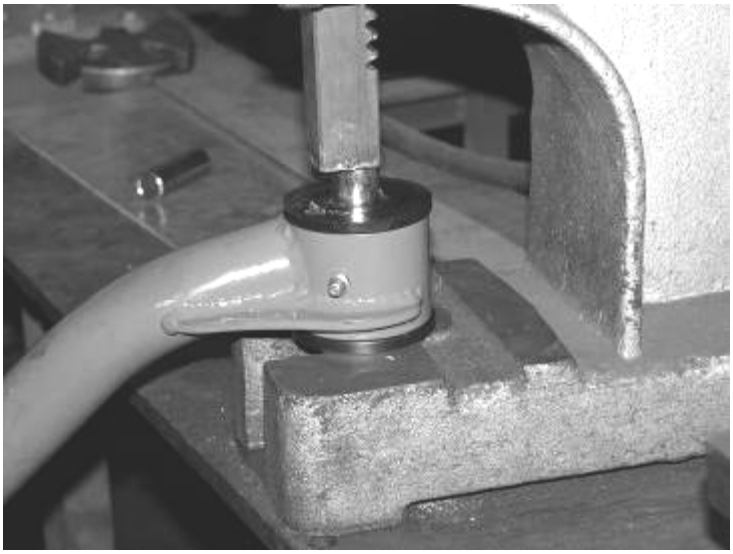
29. Locate FT20264 (driver) and FT20265 (passenger) Lower Control Arms, FT142 (front) and FT143 (rear) control arm bushings, 5/8" I.D. sleeves, and supplied lube. Locate and install the supplied grease fittings into each barrel on the arms. Place a small amount of lube into each of the barrels on the arms. Using a press, insert the FT142 bushings into the front of the arm and the FT143 bushings into the rear. Place more of the lube onto the sleeves and use the press to install into each set of bushings. SEE PHOTOS BELOW AND ON NEXT PAGE



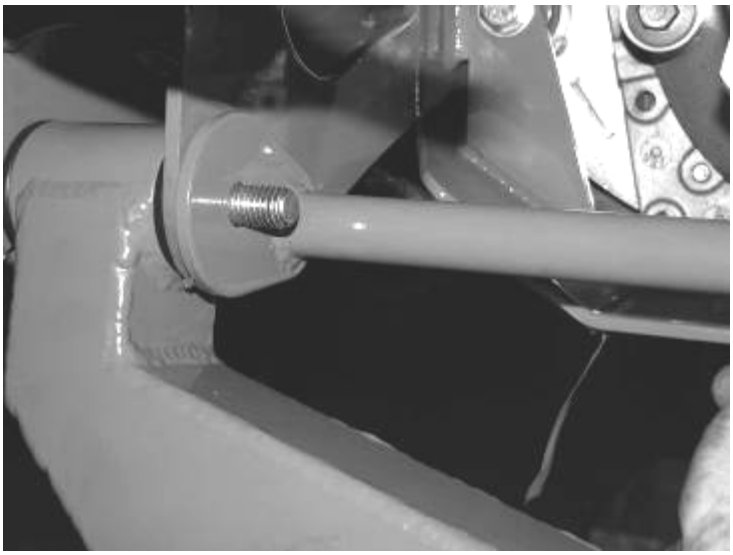


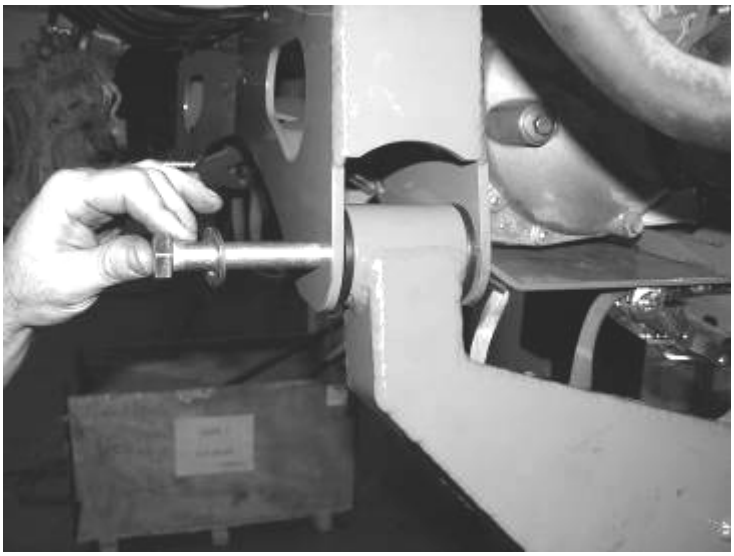
30. Locate FT20266 (driver) and FT20267 (passenger) Upper Control Arms and FT20345 Bushing Kit. Locate and install the supplied grease fittings into each barrel on the arms. Place a small amount of lube into each of the barrels on the arms. Using a press, press the short bushing in outside of barrel and large bushing on the inside of barrel. Place more of the lube onto the sleeves and use the press to install into each set of bushings. SEE PHOTOS AND IN NEXT COLUMN



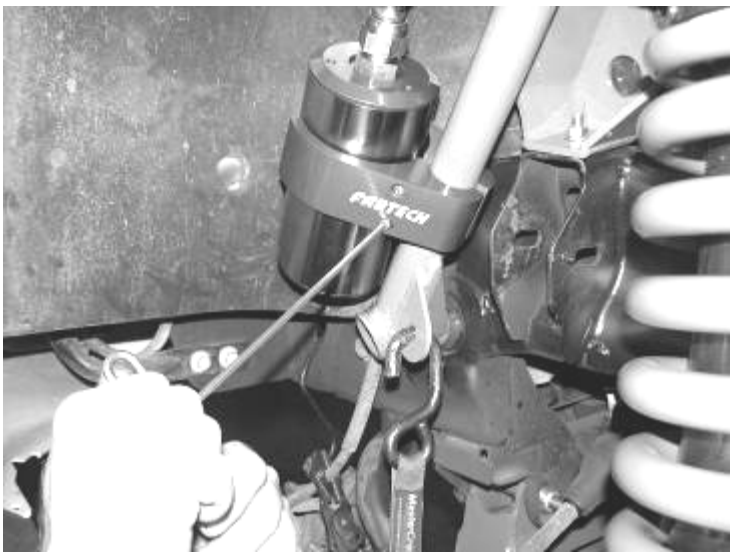


31. Locate FT20060 support tubes, 5/8” hardware, and assembled Lower Control Arms. Position the control arms into the crossmember and insert only the front 5/8” bolt just so that it is through the arm. Position the Support tube between the crossmembers and install both of the 5/8” bolts with the hardware. Leave loose. SEE PHOTOS BELOW AND ON NEXT PAGE

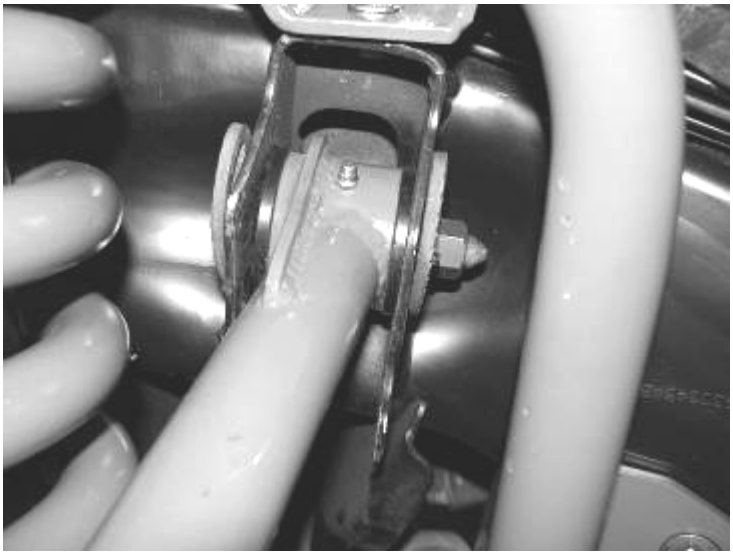




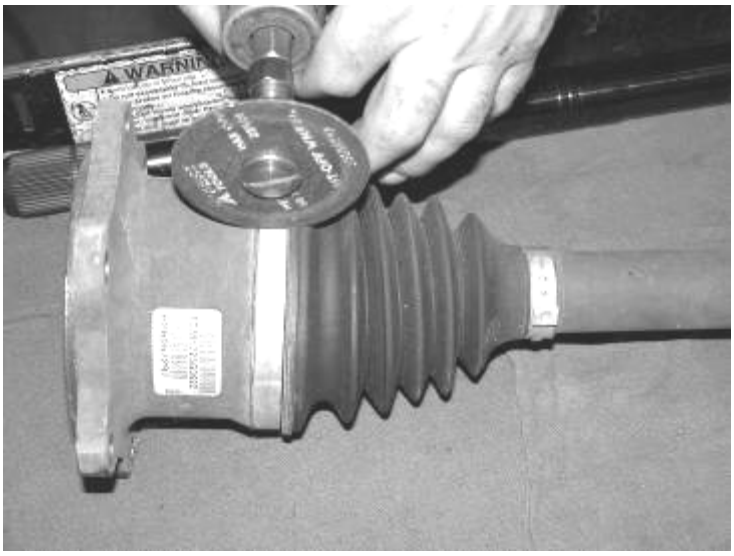
32. Locate FTS83502D and FTS83502P 4.0 Coilover shocks and supplied 5/8”x3 ½” hardware. Position the shock with the supplied mis-alignments up into the hoop and install the 5/8” bolt with hardware. Leave loose. Position the supplied Resi Clamp on the hoop and reservoir and tighten. DO NOT INSTALL THE LOWER SHOCK BOLT AT THIS TIME. SEE PHOTOS IN NEXT COLUMN



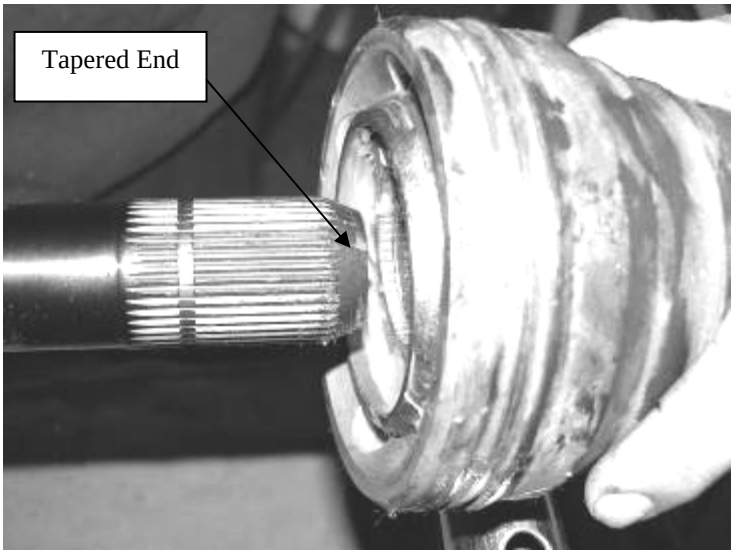
33. Locate the factory upper control arm bolts and alignment cams. Position the assembled upper control arms into the mounts on the frame and install the bolts and cams. Set eccentric cams in the center position of the slots. Rotate the lower control arm up and install the lower 5/8” shock bolt. The lower shock bolt needs to be installed from the front of the mount for proper clearance of the bolt to the CV boot. SEE PHOTOS ON NEXT PAGE

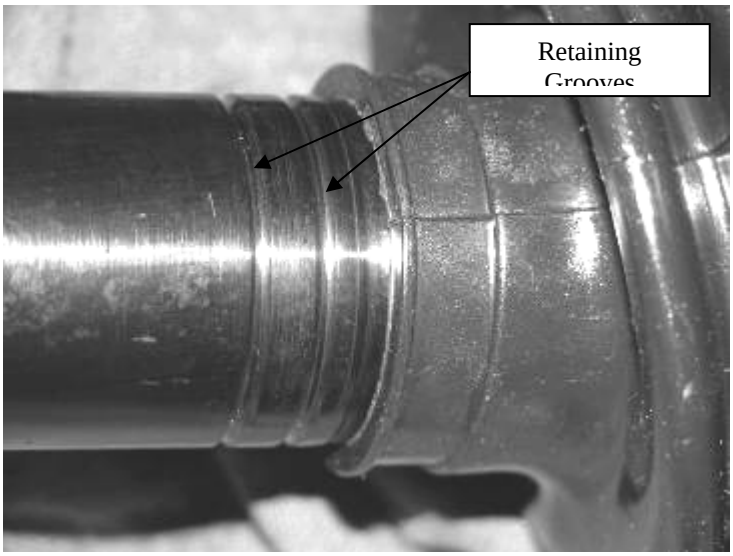


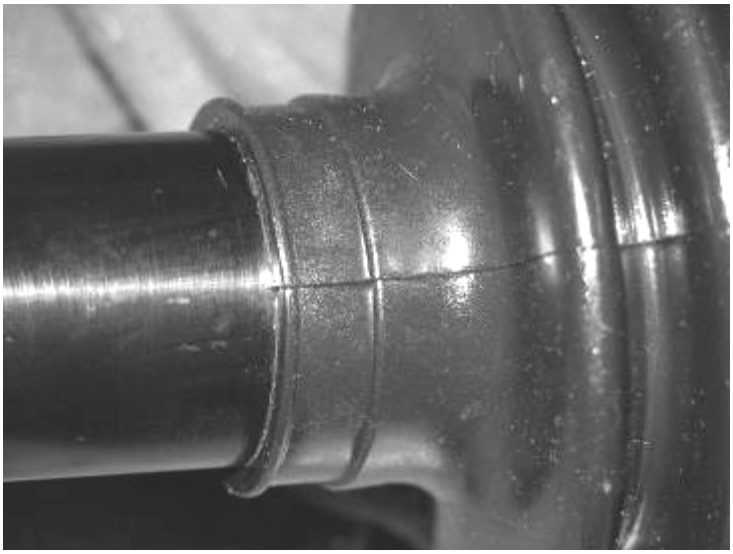
34. Locate the factory C.V. axles. Using a die grinder with a cut off wheel, cut the factory clamps from the boots. Separate the CV Axle housing from the CV and boot. Using snap ring pliers, locate and remove the Snap/Spacer ring on the end of the halfshaft. Remove the CV Joint Spider Assembly and the CV Boot. Pull the Outer CV boot back from the CV and locate the Race Retaining Ring **(it may be necessary to wipe away some of the grease from the CV, do not remove more than required).** Using a snap ring tool, spread the retaining ring just enough to pull the halfshaft from the CV. **DO NOT REMOVE** the retaining ring from the CV. Discard **ONLY** the halfshaft and the CV boots and clamps, **SAVE ALL THE OTHER COMPONENTS FOR REASSEMBLY**. SEE PHOTOS IN NEXT COLUMN AND NEXT PAGE

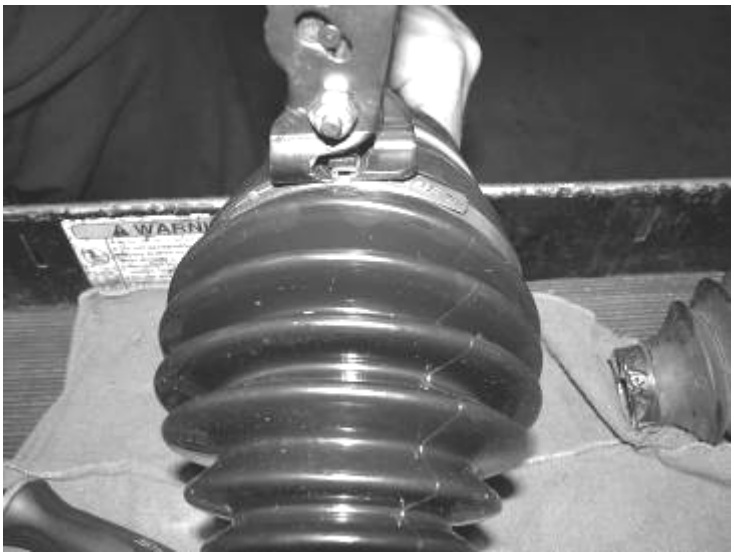


35. Locate FT20279 Long Axle, FT20328 Inner Boot Kit, and FT20329 Outer Boot Kit. Install the tapered end of the long axle into the outer CV. Lightly pull on the axle to ensure the axle is properly engaged in the CV and secured by the retaining ring. Install the outer CV boot over the opposite end of the axle and position it so the inner part of the boot is seated into the boot retaining grooves on the axle. Install the small CV boot clamp using a CV boot clamp pliers (Ear Type). Pack the CV boot and CV assembly with the supplied grease tube. Install the large CV boot clamp and install with the CV joint boot pliers. SEE PHOTOS IN NEXT COLUMN AND NEXT PAGE

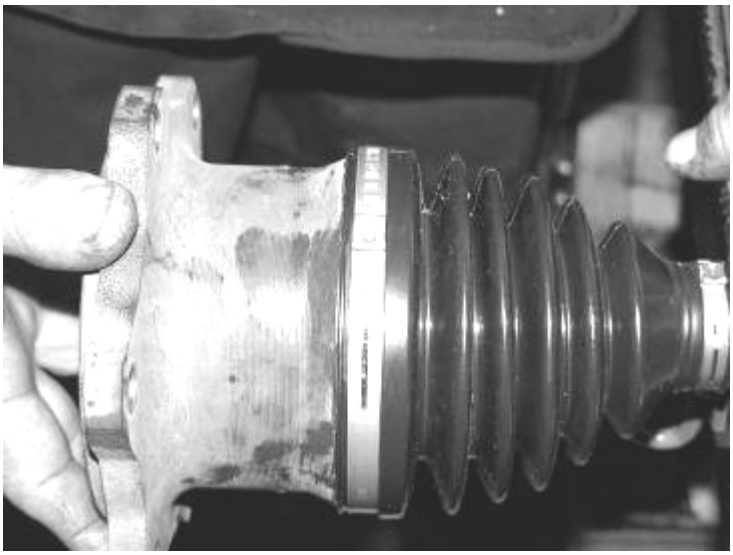


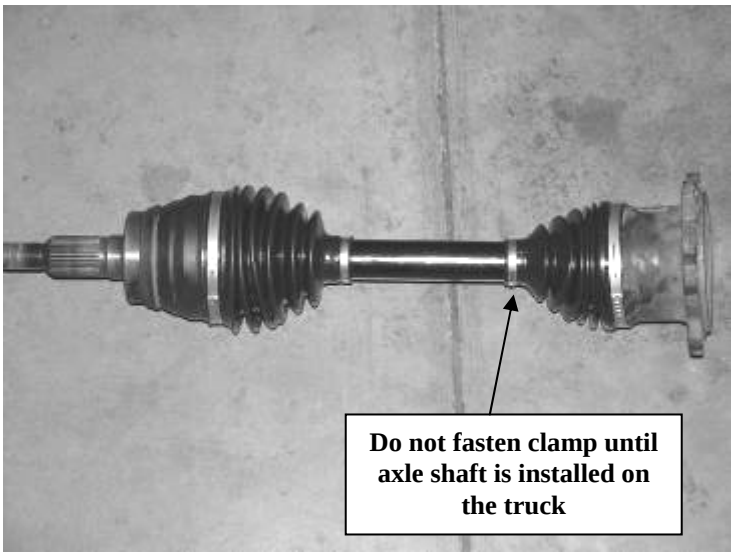




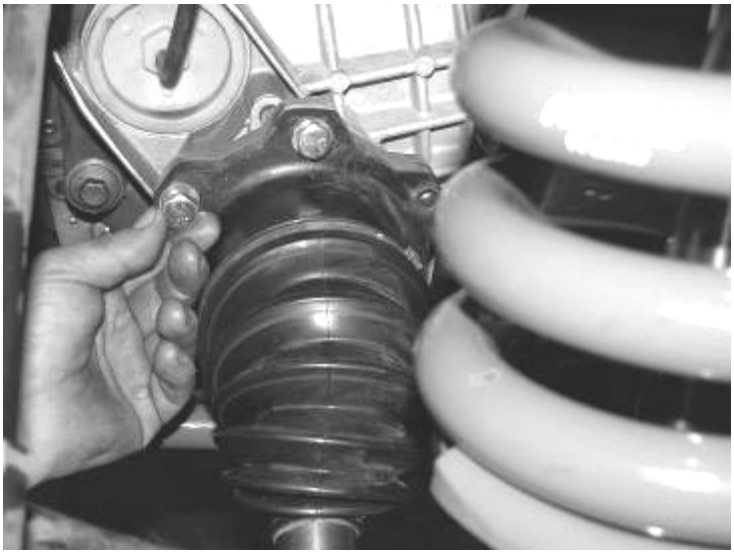


36. Install the small inner boot clamp, then the boot onto the long axle (do not clamp at this time). Locate the CV spider assembly and snap ring and install onto the axle. Position the boot on the axle so the boot is seated into the boot retaining rings on the axle. Pack the CV boot and CV assembly with the supplied grease tube. Install the large CV boot clamp and install with the CV joint boot pliers. **DO NOT FASTEN INNER CLAMP AT THIS TIME**. SEE PHOTOS BELOW AND ON NEXT PAGE

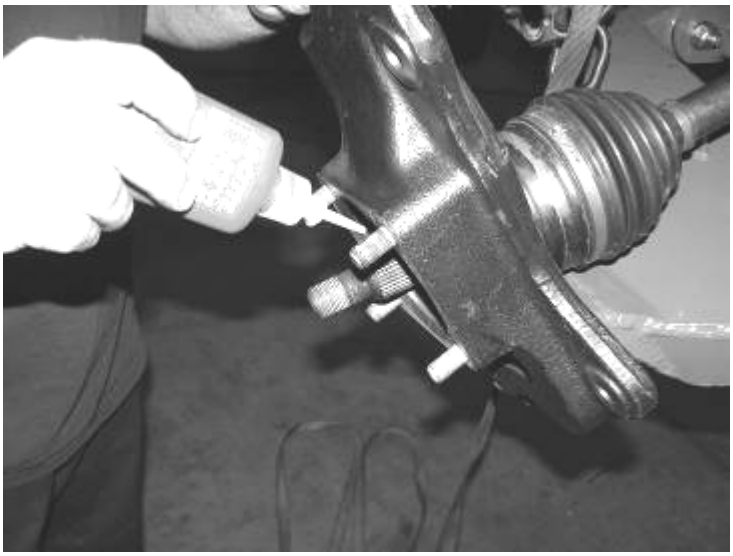




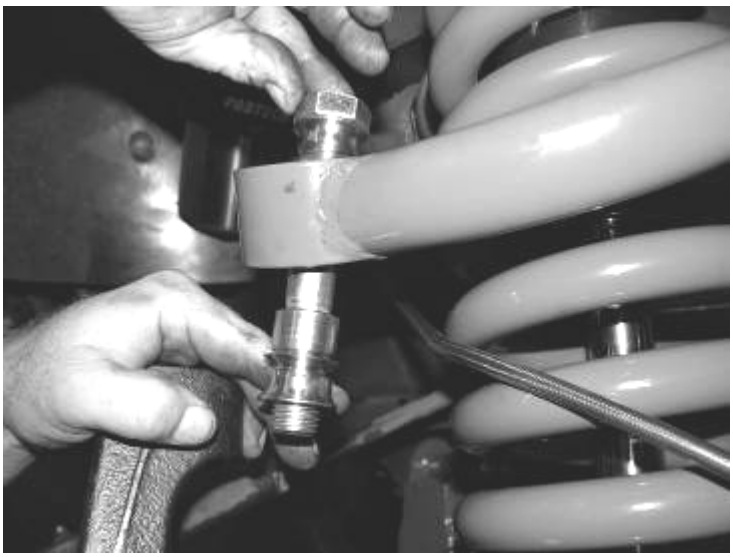
37. Working from the drivers side, install the assembled C.V. axle to the differential housing using 10mm x 25 mm bolts and washers with the provided thread lock compound and torque to 55 lbs. in a cross pattern. **USE CARE NOT TO OVER EXTEND THE CV BOOTS ON THE AXLES.** SEE PHOTO BELOW



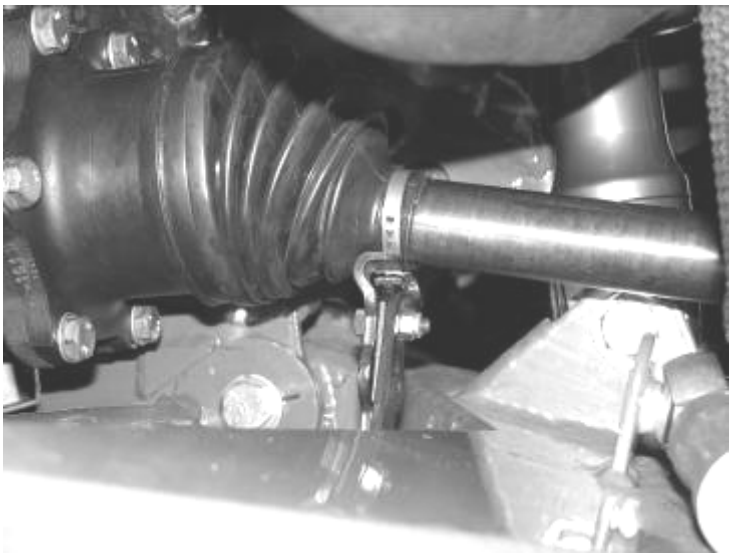
38. Locate FTS20246D Spindle and the supplied lower ball joint hardware. Position the C.V. axle through the spindle and install the spindle to the lower ball joint. Install the stock hub bearing assembly taking care to place O ring in the proper position. **USE CARE NOT TO OVER EXTEND THE CV BOOTS ON THE AXLES.** Apply thread lock compound to the stock hardware torque the flange bolts to 130lbs. SEE PHOTO IN NEXT COLUMN



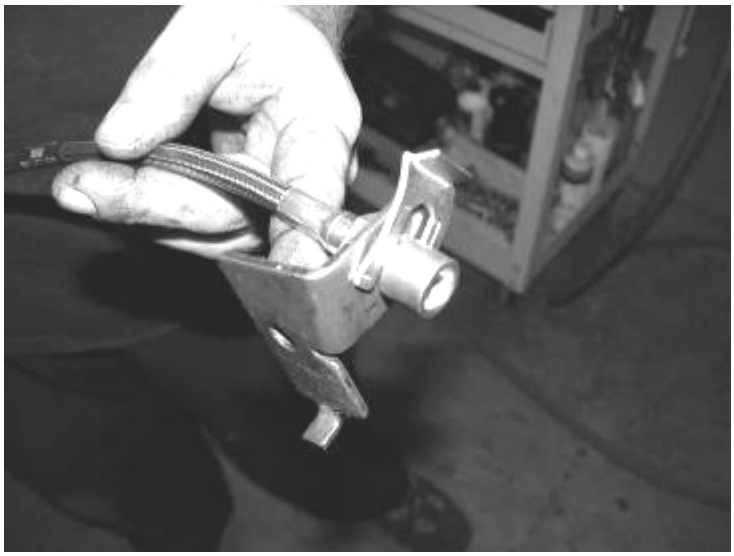
39. Locate FT20330 Uni-Ball Nut Tab, FT147 Spindle Mis-Alignment, and the supplied ¾" x 5" bolt. Place the mis-alignments into the uni-ball and insert the ¾" bolt from the top of the uni-ball through the spindle with the nut tab on the back of the spindle **(it will be necessary to use a floor jack to raise the lower arm to connect the upper arm to the spindle. Use care not to raise the truck off of the jack stands)**. Torque to 125 ft. lbs. Install and torque axle nut to 150 lbs and install hub cover plate. SEE PHOTO BELOW



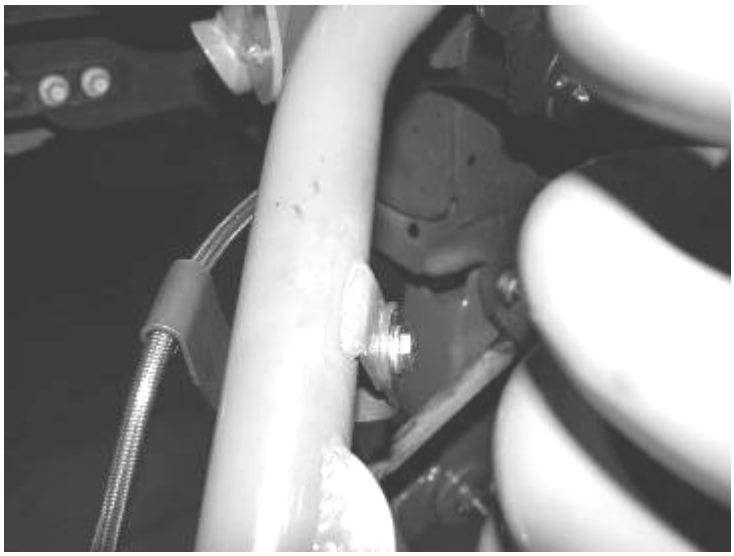
40. Carefully pull the Inner CV Boot over and past the retaining rings on the axle. Then push the boot back so that the boot is properly located back in the retaining rings. Fasten the clamp using a CV boot clamp pliers. SEE PHOTO ON NEXT PAGE

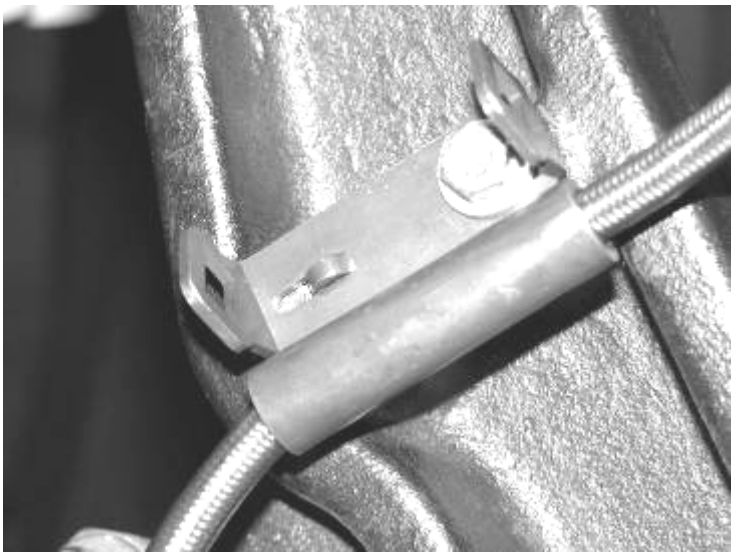


41. Disconnect the factory brake line with bracket from the frame. Disconnect hard line from the brake hose. Remove the clip that attaches the hose to the bracket. Save the factory hardware. Locate FT20317 Brake hose. Insert the new hose into the factory bracket and attach with the factory clip. Connect the hose with the bracket to the hard line and tighten. Use the factory bolt to attach the bracket to frame in the stock location. Disconnect factory hose from the caliper and discard. Connect the new hose to the caliper with the factory banjo bolt and new supplied crush sleeves. SEE PHOTOS BELOW AND IN NEXT COLUMN

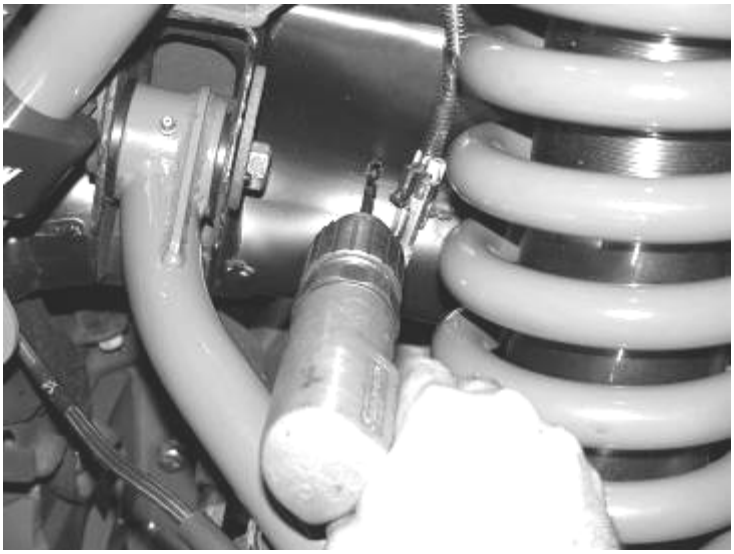


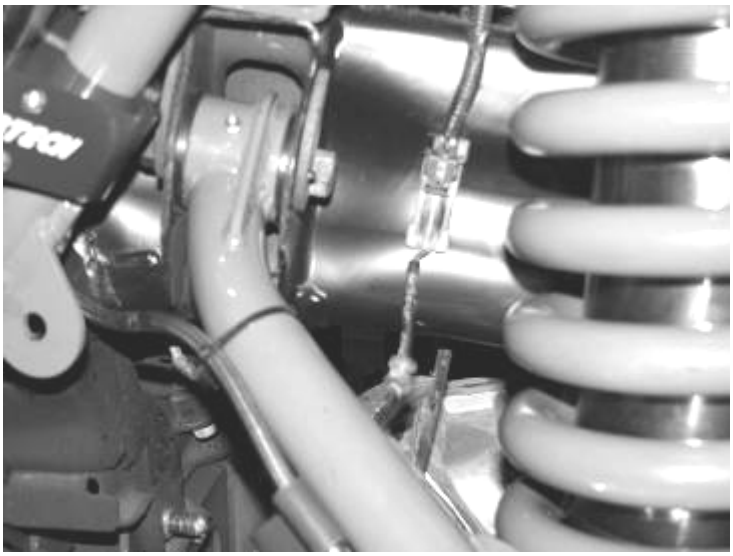
42. Route the brake hose to the steering knuckle using the factory steel guide clamp to the back side of the steering knuckle and to the control arm bracket with supplied ¼” x 1” bolts, nuts and washers. Torque to 5lbs. SEE PHOTOS BELOW AND ON NEXT PAGE





43. Route the A.B.S. wire with the new brake line and re-connect it to the loose end in the wheel well. Using a drill with a ¼" drill bit, drill a hole into the frame just inside of the front pivot for the upper A-arm. Push the plastic tang on the connector into the new hole. Check to make sure that the brake hose and ABS line is routed as to allow full turning radius to the steering without tire or suspension component contact. Use provided plastic zip ties to secure line and hose to the upper control arm and knuckle away from the tire and wheel. SEE PHOTOS BELOW AND IN NEXT COLUMN





44. Torque the crossmember frame pocket bolts to 105lbs, Control arm bolts to 105lbs and crossmember tab bolts to 25lbs. Torque the remaining ½" hardware to 75 lbs. and 5/8" hardware to 105 lbs. Recheck all bolts on the front end for proper torque.

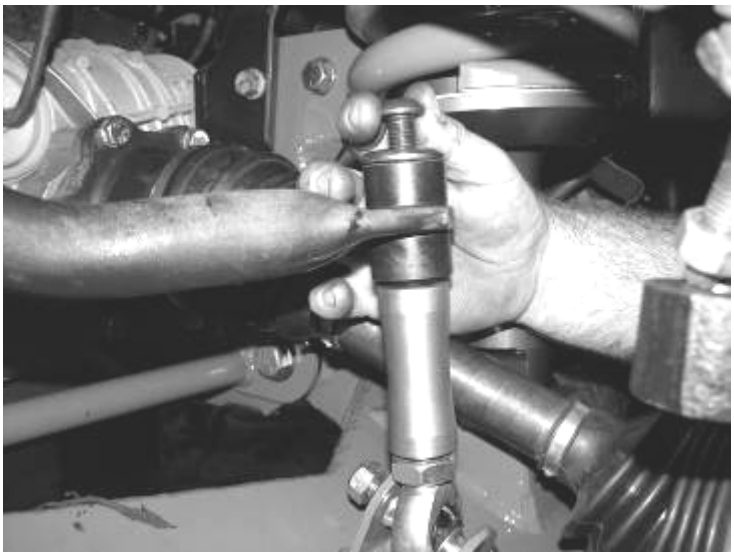
45. Repeat steps thirty-seven through forty-four on the passenger side of truck.

46. Locate and install FT20211 Heavy Duty Tie Rod ends and install per the instructions included within that kit.

47. On some models, the exhaust pipe will have to be rerouted around the front driveshaft to allow the reattachment of the driveshaft to the differential yoke. A local muffler shop can perform the rerouting after the pipe has been cut to allow the driveshaft to be bolted in place. Attach the front yoke using the stock hardware and torque u joint straps to 19lbs. Do not drive vehicle with driveshaft removed as oil will leak and cause damage.

48. Remove the sway bar from the frame and turn upside down and reattach using the stock bushings and hardware. Torque U strap bolts to 25lbs.

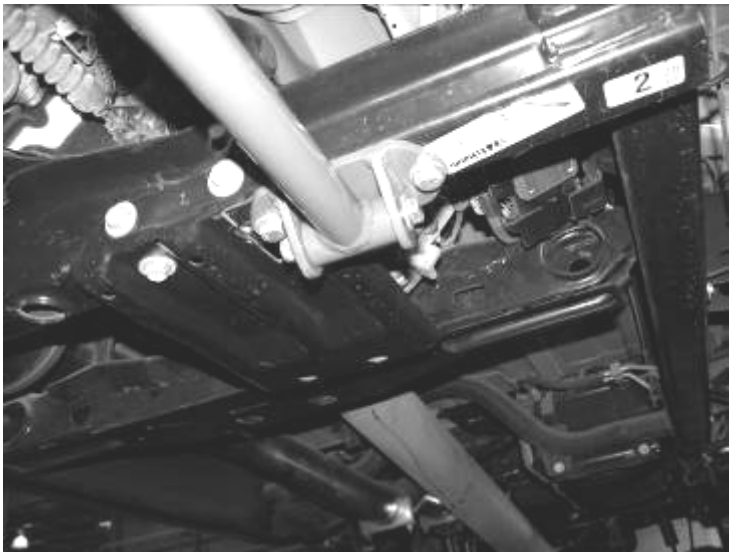
49. Locate both FT20274 billet sway bar end links and both of the supplied FTS98003 ¾" heim joints along with the supplied jam nuts. Thread the jam nuts all the away onto the heim joints, then thread the heim joints into the large end of the end links. Leave the jam nuts loose at this time. Locate the supplied ½" button head bolts and the sway bar bushing along with the cup washers. Attach the bushing end of the sway bar end links to the sway bar, leave loose at this time. Attach the other end of the link to the lower control arm using the supplied FTS43 mis-alignments and supplied ½" x 3" hardware. Torque upper and lower hardware to 60 ft. lbs. SEE PHOTO ON NEXT PAGE.

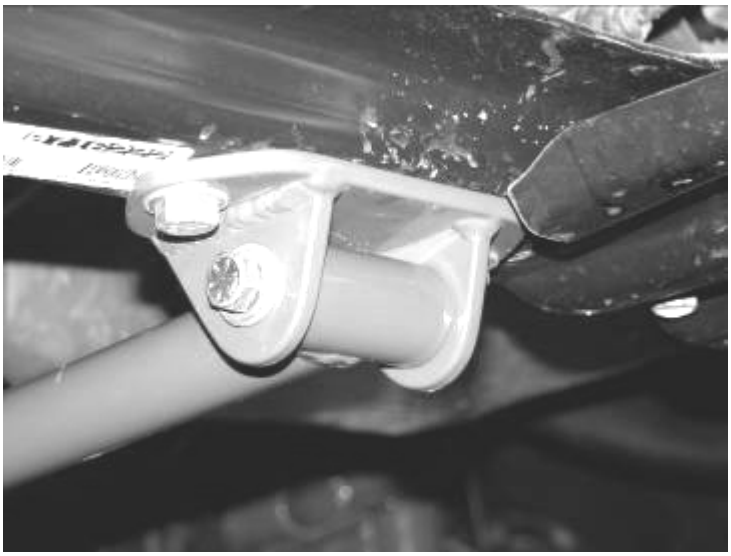


50. Locate and install FT20316 Impact Strut bars into the tabs on the back side of the lower control arm crossmember using the supplied 7/16" x 3-1/2" bolts, nuts and washers. Leave loose. When attaching the impact tube to the crossmember the end of the impact tube with the angle barrel will attach to the crossmember so the impact tube will angle inboard of the truck.

51. Locate and attach the FT 20273 Impact Strut Mount to the other end of the strut with 7/16" x 3-1/2" bolts, nuts and washers, leave loose.

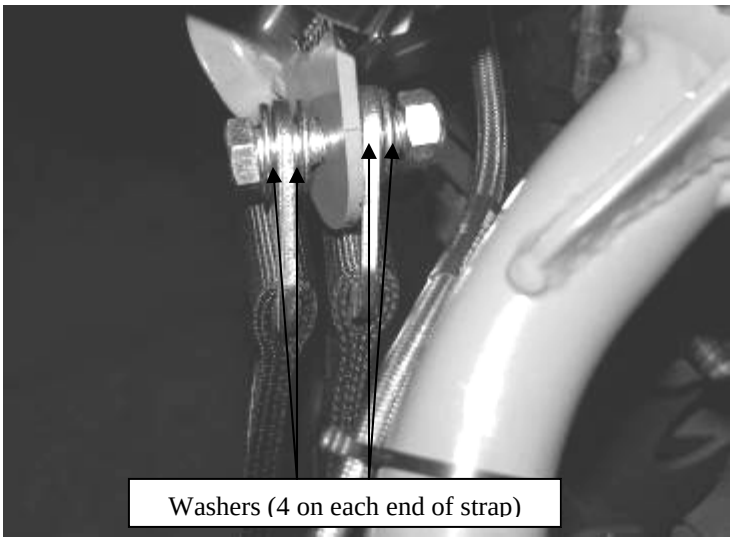
52. Swing the mount up to the bottom of crossmember, mark and drill holes to 7/16" Diameter. Note- Some models may require cutting of the transfer case skid plate to allow the strut mount to become flush with the bottom of the crossmember. Locate and insert long nut tab bracket inside of crossmember and thread 7/16" x 1-1/4" bolts and washers though the impact mount into the tab nut bracket. Torque mounting bolts and bushing pivot bolts to 30 FT. lbs. SEE PHOTOS BELOW AND IN NEXT COLUMN





53. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. Note- Some tires may require trimming of the front plastic bumper valance.

54. Locate FT90078 18" Front Limit Straps and the supplied ½" x 1 ½" bolts, C-lock nuts and 16 flat washers. Place a washer onto the bolt followed by the strap and then another washer. Then place the bolt through the upper limit strap mount on the hoop. Place another washer on the bolt, then the other strap **(2 limit straps per side in the front)** and washer with the nut. Leave loose. There must be a washer on each side of the strap for clearance of the strap and the mounting tabs. Follow the same procedure for the bottom of the strap on the lower control arm mount. Torque to 75 lbs. SEE PHOTOS BELOW AND ON NEXT PAGE



55. Recheck all bolts for proper torque. Recheck brake hoses and lines for proper clearances.

56. Check the fluid in the front differential and fill if need with factory specification differential oil. Grease upper control arm grease fittings and ball joints.

57. Install tires and wheels and torque lug nuts to wheel manufacturers specifications. Turn front tires left to right and check for appropriate tire clearance. Note- Some oversized tires may require trimming of the front bumper & valance.

58. Locate and remove the 4" blocks and install the new 5" lift blocks with the short center pin of the block facing down to the axle. The short end of the blocks should face to the front of the vehicle. Use the original u-bolts, nuts, and washers align axle, lift blocks, and springs and torque to U-Bolts to 90lbs. Install Fabtech shock part number FTS7266 (not included) with the factory hardware and torque bolts to 65lbs

59. Check front end alignment and set to factory specifications. Readjust 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.

Coil over 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 inconstancies 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.

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