



4331 EUCALYPTUS AVE. ~~ CHINO, CA 91710
909-597-7800 Fax 909-597-7185
2005 – 2007 FORD F-250/350 SUPER DUTY 4WD
FTS22027
6" & 8" 4 LINK



4331 EUCALYPTUS AVE. ~~ CHINO, CA 91710
909-597-7800 Fax 909-597-7185



2005 - 2007 FORD F-250/350 SUPER DUTY 4 WD
FTS22027
6" & 8" 4 LINK KIT

PARTS LIST:

	FTS22027BK	4 Link Kit Box 1
Qty	Part #	Description
1	FT30128BK	Upper Link Driver
1	FT30137BK	Upper Link Passenger
2	FT30129BK	Lower Link
1	FT30143BK	Frt. Bumpstop Drop Drv
1	FT30144BK	Frt. Bumpstop Drop Pas
1	FT30133	Steering Stab. Drop Brkt
2	FT30153	Billet Sway Bar End Link
2	FT30169BK	Sway Bar Drop
1	FT30843	Hardware Subassembly
	FT30843	Hardware Subassembly
2	FT90050	Cup Washer
4	FT90051	Bushing
2	FT95243	3/4" Heim
2	FT30154	Brake Line Drop
2	FT22027i	Instruction Sheet
1	FTAS12	Decal
1	FTREGCARD	Registration Card
1	FT292	Cam Bolt Kit
8	FT103	Mis-Alignments for Links
4	FTS43	Mis-Alignment
	FTS22049BK	4 Link Kit Box 2
Qty	Part #	Description
1	FT30138BK	Pass. 4 Link Frame Brkt
1	FT30139BK	Driver 4 Link Frame Brkt
1	FT30175BK	Trac Bar Drop Bracket
1	FT30178BK	Trac Bar Support Brkt
1	FT30122	Pitman Arm
1	FT30157	Hardware Kit

HARDWARE LIST:

Qty	Description	Location
4	3/4"-10 x 1 1/2" Bolt	Link Frame Brkt
4	3/4"-10 x 4 1/2" Bolt	Links to Bracket
8	3/4"-10 C-Lock Nut	
16	3/4" Flat Washer	
4	7/16"-14 x 1 3/4" Bolt	Link Frame Brkt
4	7/16"-14 Nyloc Nut	
8	7/16" SAE Flat Washer	
6	1/4"-20 x 1 1/4" Bolt	Brake Line
6	1/4"-20 Nyloc Nut	
12	1/4" SAE Flat Washer	
2	5/16"-18 x 1 1/4" Bolt	Bump Stop Cntr
2	5/16" SAE Flat Washer	
2	5/16" Split Washer	
4	7/16"-14 x 1 1/2" Bolt	Bump Stop
4	7/16"-14 Nyloc Nut	
8	7/16" SAE Flat Washer	
4	3/8"-16 x 1 1/4" Bolt	Sway Bar Drop
4	3/8"-15 Nyloc Nut	
8	3/8" SAE Flat Washer	
2	1/2"-13 x 3" Bolt	Sway Bar Link
2	1/2"-13 Nyloc Nut	@ Heim
4	1/2" SAE Flat Washer	
2	1/2"-13 X 3" Btn Bolt	Sway Bar Link
2	3/4" -16 RH Jam Nut	
1	1/8" x 2" Cotter Pin	Drag Link
2	Lock Tight	



**2005 - 2007 FORD F-250/350 SUPER DUTY 4 WD
FTS22027
6" & 8" 4 LINK KIT**

READ BEFORE BEGINNING INSTALLATION

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

CHECK PARTS & HARDWARE AGAINST THE PARTS LIST BEFORE BEGINNING THE INSTALLATION TO ASSURE THE KIT IS COMPLETE, CONTACT FABTECH @ 909-597-7800 IF KIT IS INCOMPLETE.

FABTECH RECOMMENDS YOU DO A PRE- INSPECTION OF THE TRUCKS FRAME FOR ANY DAMAGE BEFORE BEGINNING THE INSTALLATION OF THIS KIT. FABTECH ALSO RECOMMEND YOU PREFORM AN ALIGNMENT ON THE TRUCK BEFORE BEGINNING THE INSTALLATION. IF THE TRUCK HAS ANY FRAME DAMAGE OR WILL NOT ALIGN TO FACTORY SEPECS. DO NOT INSTALL THIS KIT UNTIL THE DAMAGE IS CORRECTED. CALL FABTECH FOR FURTHER INFORMANTION.

FABTECH RECOMMENDS THE FOLLOWING TIRE SIZES FOR USE WITH THIS KIT:

6" LIFT- 325/65R18 (35x12.50/18) TIRES W/ 18X9.5 WHEELS W/ 4 3/4" BACK SPACING

8" LIFT- 355/65R18 (37x13.50/18) TIRES W/ 18X9.5 WHEELS W/ 4 3/4" BACK SPACING

TOOL LIST:

- **FLOOR JACK**
- **JACK STANDS**
- **ASSORTED METRIC & S.A.E. WRENCHES & SOCKETS**
- **WHITE LITHIUM GREASE**
- **TORQUE WRENCH**
- **DRILL W/ ASSORTED BITS**

AVAILABLE OPTIONS:

FTS22052BK	Coilover Hoop Conversion
FTS83500	4.0 Coil Over Dirt Logic Shock 6" Lift
FTS83501	4.0 Coil Over Dirt Logic Shock 8" Lift
FTS92001	Hydraulic Bump Stop Kit
FTS22051	Dirt Logic Dual Steering Stabilizer System
FTS8023	Standard Body Dual Steering Stabilizer System

See Fabtech's Master catalog for specific details and application.

LIFT INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame, at the front frame rails, with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE.** Remove the front tires.
2. Working from both sides of the truck, remove the brake calipers (**remove the caliper cage from the knuckle, do not remove the caliper from the caliper cage**) and tie them up out of the way. **DO NOT ALLOW THE CALIPERS TO HANG FROM THE BRAKE LINES!** Remove the brake line and ABS line tabs from the front side and the rear side of the coil spring mount on the axle and save the hardware.
3. Supporting the front axle with two floor jacks, remove the front shocks and the sway bar end links from the truck. Discard the sway bar end links and the shocks. Save the lower shock hardware and discard the rest of the hardware.
4. Lower the front axle allowing the coil springs to come free of tension. **EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD!** Remove the coil springs from the truck and discard, Save the factory upper coil isolator.
5. Remove the factory steering stabilizer from the frame mount and save the hardware. Remove the steering stabilizer frame bracket and save the hardware. Discard the frame bracket. Leave the steering stabilizer connected to the drag link. SEE PHOTO BELOW.



6. Remove the drag link from the pitman arm and save factory hardware. You will need to strike the pitman arm with a large hammer to dislodge the drag link from the pitman arm. **USE CARE NOT TO HIT THE THREADS ON THE DRAG LINK!**
7. Remove the trac bar from the frame bracket and save the original hardware. Remove the trac bar bracket from the frame and save the original hardware and discard the factory trac bar bracket. SEE PHOTO IN NEXT COLUMN.



8. Remove the factory pitman arm from the steering box using a large pitman arm puller or large two-jaw puller. Save the hardware and discard the pitman arm. SEE PHOTO BELOW.

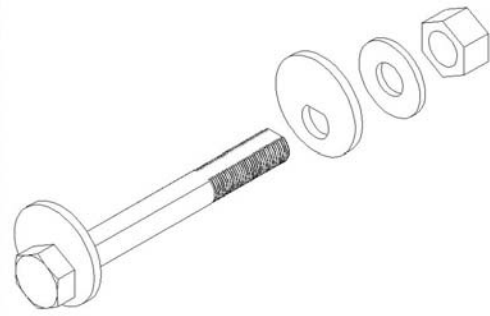


9. Locate FTS30122 new drop pitman arm. Attach to the steering box in the same indexed position as the factory pitman arm was when removed. **Install the provided FT30258 Sector Shaft Nut and torque to 350 ft. lbs. (Note: this is a one-time only use nut, once it is tightened on the sector shaft and removed, it must be discarded.**
10. Locate FT30175 trac bar frame bracket. Attach to the frame using the original hardware in the same position. Torque bolts to 110 ft. lbs. **DO NOT ATTACH THE TRAC BAR TO THE FRAME BRACKET AT THIS TIME.**
11. Locate the ABS lines on the radius arms and disconnect it at its two mounting points, one will be a plastic clip and the other is a bolt with bracket. Use care not to damage the plastic clips on the ABS line as they will be reused, discard the bolt from the bracket.
12. With the front axle still supported by the floor jacks remove both front factory radius arms from axle and factory frame mounts. Save the factory frame pivot bolts and the factory front upper pivot bolt from the axle mounts, discard the front lower axle pivot bolt.

13. Locate FT30139 Driver side frame bracket. Place the bracket into the stock radius arm frame pocket. Using the supplied $\frac{3}{4}$ " x $1\frac{1}{2}$ " bolts, nuts, and washer attach the bracket to the frame through the rearward two holes. Torque to 110 ft. lbs. SEE PHOTO BELOW.



14. Using a drill with a $\frac{7}{16}$ " drill bit, drill the two remaining holes out. The hole on the top inside of the bracket will need to be drilled through the frame and the hole on the rear of the bracket will need to be drilled through the frame also. Attach using the supplied $\frac{7}{16}$ " x $1\frac{3}{4}$ " bolts, nuts, and hardware. Torque to 50 ft. lbs.
15. Repeat steps thirteen and fourteen on the passenger side of the truck at this time.
16. Locate FT30128 upper driver side link arm. Using the original bolt attach it to the upper mount on the axle. Leave loose at this time. Locate two FT103 Mis-Alignments and insert one into each side of the bearing at the other end of the link arm. Using the supplied $\frac{3}{4}$ " x $4\frac{1}{2}$ " bolt, nuts, and washers attach the bearing end of the link arm to the upper hole in the new frame bracket. Leave loose at this time. **Repeat on the passenger side at this time using FT30137 passenger upper link.**
17. Locate FT30129 Lower link arm and attach it to the factory lower axle mount on the driver side using the supplied FT292 alignment cam hardware and leave it loose at this time. When setting the cam up in the lower link arm put the lobe of the cam forward on the 8" kit and up on a 6" kit. Locate two FT103 Mis-Alignments and insert one into each side of the bearing at the other end of the link arm. Using the supplied $\frac{3}{4}$ " x $4\frac{1}{2}$ " bolt, nut, and washers attach the bearing end of the link arm with the mis-alignments to the lower hole in the new frame bracket. **Repeat on the passenger side at this time.** SEE DIAGRAM & PHOTOS IN NEXT COLUMN.



Assembly of the FT292 Alignment Cam



**IF INSTALLING A FABTECH DUAL SHOCK KIT
SEE THE INSTRUCTIONS ENCLOSED WITH THE
DUAL SHOCK KIT AT THIS TIME**

**IF INSTALLING A FABTECH COILOVER
CONVERSION KIT SEE THE INSTRUCTIONS
ENCLOSED WITH THE HOOP KIT AT THIS TIME**

18. Working from both sides of the truck, locate and remove the factory front bump stops and save. These can be removed by pulling on the bump stop itself free from the cup. Remove the factory mounting cup from the frame and discard the hardware. Locate FT30143 and FT30144 front bump stop drop brackets. Using a drill with a $\frac{7}{16}$ " drill bit, drill out the factory locator pin hole in the frame. Now attach the bump stop to the hole in the frame using the supplied $\frac{7}{16}$ " x $1\frac{1}{2}$ " bolt, nut, and washer. Once attached and aligned with the frame drill the second hole with the $\frac{7}{16}$ " drill bit. Attach the last hole with the supplied $\frac{7}{16}$ " x $1\frac{1}{2}$ " hardware. Attach the factory bump stop cup to the new bracket using the supplied $\frac{5}{16}$ " x $1\frac{1}{4}$ " bolt, flat washer, and split washer. Press the factory bump stop back into the cup. SEE PHOTO ON NEXT PAGE.

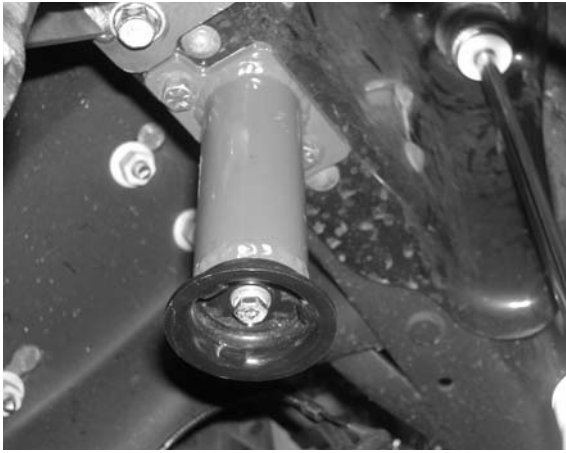


Photo shown without bump installed

19. Using the coil springs from the 6" lift or 8" lift coil spring kit install the coil spring into the truck in the factory location using the original factory upper coil isolator.
20. Torque the front and rear radius arm pivot bolts to 200 ft. lbs. **NOTE: SET THE ALIGNMENT CAMS IN THE LOWER FRONT RADIUS ARM IN THE MIDDLE OF ADJUSTMENT BEFORE TORQUING. MAKE SURE THE CAM IS SEATED INSIDE THE ALIGNMENT CAM GUIDES.**
21. Using a floor jack raise the front axle enough to compress the front coils approx. 1". Locate the correct front shocks FTS7188 for the 6" kit and FTS7189 for the 8" kit and install onto the truck.
22. Locate the factory brake line mount on the front side of the coil bucket. Remove the bracket from the mount and save the hardware. Locate FT30154 front brake line bracket and attach it to the coil bucket using the original hardware. Using the supplied $\frac{1}{4}$ " x $1\frac{1}{4}$ " hardware attach the brake line to the bracket. You will need to carefully bend the hard line down to meet the new brake line bracket. **USE CARE NOT TO DAMAGE THE HARD LINE.** Re-install the brake caliper cages with calipers and torque caliper bolts to 166lbs. SEE PHOTO BELOW.

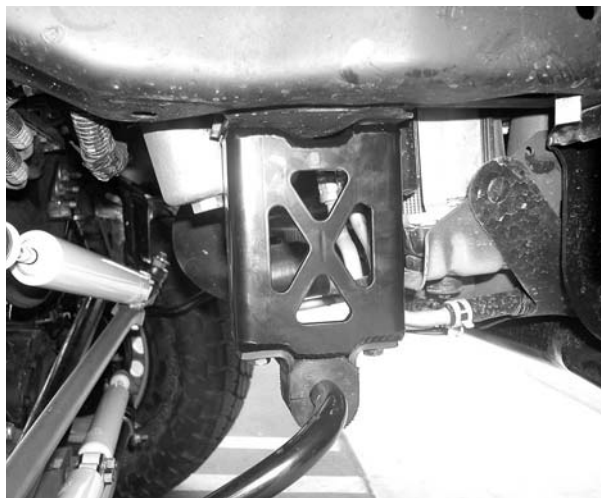


23. Locate FT30133 steering stabilizer drop bracket and install in the factory location using the original hardware. Torque to 50 ft. lbs. Reattach the factory stabilizer to the frame bracket using the original hardware. If installing a Fabtech stabilizer do so at this time. SEE PHOTO IN NEXT COLUMN.

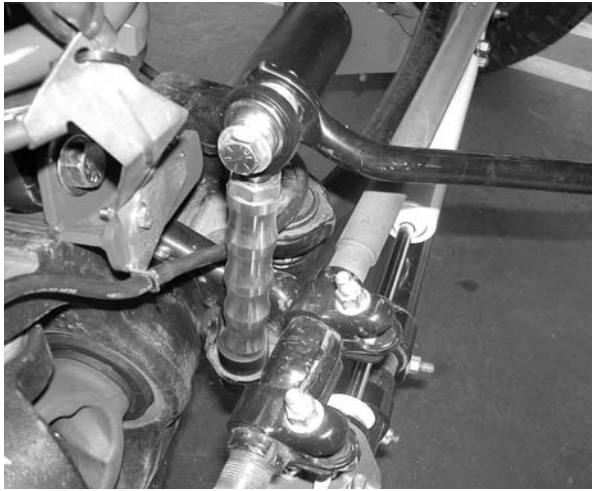


Picture Shown With Stabilizer Installed

24. Remove the front sway bar from the frame mounts and save the hardware. Locate FT30169 sway bar frame drop brackets and attach to the frame where the sway bar was originally attached using the factory hardware. Using the supplied $\frac{3}{8}$ " x $1\frac{1}{4}$ " hardware attach the sway to the new drop brackets and torque to 35 ft. lbs. SEE PHOTO BELOW.



25. Locate both FT30153 billet sway bar end links and both of the supplied heim joints along with the supplied jam nuts. Thread the jam nuts all the way 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 $\frac{1}{2}$ " 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 factory lower sway bar mounts on the axle, leave loose at this time. Attach the other end of the link to the factory sway bar using the supplied FT43 mis-alignments and supplied $\frac{1}{2}$ " x 3" hardware. Torque upper and lower hardware to 60 ft. lbs. SEE PHOTO ON NEXT PAGE.

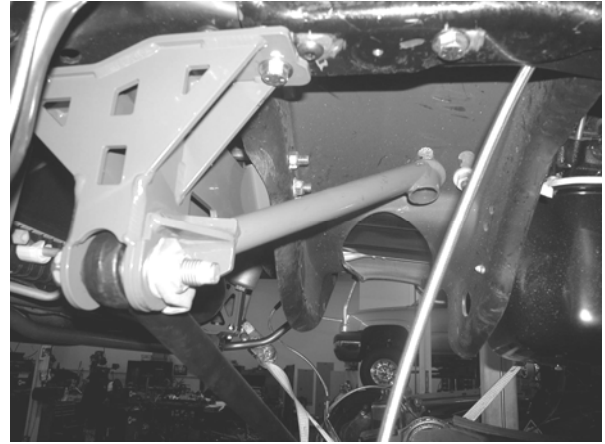


26. Route the ABS line back to the factory location on the lower coil perch and attach the line bracket to the new upper link using the supplied 1/4" hardware. Plug the wire back in at the fender well. SEE PHOTO BELOW. Attach the factory brake line bracket back to the lower coil perch using the original hardware.



27. Position the factory trac bar into the new trac bar bracket. Note: You may need to raise the axle up or down to align the hole. Using the original bolt insert it from the front side of the bracket towards the back. Do not push the bolt fully through at this time.
28. Locate FT30178 trac bar support bracket. First attach it to the forward motor mount bolt on the driver side of

the truck, then line the other end up the trac bar bolt. Torque the factory motor mount bolt to 55 ft. lbs and the trac bar bolt to 400 ft. lbs. SEE PHOTO BELOW.



29. Install front tires and wheels. Torque lug nuts to wheel manufacturers specifications.
30. Re-check all front hardware at this time for correct torque tightness.
31. Check the front brake lines and ABS line at this time for proper clearance from all moving parts. You will want to steer the wheels from left to right to make sure the lines clear the wheels. Check fender to tire clearance, trim as needed. Adjust the front headlights.
32. Complete a full alignment on the truck. Re-adjust headlights.
33. RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 500 MILES.

REAR LIFT

SEE THE INSTRUCTIONS ENCLOSED IN THE REAR LIFT BOX KIT.

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.