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

1981-1996 FORD F-150 4WD
6" BASIC SYSTEM
FTS22037 & FTS22038

	FTS22037BK	**81-96 F150 6" Kit Box 1**
Qua	**Part #**	**Description**
2	FT129BK	Coil Spring
2	FT30119	Frt. Bump Stop Drop
1	FT30202	Hardware Kit
1	FT30366	Hdwr Sub-Asembly Kit
1	FT309	Pitman Arm
1	FT3400-112D	Sway Bar Drop Pass.
1	FT3400-112P	Sway Bar Drop Drv.

	FT30366	**Hdwr Sub-Assembly Kit**
Qua	**Part #**	**Description**
2	FT30209	Brake Line Bracket
2	FT532	Alignment Cams

	FTS22038BK	**81-96 F-150 6" Kit Box 2**
Qua	**Part #**	**Description**
1	FT30188BK	Drv. I Beam Bracket
1	FT30189BK	Pass. I Beam Bracket
1	FT30082BK	Drv. Radius Arm Drop Bracket
1	FT30099BK	Pass. Radius Arm Drop Bracket
1	FT30313	Hdwr Sub-Asembly Kit
2	FTBK3	Block
4	FT724U	U-Bolt

	FT30313	**Hdwr Sub-Assembly Kit**
Qua	**Part #**	**Description**
2	FT305-2A	Female Radius Arm Bushing
2	FT305-2B	Male Radius Arm Bushing
1	FTLUBE	Fabtech Lube
1	FT916H	U-Bolt Hardware
2	FT22038i	Instruction Sheet

	FT30202 Hardware Kit
Qua	Description
1	9/16"-18 x 3 1/2" Hex Bolt
1	9/16"-18 C-Lock Nut
2	9/16" SAE Flat Washer
9	1/2"-13 x 1 1/4" Hex Bolt
8	1/2"-13 x 1 1/2" Hex Bolt
2	1/2"-13 x 1 3/4" Hex Bolt
19	1/2"-13 C-Lock Nut
48	1/2" SAE Flat Washer
3	7/16"-14 x 1" Hex Bolt
2	7/16"- 14 x 1 1/2" Hex Bolt
1	7/16"-14 x 1 3/4" Hex Bolt
7	7/16"- 14 Crimp Lock Nut
14	7/16" SAE Flat Washer
4	3/8"- 16 x 1 1/2" Hex Bolt
4	3/8"- 16 C-Lock Nut
8	3/8" SAE Flat Washer
2	1/4"-20 x 1 1/4" Hex Bolt
2	1/4"-20 Nyloc Nut
4	1/4" SAE Flat Washer
2	3/4"-10 Crimp Lock Nut
5	1/8" Cotter Pin

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

1982-1996 FORD F-150 4WD
6" BASIC KIT
FTS22037BK & FTS22038BK

READ BELOW BEFORE INSTALLING THIS KIT

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.

THIS SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS

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

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.

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.

IF YOUR IS EQUIPPED WITH THE DUAL SHOCK COIL BUCKET, THE FRONT SHOCK POSITION (IN FORNT OF COIL SPRING) WILL NOT BE REUSED.

TOOL LIST:

- 2 FLOOR JACKS
- JACK STANDS
- AIR HAMMER WITH CHISEL AND PUNCH BITS
- DIE GRINDER WITH CUT-OFF WHEEL
- DRILL WITH ASSORTED BITS
- ASSORTED METRIC AND S.A.E. WRENCHES AND SOCKETS
- TORQUE WRENCH
- BRAKE LINE WRENCHES

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. Disconnect the negative terminal on the battery.

2. Working on both sides of the truck, remove the brake calipers and tie it up out of the way. **DO NOT ALLOW THE CALIPERS TO HANG FROM THE BRAKE LINES!** Remove the front shocks and the sway bar with the end links from the truck. Loosen the I Beam pivot bolts, **DO NOT REMOVE THE BOLTS FROM THE I-BEAM BRACKET.**

3. Remove the front drive shaft from the truck. Save the factory hardware and drive shaft.

4. Working from the driver side of the truck, support the I-beam with a jack and remove the J clip at the top of the coil spring. **EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD!** Lower the floor jack supporting the I-beam and remove the nut at the bottom of the coil spring. Remove and discard the coil spring, save all hardware.

5. Remove the nut at the end of the radius arm and the bolts securing the radius arm to the I Beam. Separate the radius arm from the I Beam and remove the stock bushings and washers from the outer end of the radius arm. Save the radius arms and large washers. Discard all of the bushings and nylon guide plates.

6. Repeat steps four and five on the passenger side of the truck.

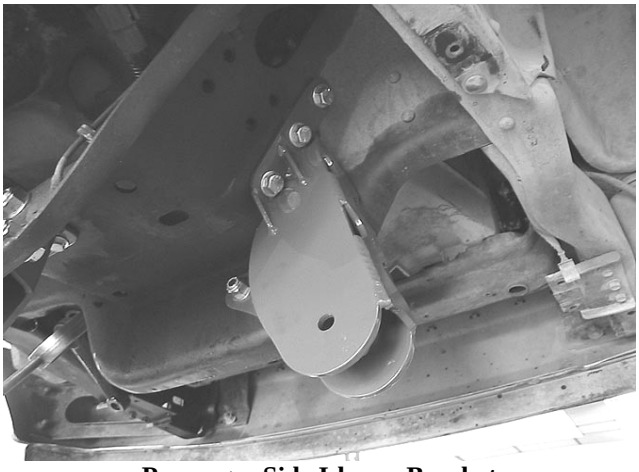
7. Supporting the factory I-beams with floor jacks, remove the factory I-beam pivot bolts from both sides and save. Lower the floor jacks down together removing both I-beams together from the truck. **NOTE: USE CARE NOT TO DAMAGE THE FRONT AXLES IN THE I-BEAMS.**

8. Using an air chisel or die grinder, cut the rivets attaching the passenger factory I-beam bracket to the frame. The driver side I-beam bracket is bolted to the frame and can now be removed from the frame. Discard both factory brackets. **USE CARE NOT THE CUT INTO THE FRAME!**

9. Locate FT30119 Front Bump Stop Brackets and 7/16”-14 x 1 ½” bolts, nuts, and washers. Un-bolt the factory bump stop from the frame saving the bump stop and hardware. Using a drill with a 7/16” bit, drill the factory holes to 7/16”. Install the bump stop brackets using the 7/16” hardware. Re-install the bump stops the new brackets with the original hardware. Torque the bolts to 50lbs. SEE PHOTO IN NEXT COLUMN.

10. Locate FT30188 driver side I-beam drop bracket and place the bracket against the frame in the factory I-beam pivot location. Using the supplied 9/16” bolt, nut, and washer attach the new bracket to the factory pivot hole. Some factory holes will be reused, attach those at this time using the supplied 1/2” and 7/16” hardware. Using a drill with a ½” drill bit and 7/16” drill bit, drill the remaining holes out on the frame and secure the drop bracket to the frame. Repeat on the passenger side I-beam drop bracket, you will reuse some of the original hardware on the passenger side I-beam bracket along with the new supplied ½” hardware. SEE PHOTOS BELOW.

Driver Side I-beam Bracket
Passenger I-Beam connection point

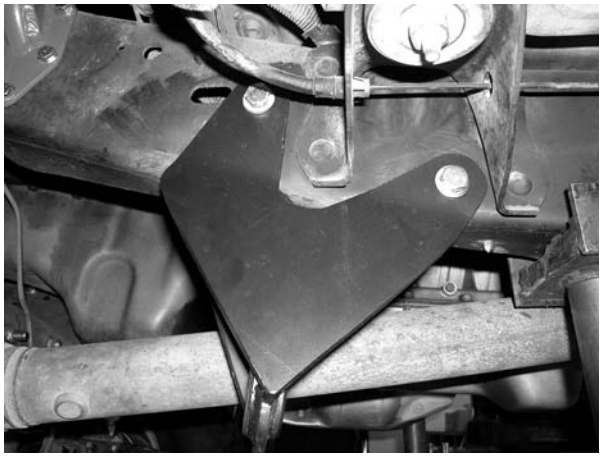


Passenger Side I-beam Bracket
Driver I-Beam connection point

11. Remove the two bolts holding the radius arm brackets to the frame. Using an air chisel or grinder, remove the rivets holding the bracket to the frame. Discard the factory hardware and brackets. Using a drill and a ½" bit, drill out the bolt and rivet holes in the frame to ½" for the new hardware.

12. With both factory I-Beams positioned under the truck, attach the I-Beam to the new drop brackets using the original hardware. Leave loose at this time.

13. Locate both driver and passenger side radius arm brackets FT30082 + FT30099. Using the supplied ½" bolts, nuts, and washers, install the brackets to the frame in the factory location. SEE PHOTO BELOW.

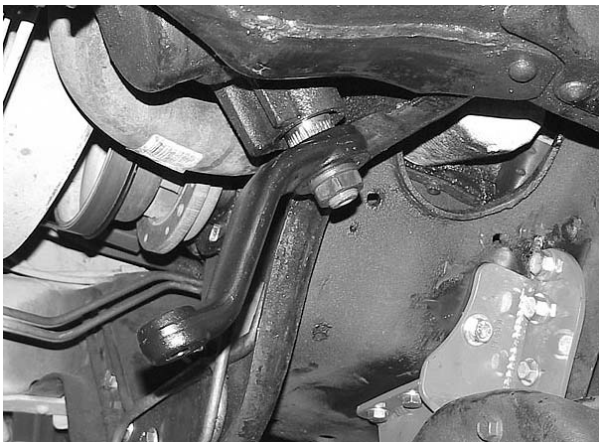


14. Slide the stock concave washer, facing backwards, and the supplied FT305-2B Male bushing on the radius arm first. Then slide both the driver and passenger radius arms over the I Beams and then into the radius arm mount. Insert the factory I Beam bolts through the bottom and top of the I Beam and only finger tighten at this time. At the back of the radius arm, slide on the supplied FT305-2A Female bushing followed by the stock flat factory washer. Grease all contacting surfaces with supplied FTlube. Put a small amount of grease on the threads of the radius arm and install the supplied ¾" c-lock nut at the end of the radius arm. First torque the radius arm nut to 110 lbs., followed by the I-Beam bolt to 150 ft lbs. **NOTE: Re-install the factory bushing heat shield on the passenger side Radius Arm Bushings.** SEE PHOTO BELOW.

Driver side shown

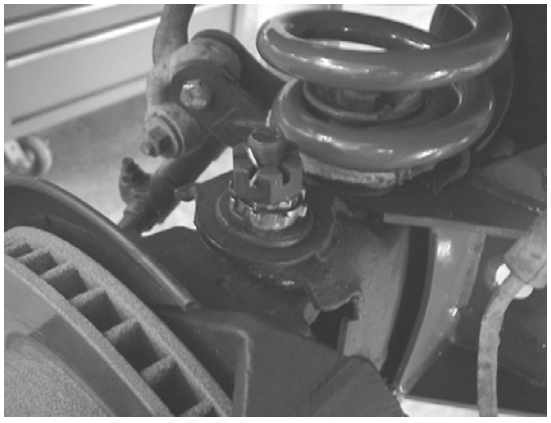
15. Separate the drag link from the pitman arm. Remove the factory pitman arm from the steering box using a large pitman arm puller or large two-jaw puller. Save the hardware and discard the pitman arm.

16. Locate the supplied FT309 drop pitman arm. Attach it to the steering box in the same indexed position as the factory pitman arm was when removed. Torque the pitman arm bolt to 200 ft. lbs. Use a small amount of the supplied thread-locking compound on the factory nut. SEE PHOTO BELOW.

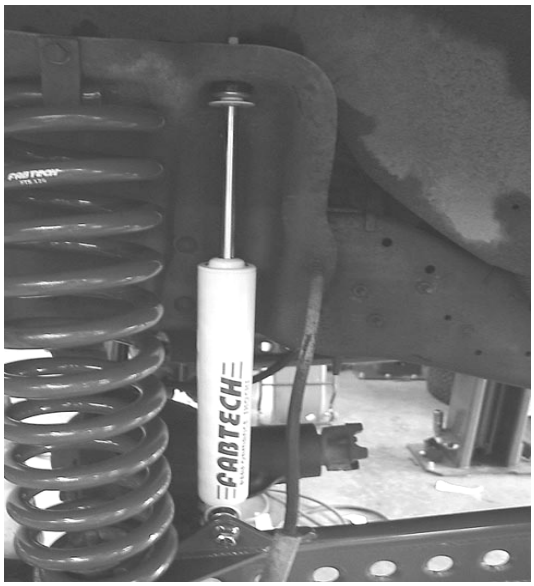


17. Working from the driver side of the truck, locate FT129BK lift coil spring. Seat the coil on the I Beam first then into the coil bucket on the frame. Using the original nut and coil retainer attach the coil spring to the I-Beam. Using the original "J" clip and original hardware attach the top of coil to the coil bucket.

18. Locate the castle nut on top of the factory alignment cam. Remove and discard the castle nut and the factory alignment cam. Locate the supplied FT532 alignment cam and place in the I Beam were the stock cam was. Reattach using the supplied castle nut and the new supplied cotter pin. SEE PHOTO BELOW.



19. Locate the Fabtech new front lift shock (not included in the kit) and install in the factory upper and lower mount using the original hardware. SEE PHOTO ON NEXT PAGE.



Shock shown with optional Radius Arm

IF YOUR IS EQUIPPED WITH THE FACTORY DUAL SHOCK COIL BUCKET, THE FRONT SHOCK POSITION (IN FORNT OF COIL SPRING) WILL NOT BE REUSED.

20. Locate the factory brake line at the coil bucket. Loosen the factory rear clip that is behind the coil bucket (it will not come off the line until the line is separated). Carefully pull the line forward enough so the brake line wrenches fit on the ends of the lines to disconnect the hard line from the hose. Carefully pull the hard line through the coil bucket and frame and route it to the bottom of the frame.

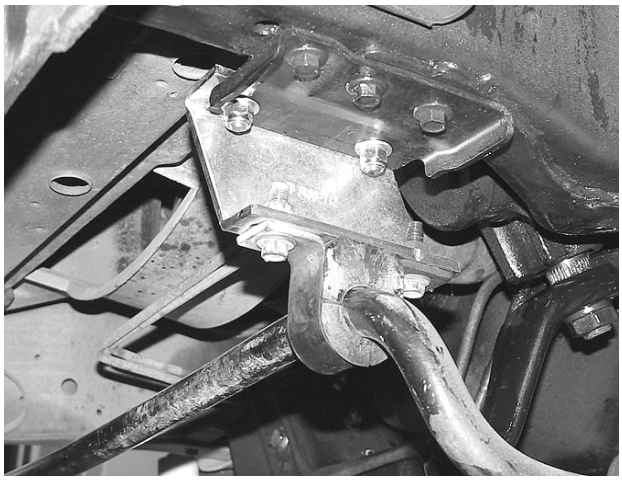
21. Locate the supplied FT30209 Brake Line Bracket and ¼" hardware. Measure 4" down and 2" back from the stock brake line location. Using a drill with a ¼" bit, drill a hole to mount the new bracket. Using the ¼" hardware, mount the bracket to the frame and re-assemble the brake line as it was in the factory location. Refer to your factory manual on bleeding the brake system. Re-install the brake caliper using the original hardware. Torque caliper bolts to 65lbs. SEE PHOTO BELOW.

22. Repeat steps seventeen through twenty-one on the passenger side of the truck.

23. The F-150 came with two different types of sway bar mounting configurations. The sway bar was either mounted directly to the frame or mounted to a crossmember that mounts to the frame. After determining which mounting configuration you have, follow the appropriate step below.

Frame mounted sway bar

24. Locate the supplied FT3400-112D and FT3400-112P sway bar frame drop brackets. Remove the sway bar bracket from the frame saving the bar and all hardware. Using the supplied 3/8" hardware attach the brackets to the frame. Using the original hardware attach the sway bar to the new drop brackets. Torque sway bar bolts to 45 ft lbs. SEE PHOTO BELOW.

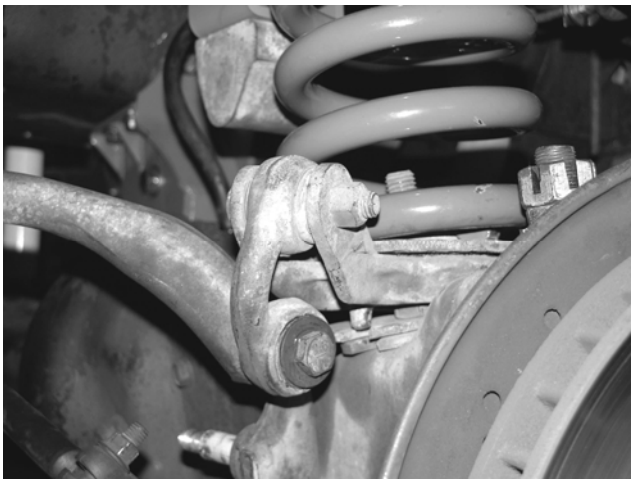


Crossmember mounted sway bar

25. Remove the factory sway bar from the crossmember and save the hardware. Remove the crossmember from the frame and re-position it as shown below. Re-attach using the original hardware. Re-attach the sway bar to the crossmember as shown in the photo below using the original hardware. Torque the bolts to 50lbs. SEE PHOTO BELOW.

Sway bar upside down

26. Reattach the sway bar end links to the I Beams using the original hardware. Torque to 50 ft. lbs. Note- on some models it may be easier to reattach the sway bar links once the truck is on the ground. SEE PHOTO BELOW.



27. Reinstall the front driveshaft using the original hardware. Torque all hardware to factory specs.

28. Set the truck back on the ground. Re-torque the all the hardware to recommended specs. Double check the toe-in and reset it to factory specs if necessary. We recommend driving the truck for fifty miles and then having it aligned to factory specs.

REAR INSTRUCTIONS

29. Jack up the rear end of the vehicle and support the frame rails with jack stands. Supporting the rear differential remove and discard the rear shocks and u bolts. Lower axle down slowly. Use care not to over extend the brake hose. Save the original shock hardware.

30. Locate and install the rear lift blocks with the provided short center pin on the bottom of the block, to the axle. The short end of the block should face to the front of the vehicle. Using the provided U bolts, nuts and washers align axle, lift blocks, and springs and torque to U Bolts to 90lbs. SEE PHOTO BELOW.

31. Install Fabtech shock part number FTS7333 (not included) with the factory hardware and torque bolts to 65lbs.

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

33. Grease all I-Beam pivot fittings and ball joints.

34. 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.

35. Check front-end alignment and set to factory specifications. Readjust headlights.

36. Reconnect the negative terminal of the battery.

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 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.

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.