



**2000-2004 FORD F-250/350 SUPER DUTY 4 WHEEL DRIVE**  
**FTS22197BK 6" COIL OVER CONVERSION SYSTEM**  
**FTS22196BK 8" COIL OVER CONVERSION SYSTEM**

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



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**TOOL LIST:**

- FLOOR JACK
- JACK STANDS
- ASSORTED METRIC & S.A.E. WRENCHES & SOCKETS
- WHITE LITHIUM GREASE
- TORQUE WRENCH
- DRILL W/ ASSORTED BITS
- DIE GRINDER W/ CUT OFF WHEEL

**EXHAUST MODIFICATION MAY BE REQUIRED ON EARLY MODEL TRUCKS WITH THE 5.4L or 6.8L GASOLINE ENGINE**

**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**

**FABTECH RECOMMENDS YOU DO A PRE- INSPECTION OF THE TRUCKS FRAME FOR ANY DAMAGE BEFORE BEGINNING THE INSTALLATION OF THIS KIT. FABTECH ALSO RECOMMENDS 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.**

**CHECK THE FACTORY PITMAN ARM SPLINE ORIENTATION WITH THE SUPPLIED PITMAN ARM BEFORE BEGINING INSTALLATION. SEE STEP SIX FOR MORE INFORMATION.**

**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 THE FOLLOWING TIRE SIZES FOR USE WITH THIS KIT:  
6" LIFT- 325/65R18 (35x13.50/18) 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**

**SPANNER WRENCH IS NOT INCLUDED IN THIS KIT. IF NEEDED, ORDER FTS89905.**

**AVAILABLE OPTIONS:**

**FTS92001 Hydraulic Bump Stop Kit  
FTS221151 Dirt Logic Dual Steering Stabilizer System**

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



**2000-2004 FORD F-250/350 SUPER DUTY 4 WHEEL DRIVE  
 FTS22197BK 6" COIL OVER CONVERSION SYSTEM  
 FTS22196BK 8" COIL OVER CONVERSION SYSTEM**

<b>FTS22072BK Sub-Box 1 00-04 SD</b>		
<b>Qua</b>	<b>Part #</b>	<b>Description</b>
1	FT30128BK	Upper Link Driver-complete
1	FT30137BK	Upper Link Passenger-complete
2	FT30129BK	Lower Link-complete

<b>FTS22074BK Sub-Box 3 00-04 SD</b>		
<b>Qua</b>	<b>Part #</b>	<b>Description</b>
1	FT30151BK	Coil Over Bucket Driver
1	FT30152BK	Coil Over Bucket Pass.
1	FT30232BK	Upper Trac Bar Support Tube
1	FT30240BK	Driver Sway Bar Drop Rear
1	FT30241BK	Pass Sway Bar Drop Rear
1	FT30247	Hardware Kit 1
1	FT30248	Hardware Kit 2
1	FT30816	Hardware Subassembly
1	FT423-100BK	Trac Bar Bracket
1	FT310	Pitman Arm

<b>FT30816 Hardware Subassembly</b>		
<b>Qty</b>	<b>Part #</b>	<b>Description</b>
8	FT1006	Bushing
4	FT102	Sleeves
1	FT30250	1 1/4" Sway Bar Clamp Kit Alum.
2	FT30192BK	Limit Strap
2	FT30197	Upper Limit Strap Bracket
2	FT30198	Lower Limit Strap Bracket

<b>Sub-Box 4 6" KIT</b>		
2	FTS83502	4.0 Coil Over

<b>Sub-Box 4 8" KIT</b>		
2	FTS83502	4.0 Coil Over

<b>FTS22087BK 6" Sub-Box 2 00-04 SD</b>		
<b>FTS22073BK 8" Sub-Box 2 00-04 SD</b>		
<b>Qua</b>	<b>Part #</b>	<b>Description</b>
8	FT103	Mis-Alignments for Links
1	FT30223BK	Driver Frame Bracket 4 Link
1	FT30224BK	Pass Frame Bracket 4 Link
2	FT30225	Sway Bar Frame Bracket
1	FT30226BK	Trac Bar Axle Support
1	FT30227BK	Driver Lower Axle Mount
1	FT30228BK	Pass Lower Axle Mount
1	FT30229BK	Driver Upper Axle Mount
1	FT30230BK	Pass Upper Axle Mount
2	FT30231BK	Upper Bracket U-Strap
2	FT30233	Brake Line Bracket
2	FT30234	Sway Bar End Link
4	FTS98003	3/4" Heim
8	FTS43	Mis-Alignments
1	FT30263BK	6" Trac Bar
1	FT30235BK	8" Trac Bar
2	FTS18	1"x1 1/4" Heim
4	FT30238	Mis-Alignments Frt Trac Bar
1	FT292	Cam Bolt Kit



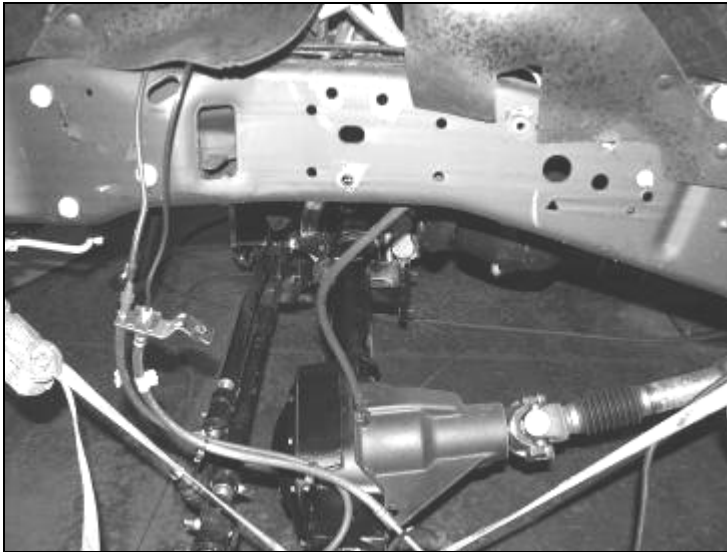
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<b>FT30247</b>		<b>Hardware Kit</b>
<b>Qua</b>	<b>Description</b>	<b>Location</b>
2	1 1/4" Jam Nut	Frnt. Trac Bar
4	3/4"-16 Jam Nut	Sway Bar End Links
4	Zerk Fitting	
1	1/8"x2" Cotter Pin	Drag Link @ pit. arm
6	5/8"-11 x 6" Bolt	Upr/Lwr Axle Mount
2	5/8"-11 x 6 1/2" Bolt	
6	5/8"-11 C-Lock Nut	
14	5/8" SAE Flat Washer	
4	1/2"-13 x 1 1/2" Bolt	
4	1/2"-13 C-Lock Nut	
8	1/2" SAE Flat Washer	
4	3/8"-16 x 2 1/2" Bolt	Upper Bracket U-Strap
4	3/8"-16 C-Lock Nut	
8	3/8" SAE Flat Washer	
4	1/2"-13 x 3" Bolt	Frnt Sway Bar End Link
4	1/2"-13 C-Lock Nut	
8	1/2" SAE Flat Washer	
4	1/2"-13 x 1 1/2" Bolt	Limit Strap
4	1/2"-13 C-Lock Nut	
8	1/2" SAE Flat Washer	
6	1/4"-20 x 1" Bolt	ABS Line
6	1/4"-20 C-Lock Nut	
12	1/4" SAE Flat Washer	
4	1/4"-20 x 1" Bolt	Frnt. Brake Line Drop
4	1/4"-20 C-Lock Nut	
8	1/4" SAE Flat Washer	
6	Adel Clamp	ABS Lines

<b>FT30248</b>		<b>Hardware Kit</b>
<b>Qua</b>	<b>Description</b>	<b>Location</b>
16	1/2"-13 x 1 1/2" Bolt	Shock Hoop
16	1/2"-13 C- Lock	
32	1/2" SAE Washer	
4	7/16"-14 x 1 1/2" Bolt	
4	7/16"-14 C- Lock	
8	7/16 SAE Flat Washer	
14	1/2"-13 x 1 1/2" Bolt	4 Link Frame Bracket
14	1/2"-13 C-Lock	
28	1/2" SAE Flat Washer	
8	7/16"-14 x 1 1/2" Bolt	Sway Bar Frame Brkt
8	7/16"-14 C-Lock	
16	7/16" SAE Flat Washer	
4	3/4" -10 x 4 1/2" Bolt	Front Link Arm Mounts
4	3/4"-10 C-Lock	
8	3/4" SAE Flat Washer	
2	18mm x 130mm Bolt	
2	18mm C-Lock	
4	18mm Flat Washer	
2	1/2"-13 x 1 1/2 Bolt	Rear Sway Bar Drop
2	1/2"-13 C-Lock Nut	
4	1/2" SAE Flat Washer	
2	3/8"-16 x 1 1/2" Bolt	
2	3/8"-16 C-Lock Nut	
4	3/8" SAE Flat Washer	

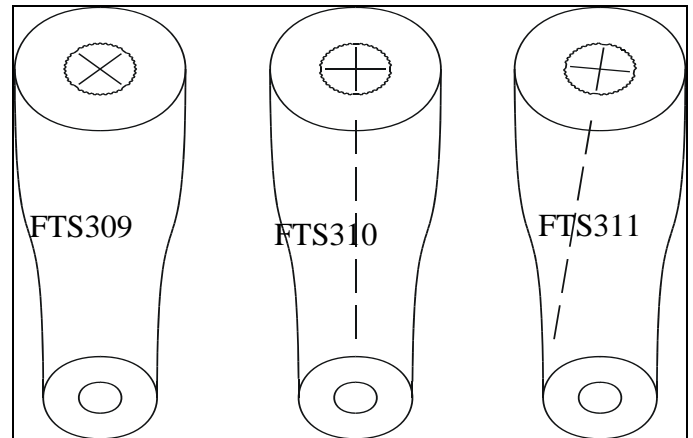
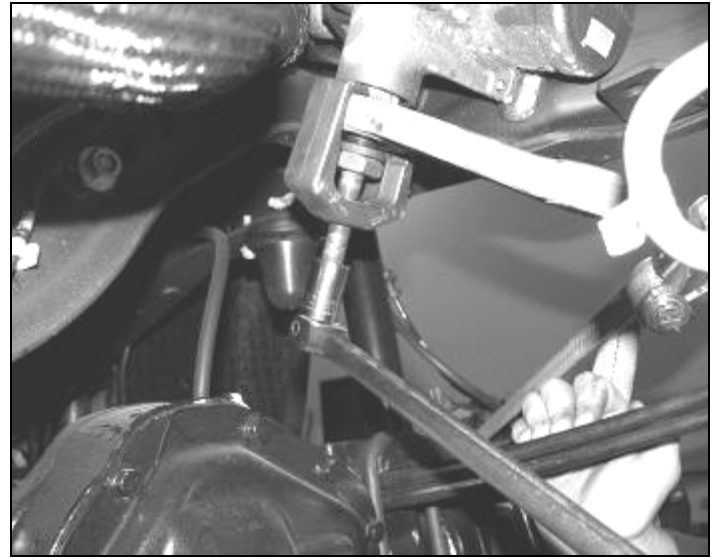
## LIFT INSTRUCTIONS:

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. Remove the brake calipers and tie them up out of the way. **DO NOT ALLOW THE CALIPERS TO HANG FROM THE BRAKE LINES!** Remove the A.B.S. lines from the plastic clips that are connecting them to the rubber brake hoses. Remove the brake line bracket from the frame and save the hardware. Remove the plastic clips that hold the hard brake lines from the top of the frame and then the brake lines from the clips. Carefully bend the hard line forward approximately seventeen to eighteen inches. SEE PHOTO BELOW.



3. Supporting the front axle with two floor jacks, remove the front shocks and the sway bar end links. Remove the cotter pin and castle nut from the drag link at the pitman arm. Using a large hammer, separate the tie rod end from the pitman arm. Save the castle nut, discard the cotter pin. Remove the bolt from the top end of the track bar where it connects to the frame bracket and save. Remove the three bolts securing the track bar bracket to the frame and save with the factory nut tabs. Discard the track bar, track bar bracket, front shocks, and sway bar end links.
4. Remove all four u-bolts from the front axle. Slowly lower the two floor jacks supporting the front axle to clear the leaf springs. Remove the shackle bolt at the rear of the spring and let the spring set on the axle. Then remove the front spring bolt and remove the spring from the truck. Repeat this step on the opposite leaf spring. Remove the leaf spring shackle pivot bracket from the inside of the frame. Discard the springs, pivot brackets, and the hardware.
5. Remove and save the front sway bar from the truck and discard the hardware.

6. Remove the nut and washer from the steering shaft at the pitman arm. Using a pitman arm puller, remove the factory pitman arm. **DO NOT USE ANY TYPE OF IMPACT OR AIR RATCHET TO REMOVE THE FACTORY NUT.** Using the diagram shown BELOW, confirm that the master spline orientation on your factory pitman arm matches the one on the FT310 pitman arm supplied with this kit. If they do not match, you will need to purchase the correct replacement pitman arm. Slide the new drop pitman arm onto the splines of the steering shaft making sure to align the master splines in their original position. Reinstall the factory lock washer followed by the nut and torque to 200 ft/lbs. SEE DIAGRAM AND PHOTO BELOW.



7. Locate FT423-100BK Trac Bar Bracket and the factory track bar bracket hardware with nut tabs. Install the three factory bolts with the factory nut tabs and torque to 30 ft. lbs. SEE PHOTO ON NEXT PAGE.

### **FACTORY FORD PITMAN ARM PART NUMBERS**

**FTS309** = F81A-3590-LC  
F81A-3590 BA  
F81Z- 3590 LB

**ALL HAVE 32 TEETH**

**FTS310** = YC3Z-3590 CA  
**FTS311** = YC3Z-3590 DA  
YC35-3590 DB  
YC34-3590 DA

**36 TEETH**  
**ALL HAVE 36 TEETH**



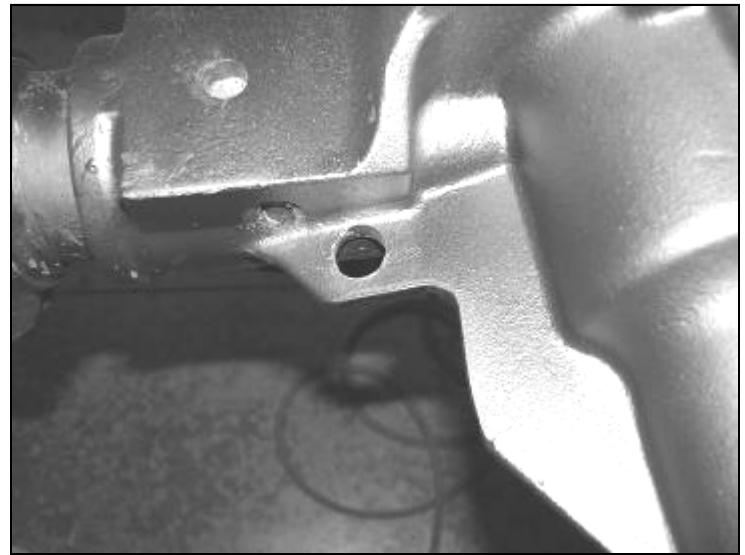
8. Locate FT30232BK trac bar support bracket. First attach it to the forward motor mount bolt on the driver side of the truck, and then line the other end up with the trac bar bolt. Torque the factory motor mount bolt to 55 ft. lbs. SEE PHOTO BELOW.



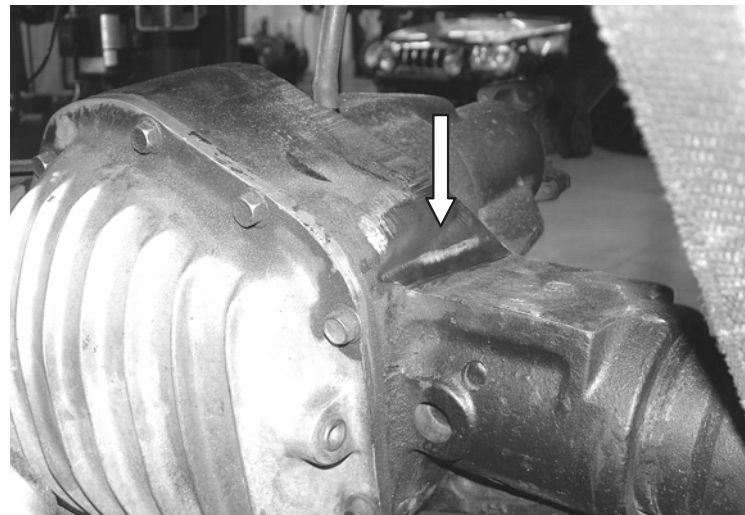
9. The front axle housing will need to be cut and trimmed on both sides to install the new axle mounts. The drivers side will be cut on the webbing on the back side of the differential and have the factory U-bolt hole drilled out to 5/8" for the new hardware. Locate and use FT30229BK Driver Upper Axle mount to check clearance on trimmed area. Make sure that the corner is rounded on the inside of the new cut. **(Due to casting variances, the new mount may contact the side of the differential and not allow the bracket to sit flush on the leaf spring pad. You will need to grind the differential for proper clearance so the bracket sits flush on the pad)** On the passenger side, the sway bar mount and U-bolt pocket will need to be cut. The sway bar mount will be removed completely. The U-bolt plate will be cut so that the bottom of the plate will be completely flush from the front to back to allow for the installation of the new bracket. Locate and use FT30228BK Passenger Lower Axle Mount to make sure that the new bracket sits flush all the way across the bottom and rear side of the U-bolt pocket. SEE PHOTOS IN NEXT COLUMN AND PAGE.



mark shows where to cut



drill out the factory u-bolt hole to 5/8" to accept new hardware



Only grind housing if necessary for bracket to fit flush with leaf spring pad

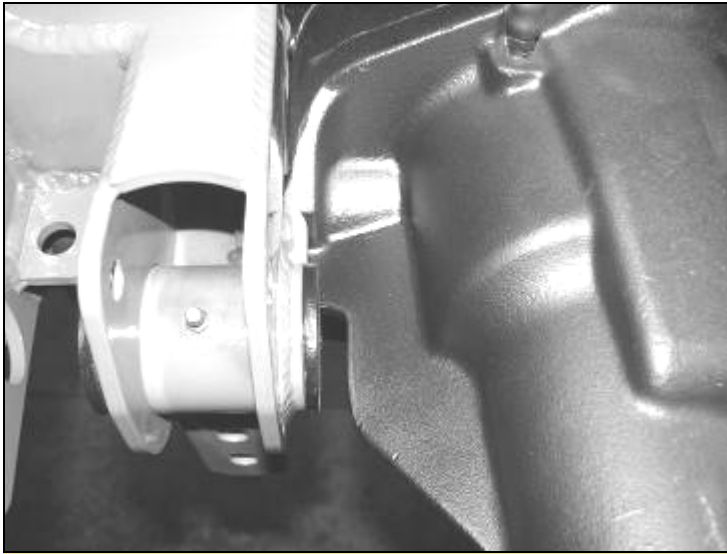


photo shows bracket with proper clearance from diff

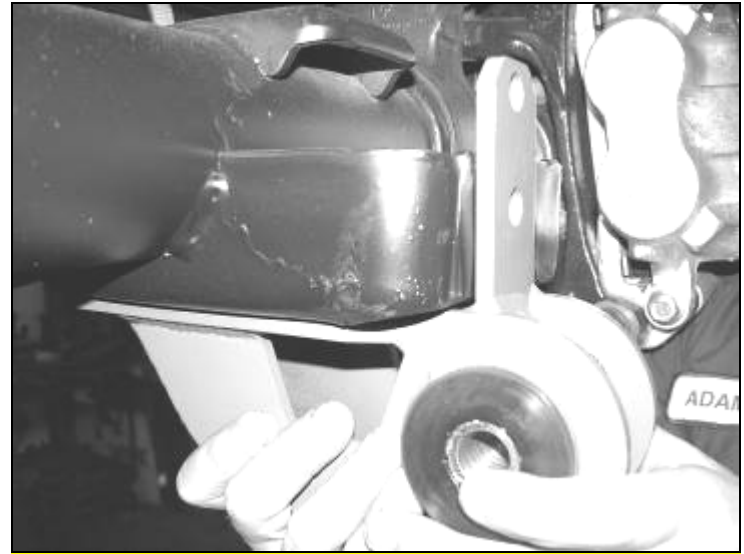
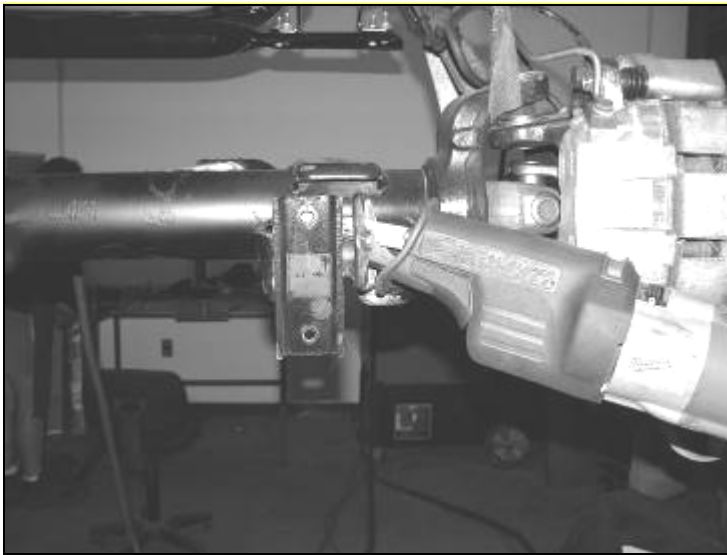


photo shows bracket with proper clearance on diff bracket  
**paint all exposed / raw areas after all cutting and grinding is done**

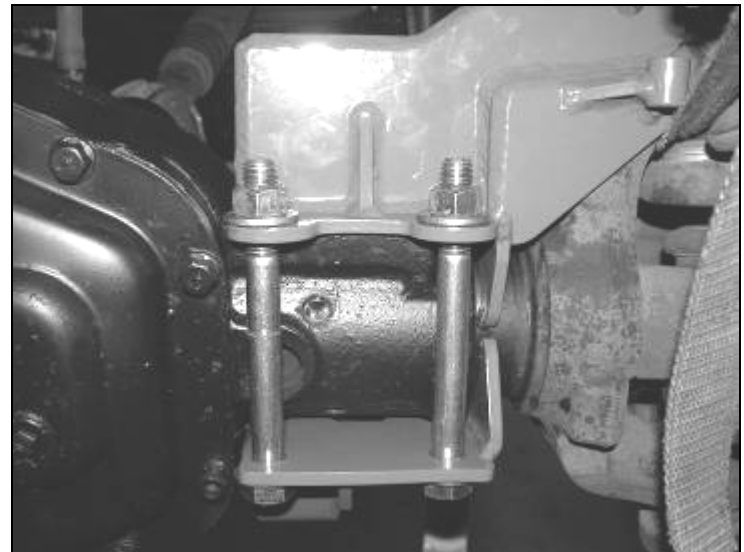


cut off pass. side sway bar bracket

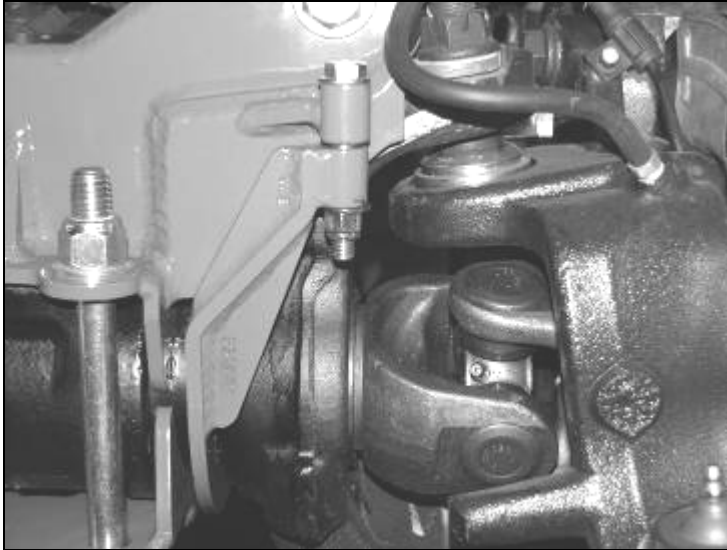


mark shows where to cut

10. Working from the driver's side, locate FT30227BK Driver Lower Axle Mount bracket, FT30229BK Upper Axle Mount bracket, four 5/8"-10 x 6" bolts with washers and C-lock nuts. Place the upper bracket on top of the stock leaf spring pad. The new bracket has a locating pin that goes into the locating hole on the pad. Place the lower bracket on the bottom of the axle and align it with the upper bracket. Place one of the bolts with one washer in the bottom bracket in the rear inner hole to the upper bracket. The upper bracket has a nut welded into it in the rear inner position. Install the other three bolts with washers from the bottom bracket into the upper bracket with washers and C-locks. Loosely tighten the bolts at this time. There are other bolts to be installed into these brackets that will require some movement to align properly. SEE PHOTO BELOW.



11. Locate FT30231BK Upper Bracket U-Strap and 3/8"-16 x 2 3/4" bolts with washers and C-locks. The U-strap bracket fits around the bottom of the axle and attaches to the new upper axle mount bracket. Install the 3/8" hardware. Loosely tighten the bolts at this time. There are other bolts to be installed into these brackets that will require some movement to align properly. SEE PHOTO BELOW.

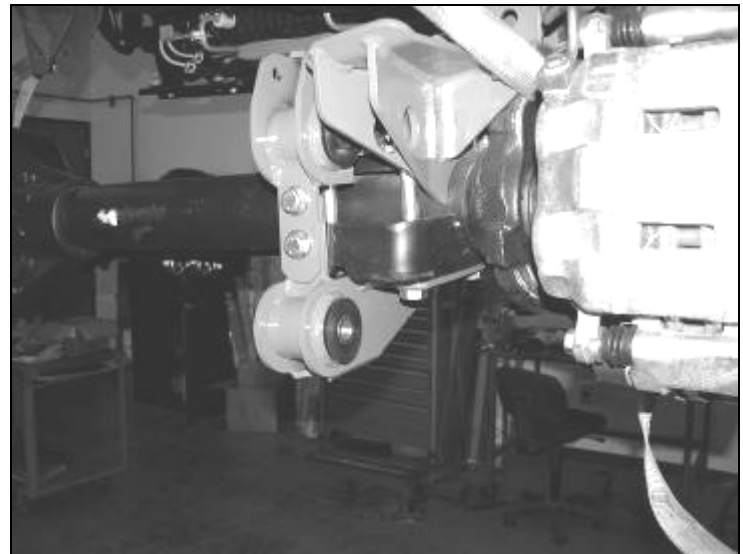
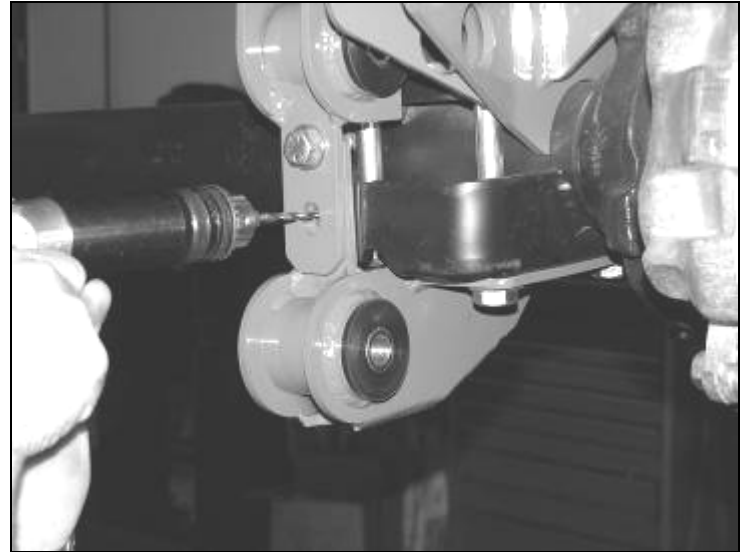


12. Repeat steps eight and nine on the passenger side of truck.  
**Note: Use the two supplied 5/8"-11 x 6 1/2" bolts in the front mounting hole locations, these will hold the Trac Bar Axle Support Bracket.**

13. Working from the drivers side, locate two of the supplied 1/2"-13 x 1 1/2" bolts and hardware. Install the bolts with washers into the back of the upper and lower axle brackets followed by washers and C-lock nuts. Torque the 5/8" bolts to 100 ft. lbs, 1/2" bolts to 75 ft. lbs., and the 3/8" bolts to 30 ft. lbs. Make sure that the upper and lower brackets align properly around the axle as they are tightened. SEE PHOTO BELOW



14. Working from the passenger side, locate two of the supplied 1/2"-13 x 1 1/2" bolts and hardware. Install the upper bolt with a washer into the back of the upper and lower axle brackets followed by a washer and a C-lock nut. The bottom hole must be drilled through the back of the U-Bolt plate. Using a drill with a 1/4" bit, drill a pilot hole, then use a 1/2" bit to finish. Install the 1/2" bolt with washers and a C-lock into the new hole. Locate FT30226BK Trac Bar Axle Support bracket. Place the bracket onto the front of the Axle Mount bracket and around the factory trac bar bracket. This bracket will be bolted with the upper and lower axle bracket bolts. Torque the 5/8" bolts to 100 ft. lbs, 1/2" bolts to 75 ft. lbs., and the 3/8" bolts to 30 ft. lbs. Make sure that the upper and lower brackets align properly around the axle as they are tightened. SEE PHOTOS BELOW AND ON NEXT PAGE.





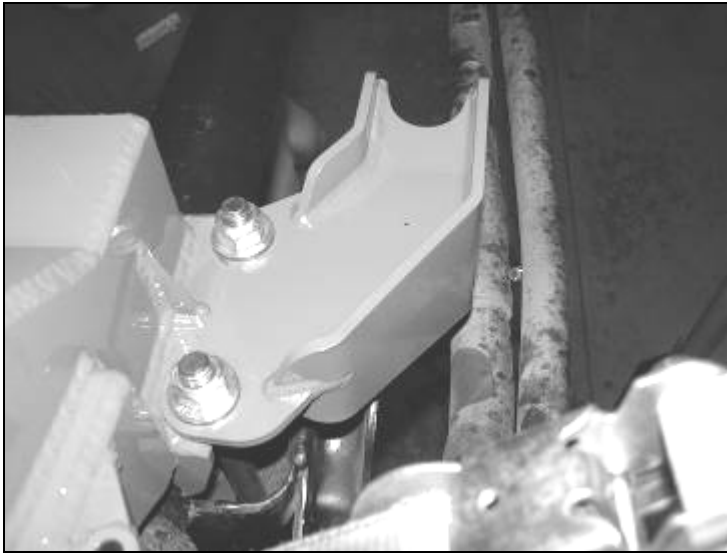
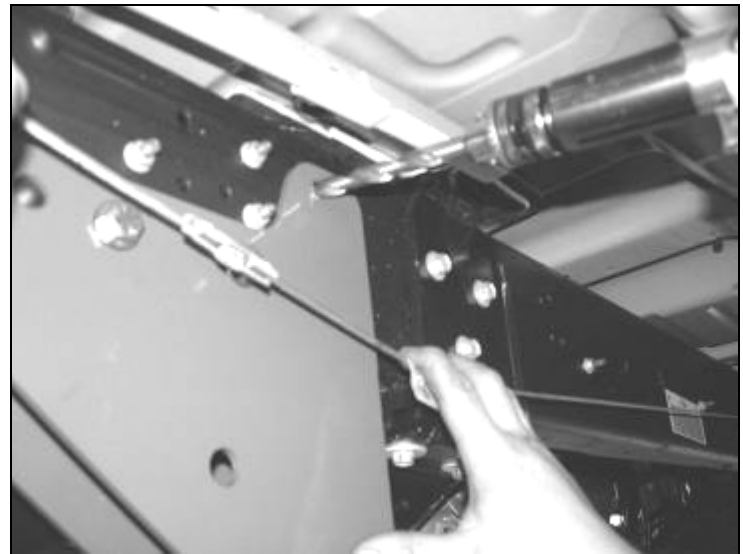


photo shown with trac bar installed

15. Locate and remove the bump stop on the bottom of the frame and discard. Fabtech recommends running the FTS92001 optional Hydraulic Bump Stop Kit.
16. Locate FT30223BK Driver side frame bracket. Place the bracket onto the frame just behind the factory front leaf spring mount. The second hole on the new bracket will line up with the rivet in the side of the frame. Five of the seven mounting holes in the new bracket are in the frame from the factory. Using the supplied  $\frac{1}{2}$ "-13 x  $1\frac{3}{4}$ " bolts, nuts, and washers, attach the bracket to the frame. Torque to 75 ft. lbs. SEE PHOTO BELOW.

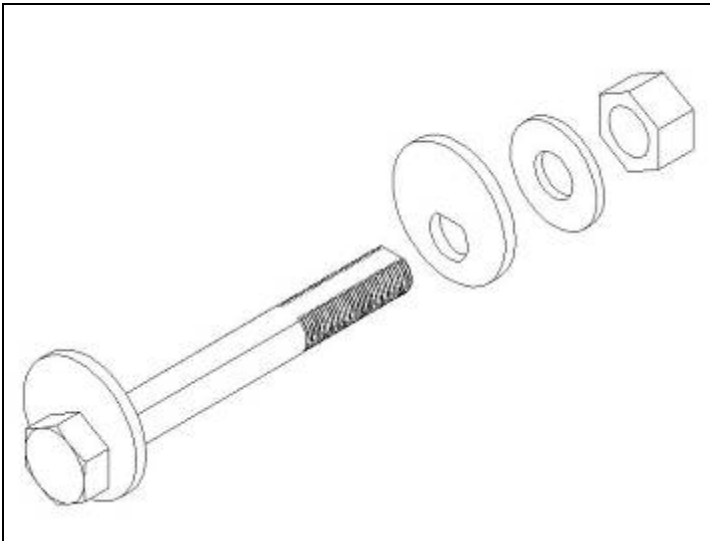


17. Using a drill with a  $\frac{1}{2}$ " drill bit, drill the two remaining holes out. Both of the holes will need to be drilled through the bracket into the frame (**use care when drilling not to hit fuel or brake lines**) Attach using the supplied  $\frac{1}{2}$ " x  $1\frac{3}{4}$ " bolts, nuts, and hardware. Torque to 75 ft. lbs. SEE PHOTOS IN NEXT COLUMN.

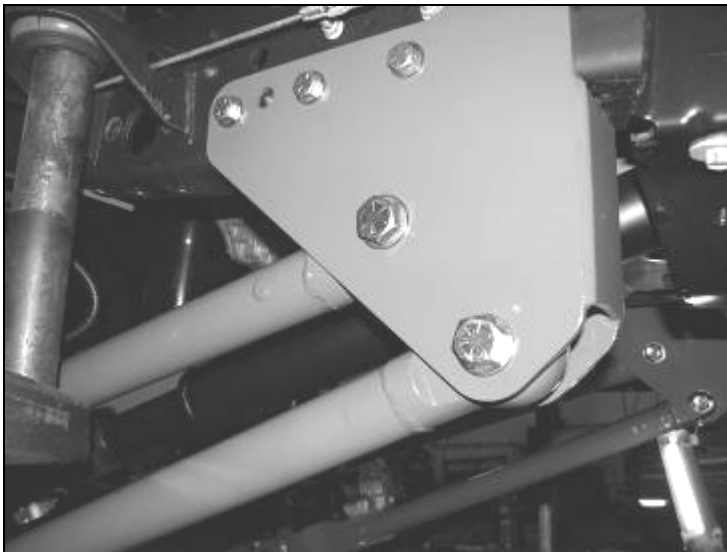


18. Repeat steps fourteen and fifteen on the passenger side of the truck at this time.
19. Locate FT30128 upper driver side link arm. Using the supplied 18mm x 130mm bolt, nut, and washer, attach it to the upper mount on the new Fabtech axle bracket first. Leave loose at this time. (**the links must be connected to the axle brackets before the frame brackets**) 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.**

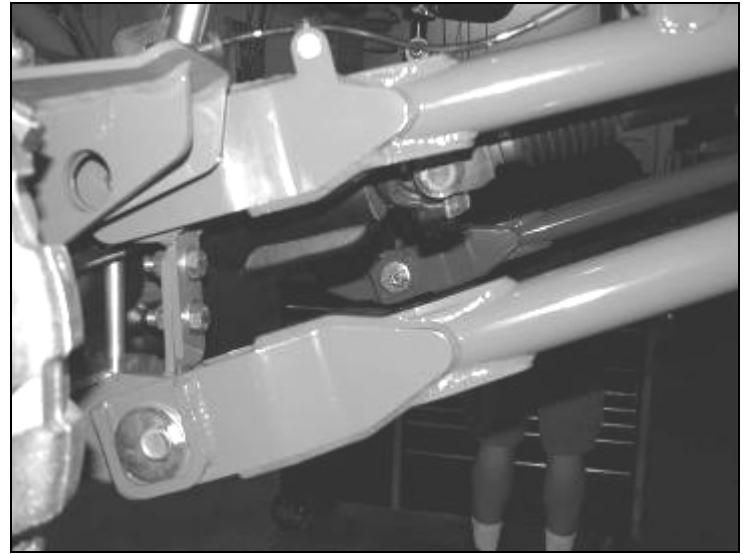
20. Locate FT30129 Lower link arm and attach it to the new Fabtech lower axle bracket on the driver side using the supplied FT292 alignment cam hardware and leave it loose at this time. When setting the cam up in the lower link arm put the lobe of the cam forward. Locate two FT103 Mis-Alignments and 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. Torque the  $\frac{3}{4}$ " hardware to 150ft. lbs. **Repeat on the passenger side at this time.** SEE DIAGRAM & PHOTOS BELOW AND IN NEXT COLUMN.



Assembly of the FT292 Alignment Cam

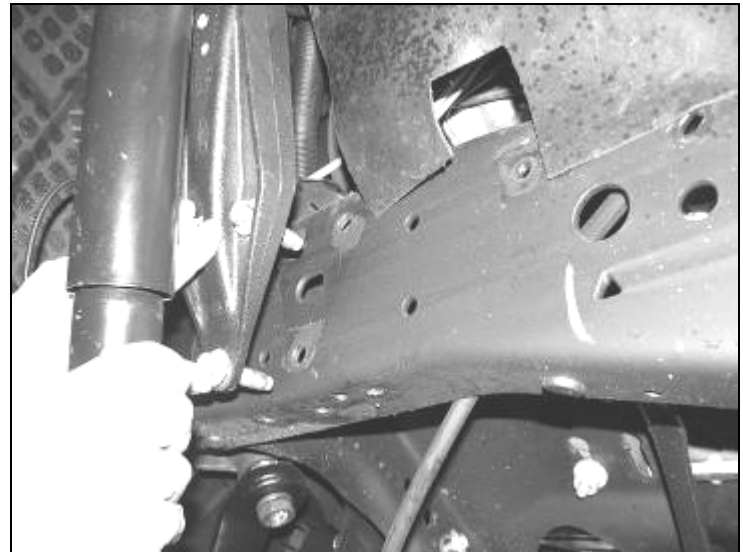


link arms at frame bracket

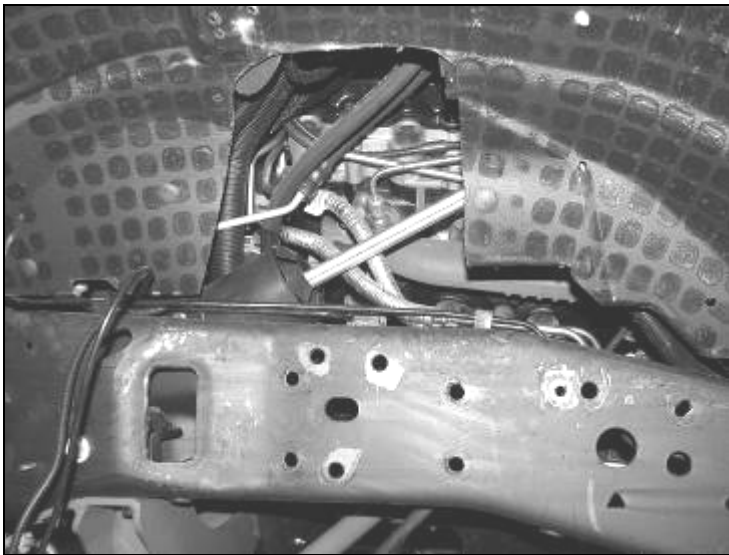
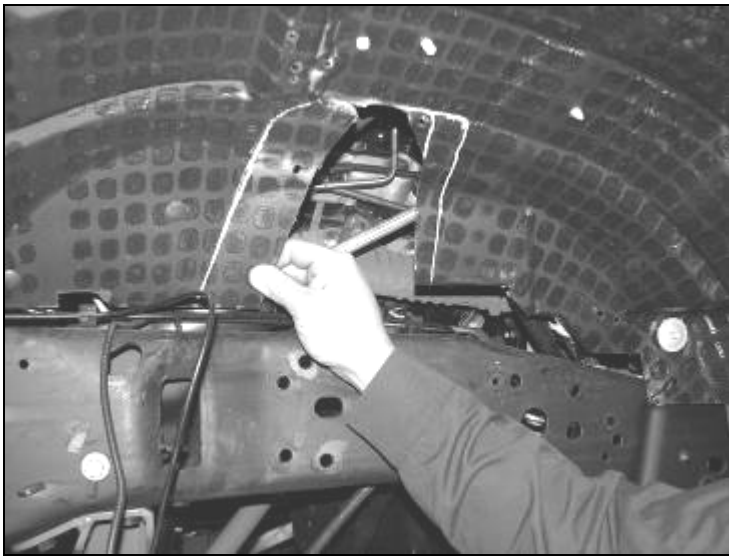
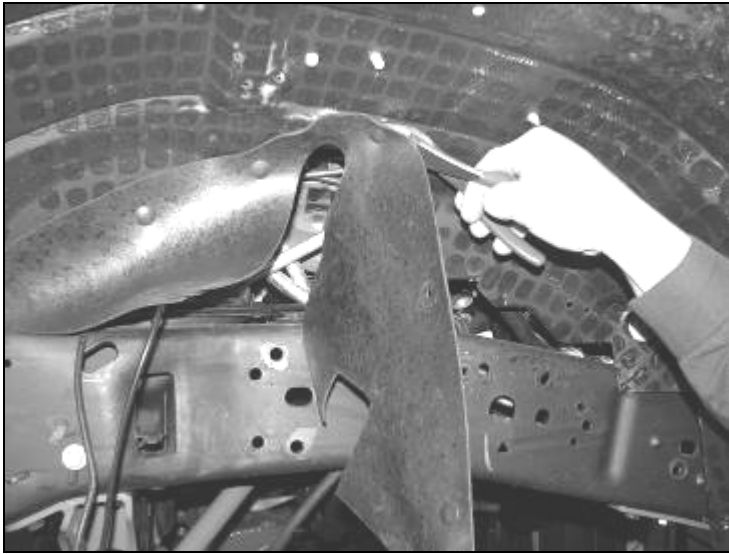


link arms at new Fabtech brackets on the axle  
**Note: Cam pocket and Cam position**

21. Repeat step eighteen on the passenger side of truck. The lower link arms are the same for both sides of the truck.
22. Working from the driver side, remove factory shock tower and shock and discard it along with the shock and hardware. SEE PHOTO BELOW.



23. Remove and discard the plastic liner. The inner fender well will need to be cut approximately 7" on the top, 9" on bottom, and up to the line in the wheel well. Mark the area to be cut before doing any cutting. Use photos below ONLY as a guide. There are some variances between year, model, and engine combinations. Test fit the hoop and make small cuts and trim where needed. SEE PHOTOS ON NEXT PAGE

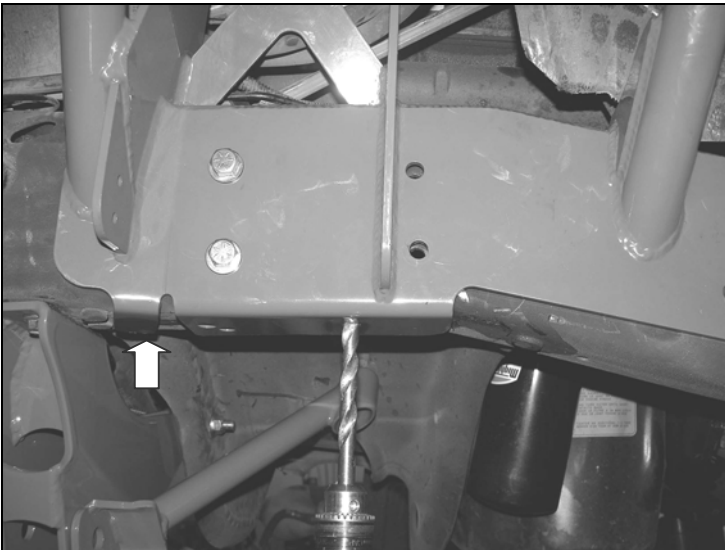


24. Using a die grinder with a cut off wheel, cut and remove the top of the two rivets in the frame. Using an air chisel with a punch bit, remove the rivets from the frame completely. Using a drill with a 7/16" drill bit, open up the top holes for the new hardware. Using a drill with a 1/2" bit, drill the 4 factory holes that are there in the side of the frame. Remove the nut off the fuel line bracket that is bolted through the frame from the inside (driver side only). Pull the bracket away from the inside of the frame and save the nut, it will be re-installed.

25. Locate the FT30151 (driver side) Coil Over Hoop and place onto the frame. **(If truck is has the factory rivets shown in following photos, the front tab of the coil bucket must be cut and removed from the bucket)** Install four of the supplied 1/2" x 1 1/2" bolts, and hardware into the holes on the side of the frame to attach the hoop the frame, (use care when drilling not to hit fuel or brake lines) leave loose at this time. Use the supplied 7/16" x 1 3/4" hardware to attach the two holes on the top of the bucket to the frame, leave loose at this time. SEE PHOTO IN NEXT COLUMN



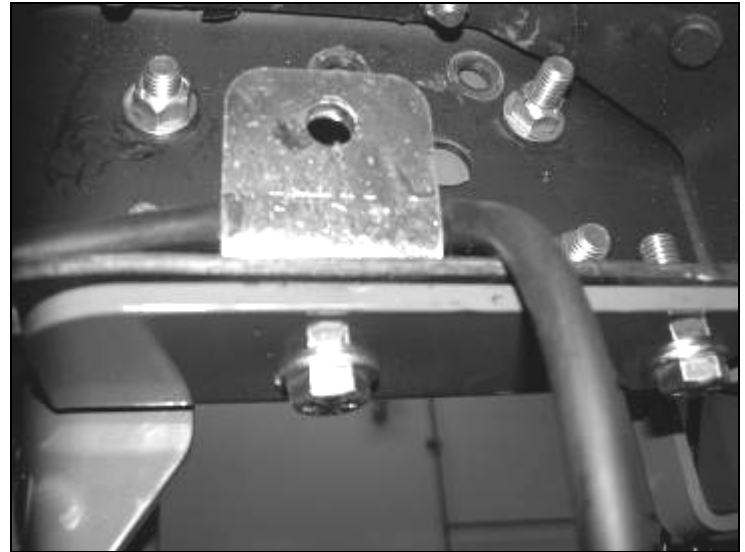
26. The two rear holes on the bucket will need to be drilled through the frame with a drill with a 1/2" bit, use the supplied 1/2" x 1 1/2" hardware and attach to the frame. Using a drill with a 1/2" bit, drill the two bottom holes in the frame for the new hoop. SEE PHOTOS ON NEXT PAGE.



front tab will need to cut off of the bucket if truck has these rivets

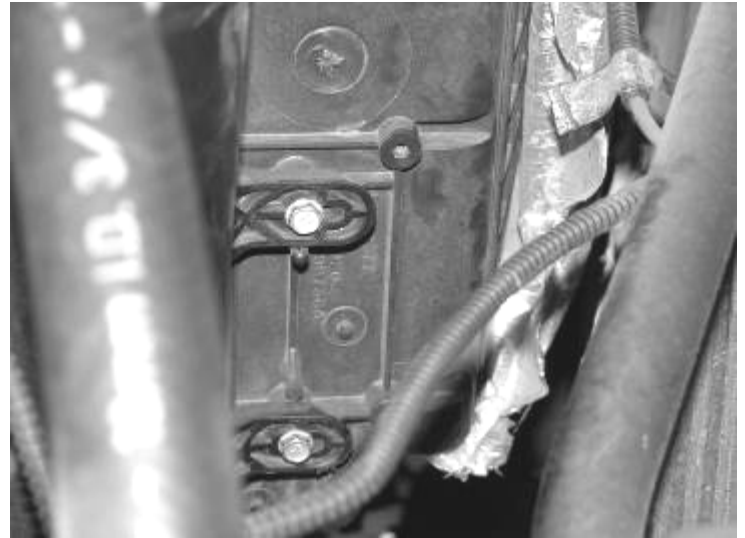


27. Locate FT30197 upper limit strap bracket and the supplied 1/2"-13 x 1 1/2" bolts and hardware. Place the bracket on the inside of the frame to the rear hole on the bottom of the frame. Torque all of the bolts securing the hoop to the frame at this time. Torque the 7/16" bolts to 50 ft. lbs and the 1/2" bolts to 75 ft. lbs. SEE PHOTO IN NEXT COLUMN.



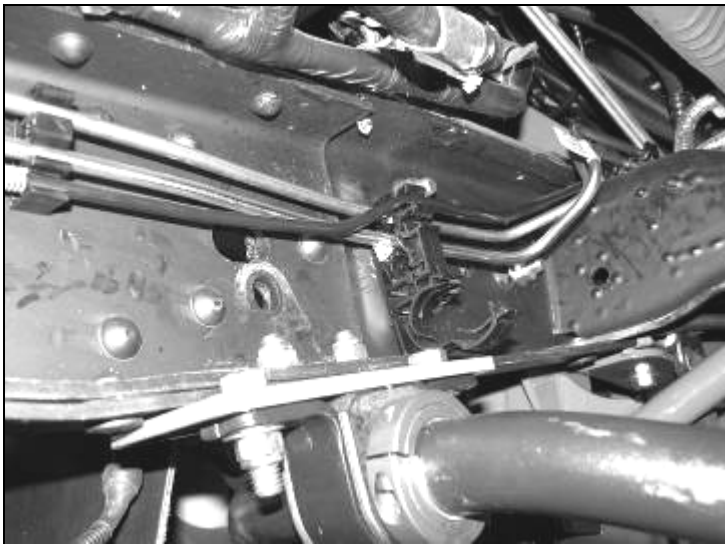
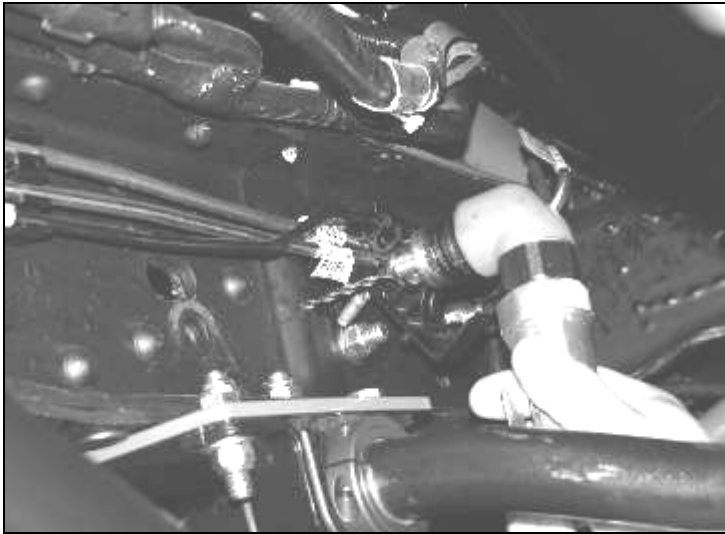
limit strap bracket in the rear mount hole on inside of frame

28. Repeat steps twenty through twenty-four on passenger side. **NOTE:** Some Gasoline Engine trucks may need to have the Air Conditioning condenser moved for clearance of the top of the shock bucket. To adjust the condenser, **only loosen** the two bolts that are on the right side of the housing and remove the one on the left side and discard. Open the clip on the condenser line and rotate the condenser in towards the motor approximately 1/2" - 3/4" and re-tighten the two inner bolts. SEE PHOTOS BELOW AND ON NEXT PAGE.



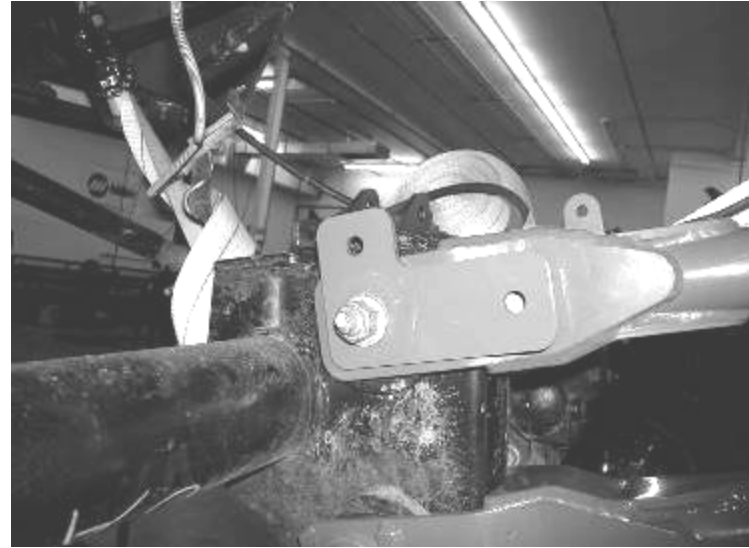


29. Using a drill with a 5/16" drill bit, drill a hole 1 1/2" back from where the original fuel line bracket was located. Make sure to drill it at the same height on the frame rail so the bracket will align properly on the frame. Once the hole is drilled, slide the bracket backwards on the fuel lines. Use care not to damage the lines. Re-install the factory nut and torque to 30 ft. lbs. SEE PHOTOS BELOW AND ON NEXT PAGE.



shown with sway mounted for illustration only

30. Working from both sides of the truck, locate the upper axle pivot bolt on the front axle. Remove and save the nut. Locate FT30198 lower limit strap bracket and attach to the inside of the upper pivot bolt. The long end of the bracket will be facing upward. SEE PHOTO BELOW.



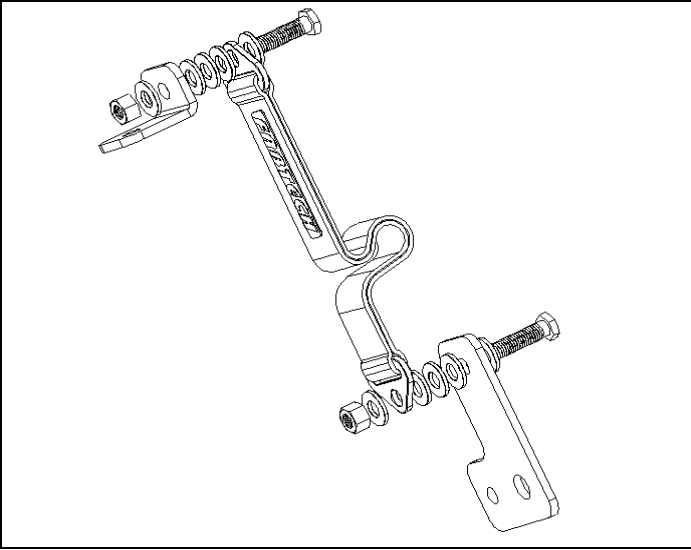
Picture Shown With Tab Set Up For 6" Kit



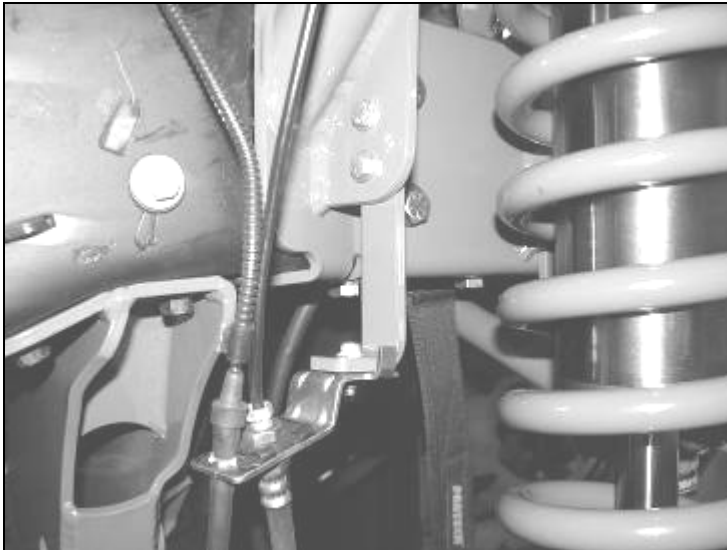
Picture Shown With Tab Set Up For 8" Kit

31. If installing Fabtech's optional Hydraulic front bump stop kit do so at this time.
32. Locate one of the 4.0 Dirt Logic Coil Overs. Insert one of the supplied FT83034 mis-alignment spacers to each side of the top bearing in the shock. Next locate the supplied FT1040 and FT1041 Delron bushings and place the one with the larger inner ring on the side of the bearing without the snap ring and the one with the smaller inner ring on the side with the snap ring. Insert the top of the coil over into the coil over hoop. Using the supplied 5/8" x 3.5" bolt and washers and FT30183 nut tab connect the coil over to the hoop. **SEE DIAGRAM ON LAST PAGE.**
33. Locate the last two FT83034 mis-alignment spacers and insert them into the bearing on the bottom of the shock. Using the supplied 5/8" x 3.5" bolt, nut, and washer attach it to the lower mount on the axle. **SEE DIAGRAM ON LAST PAGE.**

34. Install the supplied limit straps to the upper mounts using the supplied ½" x 1 ¾" bolt, nuts, and washers. Do not connect the bottom of the strap until the truck is on the ground. SEE DIAGRAM BELOW.



35. Torque the front and rear four link pivot bolts to 200 ft. lbs. **MAKE SURE THE CAM IS SEATED INSIDE THE ALIGNMENT CAM GUIDES.**
36. Locate FT30233 front brake line bracket and attach it to the factory brake line bracket with the factory hardware. Attach the new brake line bracket to the coil bucket using the supplied ¼"-20 x 1" bolt and hardware. You will need to be careful when bending the hard line down to meet the new brake line bracket. **USE CARE NOT TO DAMAGE THE HARD LINE.** Re-install the brake calipers and torque caliper bolts to 130lbs. SEE PHOTO ON NEXT PAGE.



37. Remove the factory sway bar frame pivot mounts from the inside of the frame and discard with the hardware. Locate FT30240BK sway bar drop bracket, FT30250 sway bar clamp, supplied 7/16" hardware, and the factory sway bar. The sway bar brackets are the same from right to left. The new brackets will be bolted to the frame over the rivet in the same holes the stock pivots were. The new brackets need to be mounted to the frame so that the sway bar clamps are mounted inboard of

the frame and positioned to the rear of the new bracket. There are two sets of mounting holes on the new brackets. Mount the sway bar in the forward set of holes for all engines except the 7.3L diesel, this engine's oil pan requires the bar to be mounted in the rear set of holes for proper clearance. Locate the factory sway bar. Route the bar onto the truck with the bend in the center of the bar facing down to so it fits around the bellhousing of the transmission. SEE PHOTO AND DIAGRAM BELOW AND ON NEXT PAGE AND ON LAST PAGE.

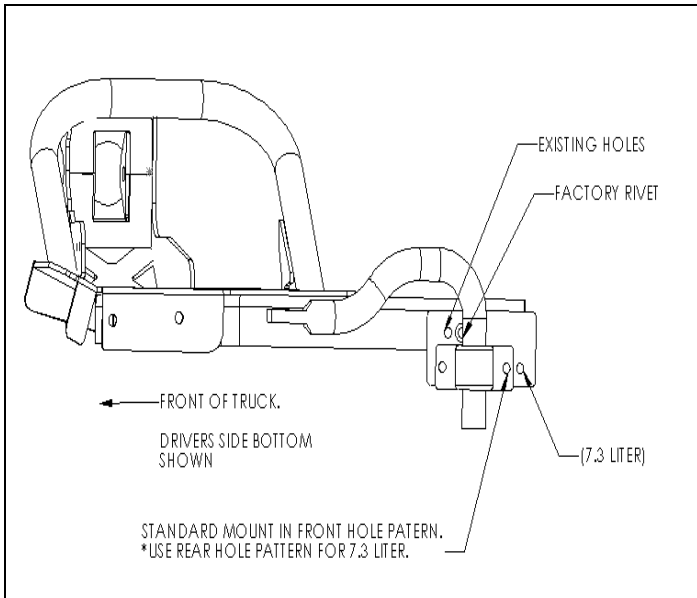
**EXHAUST MODIFICATION MAY BE REQUIRED ON EARLY MODEL TRUCKS WITH THE 5.4L V-8 or 6.8L V-10 GASOLINE ENGINE**



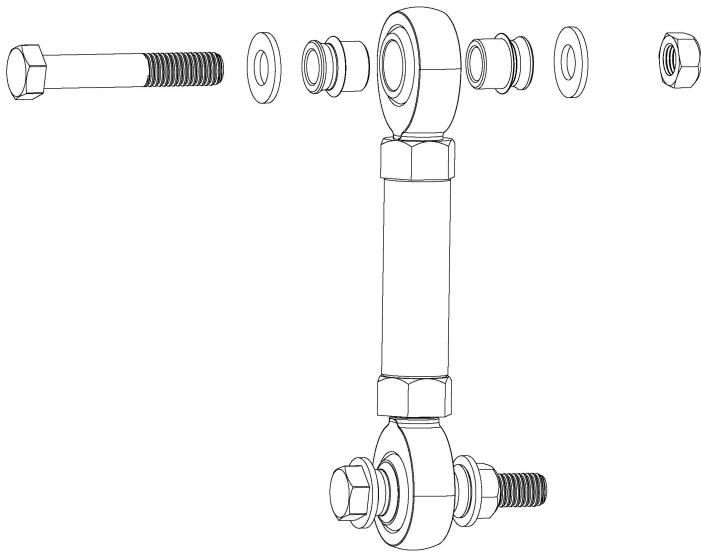
Photo shows drivers side from front of truck



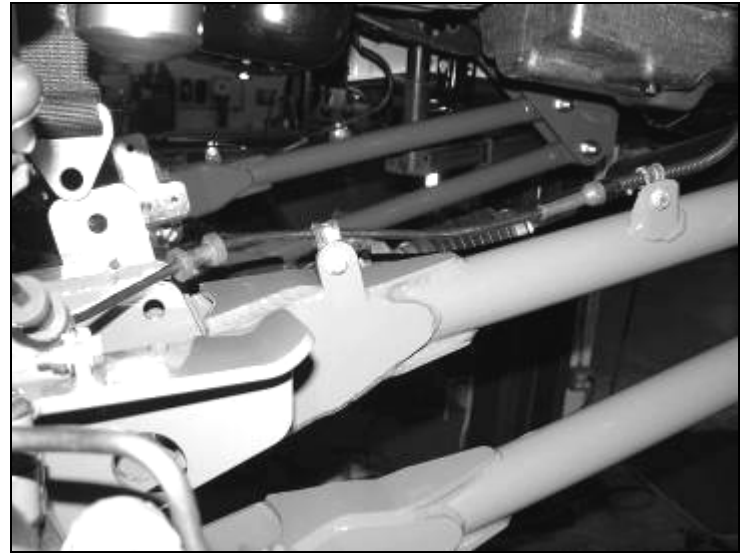
Photo shows sway bar in rear holes for 7.3L diesel from front of truck



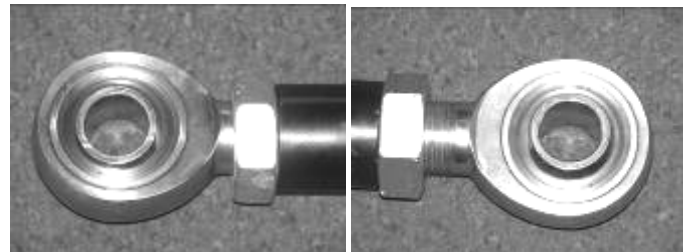
38. Locate both FT30234 sway bar end links, FTS98003 heim joints, and the supplied jam nuts. Thread the jam nuts all the way onto the heim joints, and then thread the heim joints all the way into both ends of the end links. Leave the jam nuts loose at this time. Locate the supplied 1/2"-13 x 3" bolt, c-lock nuts, flat washers, and the FTS43 mis-alignments. Attach the end link to the axle bracket as shown in diagram in next column, leave loose at this time. Do not attach the other end of the link to the factory sway bar until the truck is on the ground. Torque lower hardware to 75 ft. lbs. SEE DIAGRAM BELOW.



39. Route the ABS line on the lower coil perch and attach the line bracket to the new upper link using three of the supplied adel clamps and 1/4" hardware. SEE PHOTO IN NEXT COLUMN.

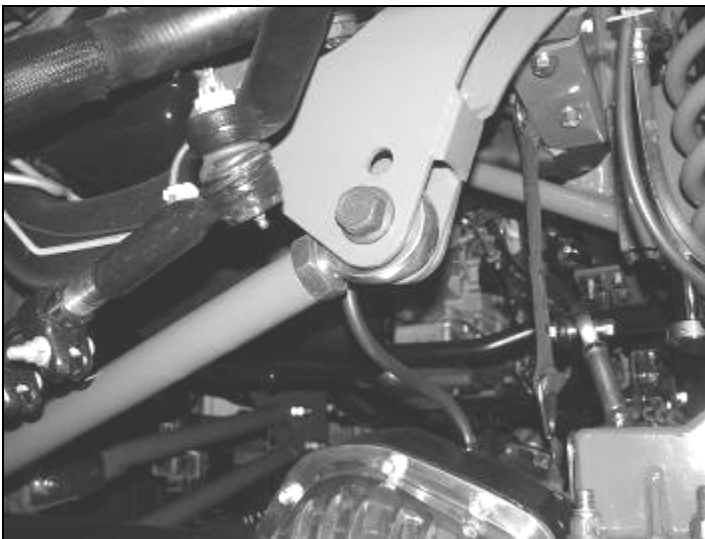
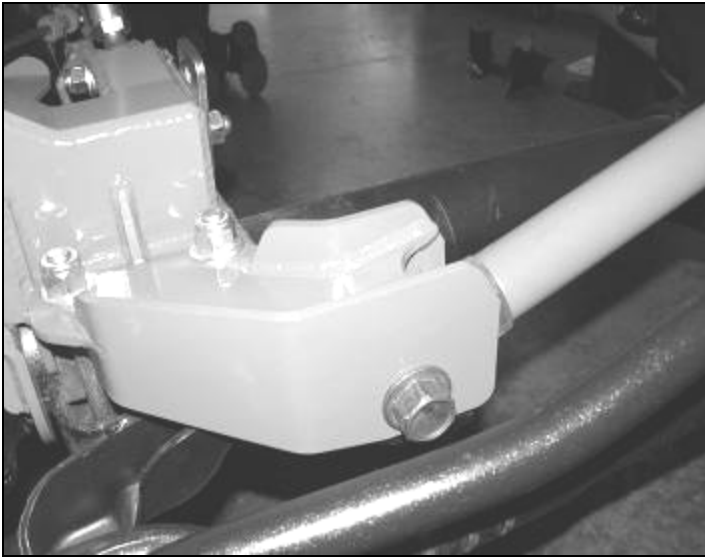


40. Attach the drag link to the drop pitman arm, torque the original nut to 60 ft/lbs followed by the proper amount to line up a cotter pin hole. **DO NOT LOOSEN THE NUT TO LINE UP THE COTTER PIN HOLE.** Install a new cotter pin. Reinstall the brake calipers.
41. Raise the jacks supporting the front axle enough to release the jack stands from the front frame rails and set the stands under the front axle and lower off the floor jacks. Locate FT30235BK 8" or FT30263BK 6" Trac Bar, FTS18 1" x 1 1/4" Heims, FT30238 Mis-alignments, and 1 1/4" Jamb Nuts. Thread the jam nut on to the heims until there are no threads showing between the jam nut and the heims. Then insert the heims into the trac bar all the way to jam nuts. **Adjust the heims to 28 1/2" on the 6" kit and 29 1/4" on the 8" kit center-to-center (this is just a starting point).** When adjusting the heims **ONLY** adjust one end, the one that will connect to the frame trac bar bracket. Position the new trac bar into the factory location at the axle and attach it with the factory hardware and nut tab. Place the track bar into the **bottom position of the trac bar bracket.** Note: You may need to turn the wheels left to right to align the hole. Steer the truck fully in each direction making sure the front brake lines will not come in contact with the front tires. Torque the trac bar bolts to 100ft. lbs. SEE PHOTOS BELOW AND ON NEXT PAGE.



Heim Adj. (axle mount)

Heim Adj. frame mount Aprx.3/4"



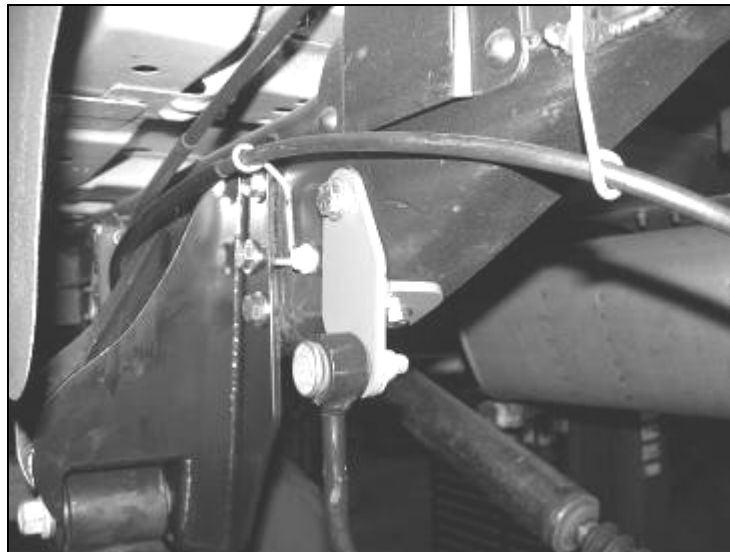
42. Torque the front u-bolts to 80 ft/lbs. Torque all the spring bolts, including the frame to shackle bolts to 75 ft/lbs.
43. Locate the supplied  $\frac{1}{2}$ "-13 x 3" bolts and the FTS43 mis-alignments. Connect the sway bar end links to the sway bar. Locate FT30250 Sway Bar Clamp. The clamp mounts on the inside of the sway bar bracket and helps prevent the sway bar from moving from side to side in the rubber bushings. SEE PHOTOS IN NEXT COLUMN.

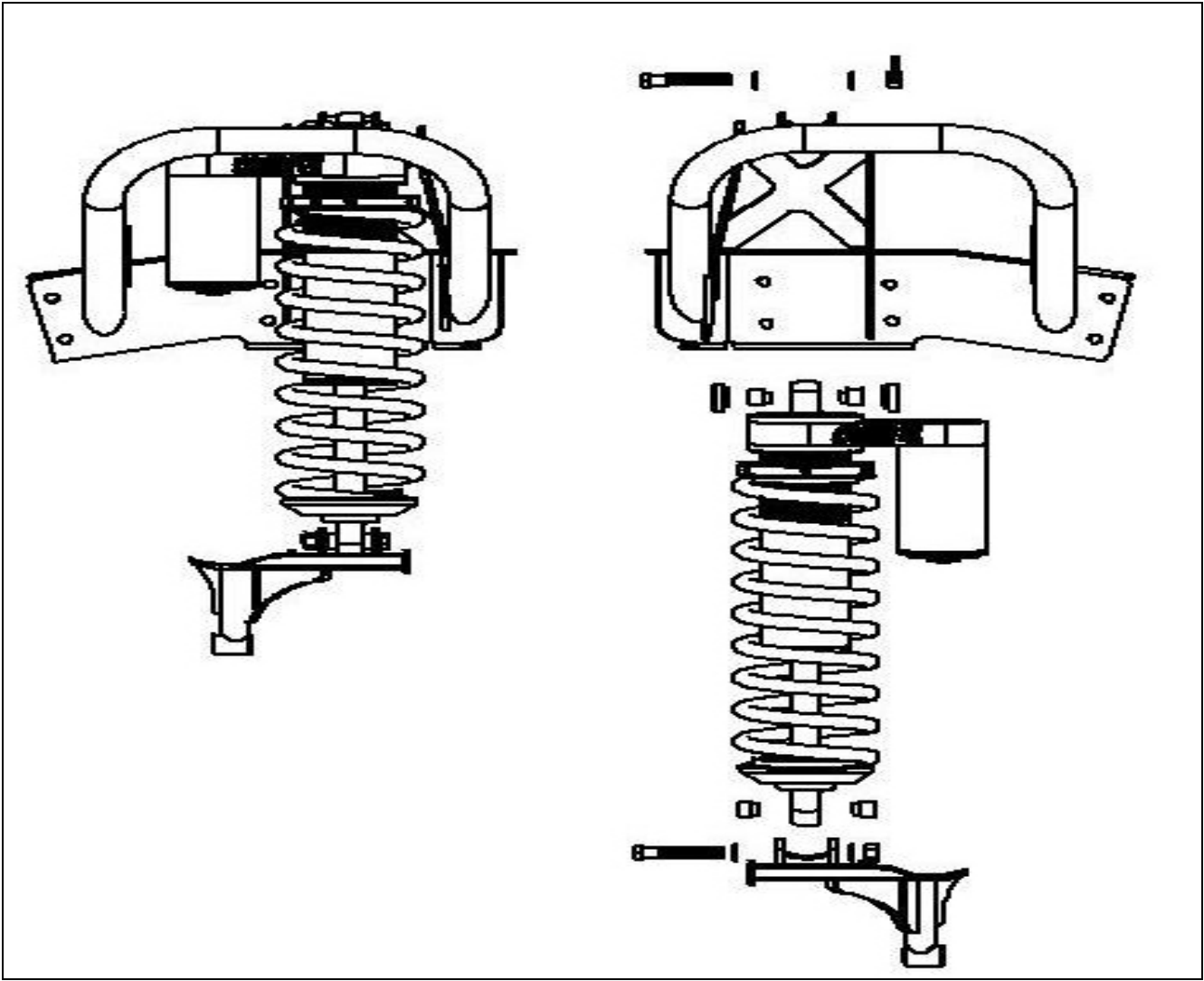
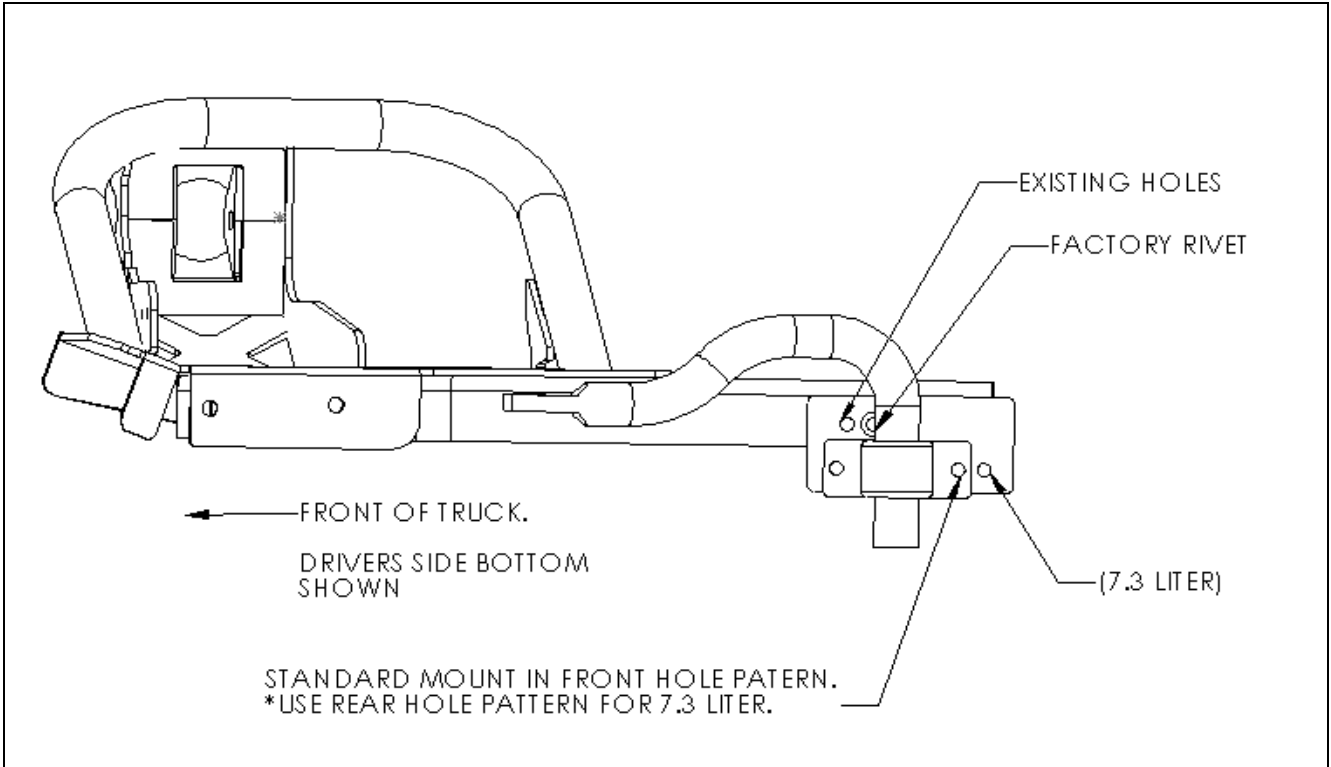


44. Connect the limit straps to the lower limit strap brackets with the supplied  $\frac{1}{2}$ " x 1  $\frac{3}{4}$ " hardware.
45. Recheck all bolts for proper torque. Tighten all jam nuts. Recheck brake hoses and lines for proper clearances.
46. Put the front tires back onto the axle and fully torque the lugs. Factory lug nut torque specification can be found in your owner's manual.
47. Check front-end alignment and set to factory specifications. Readjust headlights



48. Locate the FT30240BK (driver) and FT30241BK (pass) Rear Sway Bar Drop Brackets. Remove the factory sway bar end links from the frame and save the hardware. Place the drop bracket onto the frame and attach with the supplied  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " hardware and torque to 75 ft. lbs. Using a drill with a  $\frac{3}{8}$ " bit, drill the bottom hole through the new bracket into the frame. Use the supplied  $\frac{3}{8}$ " hardware and install the bolts through the bracket into the frame, torque to 30 ft. lbs. Install the end link into the bottom of the new drop bracket with the factory hardware and torque to 50 ft. lbs. SEE PHOTO BELOW.





## **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.