Installation Instructions

Jeep TJ 3 Link Crawler Suspension System
1997-2002

Fabtech Motorsports 4331 Eucalyptus Ave. Chino, CA 91710
Tech Line 909-597-7800 Fax 909-597-7185 Web www.fabtechmotorsports.com

6" / 8" JEEP TJ Crawler Suspension System
FTS24057BK

TOOL LIST: (NOT INCLUDED)

- **FLOOR JACK & JACK STANDS**
- **ASSORTED METRIC AND S.A.E SOCKETS, & WRENCHES**
- **DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL**
- **SANDING WHEEL**
- **MIG WELDER**
- **TORQUE WRENCH**
- **GREASE GUN**
- **PITMAN ARM PULLER**
- **FLAT BLACK SPRAY PAINT**

Before You Begin Installation Read The Following:

THIS SUSPENSION SYSTEM IS DESIGNED TO BE USED WITH A REAR DANA 44 AXLE.

CONTACT FABTECH OR SEE OPTIONAL AXLE MOUNTS LISTED BELOW.

FTS94036BK Dynatrac Rear Axle Truss
FTS94037BK Currie 9" Rear Axle Truss
FTS94038BK Currie Rock Jock Rear Axle Truss
FTS94042BK Dana 35 Rear Axle Truss

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST BEFORE BEGINNING INSTALLATION OF THE KIT. THE LIST HAS ALL THE APPLICATIONS FOR ALL THE VARIATIONS OF THE SYSTEMS. VERIFY THAT YOU HAVE THE CORRECT COMPONETS FOR YOUR PARTICLUAR APPLICATION AND SYSTEM SELECTED. IF ANY PIECES ARE MISSING, CONTACT FABTECH AT 909-597-7800

THIS KIT IS DESIGNED TO BE INSTALLED ON A JEEP WITH STOCK AXLES & STOCK TRANSFER CASE & STOCK SUSPENSION

VEHICLES THAT WILL RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS AND TIE RODS ENDS EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED

6" / 8" JEEP TJ Crawler Suspension System

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. THIS SUSPENSION SYSTEM DOES REQUIRE WELDING FOR INSTALLATION.

THE INSTALLATION OF THIS SUSPENSION SYSTEM 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.

THIS SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS

THIS SUSPENSION SYSTEM IS DESIGNED TO BE USED WITH A REAR DANA 44 AXLE. CONTACT FABTECH OR SEE FABTECH'S MASTER CATALOG FOR OPTIONAL AXLE MOUNTS.

REAR DRIVE SHAFT INFORMATION

MODELS EQUIPPED WITH A NP231 TRANSFER CASE- INSTALLATION OF A FIXED YOKE CV STYLE REAR DRIVESHAFT **(FTS94005)** AND FIXED YOKE KIT **(FTS94004)** WILL BE REQUIRED WITH THIS SYSTEM TO REDUCE DRIVELINE VIBRATION.

IF YOU ARE INSTALLING THE COIL OVER SHOCK SYSTEM WITH THE INSTALLATION OF THIS SYSTEM, THERE ARE SOME PARTS INCLUDED WITH THIS SYSTEM THAT MUST NOT BE USED. THE COIL OVER SYSTEM WILL INCLUDE THE NEW ITEMS THAT MUST BE USED IN CONJUNCTION WITH THAT KIT. YOU WILL NOT USE THE ITEMS LISTED BELOW:

FT50052	ALUMINUM FRONT BUMPSTOP SPACER
FT50204	NUT TAB
FTS50027	FRONT UPPER BUMPSTOPS
5/16"-18 X 2 ½"	HEX BOLT, C-LOCK NUT, AND WASHERS

THE FACTORY EXHAUST SYSTEM WILL NOT BE ABLE TO BE RE-INSTALLED ON THE JEEP ONCE THIS SYSTEM HAS BEEN INSTALLED. FTS24069 (97-99 JEEP TJ) IS A BOLT ON STAINLESS STEEL EXHAUST SYSTEM AVAILABLE FROM FABTECH. **THESE EXHAUST SYSTEMS ARE DESIGNED FOR THE FACTORY REAR DANA 44 AXLE ONLY.** IF YOU HAVE A DANA 35 OR AFTERMARKET REAR DIFFERENTIAL, YOU MUST HAVE AN EXHAUST SYSTEM MADE FOR YOUR APPLICATION.

6" / 8" JEEP TJ Crawler Suspension System

1997 - 2002 SUB BOX COMPONENTS

Jeep Crawler Kit Sub-Level Box Kits

	FTS24053BK	Sub-Box 1
Qty	Part #	Description
2	FT50013	Upper Sway Bar Link Bracket
1	FT50015	Pitman Arm
1	FT50029BK	Ext. Frt. Trac Bar
1	FT50036	Lower Sway Bar Bracket Drv.
2	FT50037BK	Rear Sway Bar End Link
2	FT50052	Alum. Front Bump Stop Spacer Lwr
1	FT50056	Driver Rear Axle Shock Mount
1	FT50057	Pass. Rear Axle Shock Mount
1	FT50066	Lower Sway Bar Bracket Pass
1	FT50070BK	Frt. Sway Bar Link Drv.
1	FT50071BK	Frt. Sway Bar Link Pass
2	FT50145BK	Front Upper Link
2	FT50144BK	Front Lower Link
1	FT50149BK	Axle Truss Dana 44
1	FT50150BK	Axle Truss Rear Bracket
1	FT50151BK	Frt. Trac Bar Drop
1	FT50163BK	Track Bar Drop Support
1	FT50186	Pass. Upper Control Arm Gusset
1	FT50201	Hardware Kit 1
1	FT50202	Hardware Kit 2
1	FT50203	Hardware Kit 3
2	FT50219	Rear Upper Bump Stop
2	FT50221BK	Rear Lower Bump Stop Mount
1	FT50367	Hdwr Sub-Assembly Kit
2	FT743U	U-Bolt 3 Link Axle Bracket
2	FTS50027	Frt Bump Stop Upper

	FTS24055BK	Non Unlimited Sub-Box 2
Qty	Part #	Description
1	FT50159BK	Rr Wish Bone **NON UNLIMITED**
2	FT50158BK	Rr Lower Link **NON UNLIMITED**
2	FT50124F	Adjustable Joint Housing (Small)
8	FT50123F	Adjustable Joint Housing (Large)

	FTS24057BK	97-02 Sub-Box 3
Qty	Part #	Description
1	FT50152BK	Crawler Pan Drv. Section (97-02)
1	FT50153BK	Crawler Pan Pass. Section (97-02)
1	FT50230BK	Frt Lower Link Mount Drv (97-02)
1	FT50231BK	Frt Lower Link Mount Pass (97-02)
1	FT50366	Hdwr Sub-Assembly Kit

	FT50367	Hdwr Sub-Assembly Kit
Qty	Part #	Description
2	FT103	Wish Bone Mis-alignment Spcr
1	FTS1042	4 Pack Derlen Bushing Kit
2	FT115	Upper Link Arm Pocket Sleeve
2	FT116	Upper Link Arm Pocket Spacer
3	FT118	Rear Bracket Spacers
1	FT30	Rod End
2	FT42	Sway Bar Pin
4	FT44516	Crush Washer
2	FT45	Key Ring
2	FT50034	Front Brake Line
1	FT50035	Rear Brake Hose
2	FT50048	Sway Bar Bushing
3	FT50055	Brake Hose Bracket
1	FT50089	Front Sway Bar Sleeve Kit
1	FT50092	Rear Sway Bar Sleeve Kit
1	FT50097	Frt. Trac Bar Nut Tab
1	FT50165	Bushing & Sleeve Kit
2	FT50183	Sway Bar Frm Brkt Disconnect
1	FT50184	Track Bar Drop Support Nut Tab
1	FT50195	Frt. Trac Bar Drop Nut Tab
1	FT50204	Fuel Line Bracket
1	FT50207	Nut Tab Frt. Lower Bstop Pass.
2	FT50220	Nut Plate Rr Upper Bstop
1	FT81	Trac Bar Frame Insert
2	FT90036	Lynch Pin 1/4"
1	FTLUBE	Bushing Lube
2	FTS43	Mis-Alignment
2	FTS86	Bump Stop Rear
1	FTS98000	3/4" Heim Joint
3	FTT79	Brake Line Clip

	FT50366	Hdwr Sub-Assembly Kit
Qty	Part #	Description
6	50000005052	1/2" SAE Flat Washer
6	50000005252	1/2" Split Washer
6	50131501081	1/2"-13 X 1 1/2" Hex Bolt
2	FT24057i	Instruction Sheet
1	FTAS12	Fabtech Sticker
1	FTREGCARD	Registration Card

1997 - 2002 SUB BOX COMPONENTS (CONTINUED)

	FTS44013BK	6" Rear Coils Sub-Box 4
Qty	Part #	Description
2	FT50008BK	Rear Coils

	FTS44002BK	6" Frt & RR Coils Sub-Box 4
Qty	Part #	Description
2	FT50007BK	Front Coils
2	FT50008BK	Rear Coils

	FTS44012BK	8" Frt & RR Coils Sub-Box 4
Qty	Part #	Description
2	FT50010BK	Front Coils
2	FT50011BK	Rear Coils

	FTS44014BK	8" Rear Coils Sub-Box 4
Qty	Part #	Description
2	FT50011BK	Rear Coils

	FTS24059BK	97-02 Sub-Box 5
Qty	Part #	Description
1	FT50154BK	Crawler Pan Center Section
1	FT50166	Pan Protection

	FTS24019	Frt. Coilovers Sub-Box 6
Qty	Part #	Description
2	FT82002-U	2.5 Dirt Logic Coilovers

	FTS24027BK	Sub-Box 7
Qty	Part #	Description
1	FT50101BK	Driver Lower Mount
1	FT50102BK	Pass Lower Mount
1	FT50137BK	Coil Over Bump Stop Mount Driver
1	FT50138BK	Coil Over Bump Stop Mount Pass
2	FT50164	Frt. Bumpstop Spacer
2	FT50232	Rubicon Lower Bumpstop Spacer
1	FT50139BK	Coil Over Hoop Driver
1	FT50140BK	Coil Over Hoop Pass
1	FT50141BK	Driver Support Tube
1	FT50142BK	Pass Support Tube
1	FT50135	Nut Tab Lower Mount Pass
2	FT50136	Nut Tab Lower Mount
2	FT50192	Nut Tab Frt Hoop Mount
2	FT50193	Nut Tab Rear Hoop Mount
2	FT50194	Nut Tab Mount
2	FTS86	Frt. Bump Stop
1	FT50169	Frame Sleeves Kit
1	FT50168	Hardware Kit
2	FTLOCK	Thread Locking Compound
2	FT741U	U-Bolt
2	FT24027i	Instruction Sheet

ORDER BOX(S) 4 BASED ON VEHICLE HEIGHT (6” OR 8” KIT) AND STANDARD (COIL SPRING) OR PERFORMANCE (COILOVER) FRONT KIT.

SUB-BOX 6 AND 7 ARE ONLY REQUIRED IF INSTALLING THE OPTIONAL COILOVER SHOCK CONVERSION KIT.

6" / 8" JEEP TJ Crawler Suspension System

HARDWARE KITS

	FT50201 Hardware Kit -	
Qty	**Description**	**Location**
8	1 1/2" -12 Jam Nut	Jam Nut Large Joint
2	1 1/4" -12 Jam Nut	Jam Nut Small Joint
2	3/4"-Fine RH Jam Nut	Frt Trac Bar
2	3/8"-24 Non Lock Nut	Steering Stop @ front knuckle
2	3/8"-24 x 1 3/4" Hex Bolt	Steering Stop @ front knuckle
1	12mm-1.75 x 60mm Button Head Bolt	Steering Stabilizer @ Axle
1	12mm Flat Washer	Steering Stabilizer @ Axle
1	12mm-1.75 C-Lock Nut	Steering Stabilizer @ Axle
3	Adel Clamps	Frt Brake Line Retaining Spring/ Fuel Line Bracket
2	.500 x 3.5 Extension Spring 57.5 coils	Frt Brake Line Retaining Spring
3	1/4"-20 x 3/4" Hex Bolt	Frt Brake Line Retaining Spring/ Fuel Line Bracket
3	1/4"-20 C-Lock Nut	Frt Brake Line Retaining Spring/ Fuel Line Bracket
6	1/4" SAE Flat Washer	Frt Brake Line Retaining Spring/ Fuel Line Bracket
3	1/4" x 1" Self Threading Bolt	Spring to Frame / Fuel Line Bracket
1	Cotter Pin 1/8" x 2"	Pitman Arm
3	Lock Tight	
10	1/2"-13 x 3 3/4" Hex Bolt	Pan Side Mounts & Frt. Mounts
10	1/2"-13 C-Lock Nut	
20	1/2" SAE Flat Washer	
2	7/16"-14 x 1 1/4" Hex Bolt	Frt Pivot Mounts to Pan Halves
2	7/16"-14 C-Lock Nut	
4	7/16" SAE Flat Washer	
21	5/16"-18 x 1 Hex Bolt	Outer Pans to Inner Pan + Rubicon Auto Locker Plate
21	5/16"-18 C-Lock Nut	
42	5/16" SAE Flat Washer	
8	5/16"-18 x 1 1/2" Counter Sunk Allen	Pan Protection
8	5/16"-18 C-Lock Nut	
8	5/16" SAE Flat Washer	
	Pan Mount 03-up	
8	12mm-1.75 x 40 mm Hex Bolt	Pan Mount 03-up (pan halves to factory pan locations)
8	12mm Flat Washers	Pan Mount 03-up (pan halves to factory pan locations)

	FT50202 Hardware Kit -	
Qty	Description	Location
1	7/16"-14 x 1 1/4" Hex Bolt	Trac Bar Support Tube @ Frame
1	7/16" SAE Flat Washer	“use with nut tab”
1	1/2"-13 x 2 1/2" Hex Bolt	Trac Bar Frame Mount
1	1/2"-13 C- Lock	“through factory Trac Bar mounting hole”
2	1/2" SAE Flat Washer	
1	7/16"-14 x 1 3/4" Hex Bolt	Trac Bar Frame Mount
1	7/16"-14 C-Lock Nut	
2	7/16" SAE Flat Washer	
1	7/16"-14 x 1 1/4" Hex Bolt	Trac Bar Frame Mount
1	7/16" SAE Flat Washer	“use with nut tab”
1	1/2"-13 x 3 1/4" Hex Bolt	Frt. Trac Bar Upper Mount
1	1/2"-13 C-Lock Nut	
2	1/2" SAE Flat Washer	
1	1/2"-13 x 2 3/4" Hex Bolt	Frt. Trac Bar Lower Mount
1	1/2" SAE Flat Washer	“use with nut tab”
2	10mm-1.50 x 80mm Hex Bolt	Frt Upper Link Arm @ Axle
2	10mm-1.50 C-Lock Nut	
4	10mm Flat Washer	
2	7/16"-14 x 3 1/4" Hex Bolt	Frt Upper Link Arm @ Lower Link
2	7/16"-14 C-Lock Nut	
4	7/16" SAE Flat Washer	
2	9/16"-12 x 4 1/4" Hex Bolt	Lower Link To Pan Side Mounts
2	9/16"-12 C-Lock Nut	
4	9/16" SAE Flat Washer	
2	1/2"-13 x 1 1/2" Hex Bolt	Frt.Sway Bar Mount @ Axle
2	1/2"-13 x 2 3/4" Hex Bolt	Frt. Sway Bar Link @ Sway Bar
4	1/2"-13 C-Lock Nut	
8	1/2" SAE Flat Washer	
2	3/8"-16 Nylock Nut	Upper Sway Bar Mount to Sway Bar
2	3/8" SAE Flat Washer	
4	1/4" x 1" Self Threading Bolt	Sway Discon. Frame Bracket
2	5/16"-18 x 2 1/2" Hex Bolt	Frt. Aluminum Lower Bump Stop
2	5/16"-18 C-Lock Nut	
4	5/16" SAE Flat Washer	

	FT50203 Hardware Kit -	
Qty	Description	Location
	REAR SECTION	
2	9/16"-12 x 5" Hex Bolt	Lower Link @ Axle
2	9/16"-12 C-Lock Nut	
4	9/16" SAE Flat Washer	
2	1/2"-13 x 2 3/4" Hex Bolt	3 Rear Shock Bolt @ Axle
2	1/2"-13 C-Lock Nut	
4	1/2" SAE Flat Washer	
1	3/4"-10 x 4 1/2" Hex Bolt	Wish Bone @ Axle Truss
1	3/4"-10 C-Lock Nut	
2	3/4" SAE Flat Washer	
2	9/16"-12 x 6 1/2" Hex Bolt	Rear Arm + 3 Link @ Center Pan
2	9/16"-12 C-Lock Nut	
4	9/16" SAE Flat Washer	
2	1/2"-13 x 4" Hex Bolt	Fac.Upper Link Arm Pocket @ axle
2	1/2"-13 C-Lock Nut	
4	1/2" SAE Flat Washer	
4	1/2"-20 C-Lock Nut	U-bolt Hardware
4	1/2" SAE Flat Washer	
3	7/16"-14 x 1 1/4" Hex Bolt	Axle Truss Bracket to Truss
3	7/16" Split Washer	
3	7/16" SAE Flat Washer	
3	5/16"-18 x 1 1/2" Hex Bolt	Axle Truss Bracket to Diff Cover
3	5/16" SAE Flat Washer	
4	10mm-1.5 x 40mm Hex Bolt	Rear Sway Bar To Axle 03 up
4	10mm Split Washer	
4	10mm Flat Washer	
2	1/2"-13 x 5" Hex Bolt	Rear Upper Bump Stop
2	3/8"-16 C-Lock Nut	Rear Lower Bump Stop
2	3/8" SAE Flat Washer	
2	1/2" X 1/2" Adel Clamp	Rear E-Brake Cable

INSTRUCTIONS:

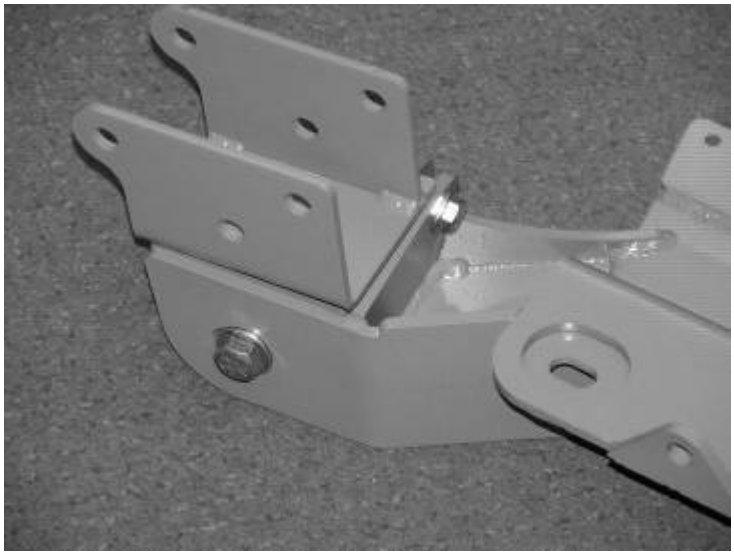
1. Disconnect the negative terminal on the battery. With the vehicle on level ground set the emergency brake and block the rear tires. Jack up the front end of the truck and support the frame rails with jack stands just behind the front bumper. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**

2. Using a transmission jack or floor jack carefully support the transmission and transfer case. Remove the four transmission mount nuts from the center of the pan and save. Remove factory transmission crossmember from the frame mounts. Discard the factory hardware and the crossmember.

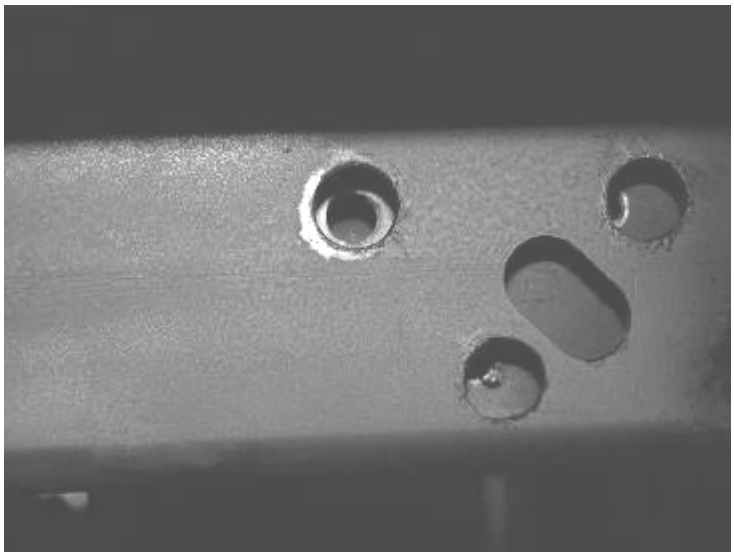
3. Remove the front & rear drive shafts and save the front drive shaft and all the hardware, discard the rear. A fixed yoke conversion and C.V. rear drive shaft will need to be installed. Remove the transfer case at this point, save all hardware from transfer case. Locate the FTS94004 (not supplied with this system) T-case conversion kit and follow the instructions in that kit to complete the conversion. **SEE NOTES AT THE BEGINNING OF INSTRUCTIONS ABOUT DRIVELINE.**

4. Remove the exhaust system from the flange located next to the transmission all the way to the rear. Discard the exhaust. **The factory exhaust system will not be able to be reinstalled on the Jeep once the kit has been installed. Part FTS24031 (97-99 Jeep TJ) is a bolt on stainless steel exhaust system available from Fabtech.** This will be installed once the suspension system is complete.

5. Working from the driver side of the Jeep, locate FT50152BK (driver) transmission crossmember frame mount and the FT50230BK Front Lower Link Mount (driver). Attach the crossmember half to the new front pocket using the supplied 9/16 x 4 ¼" and 7/16 x 1 ¼' bolts, nuts, and washers. Leave Loose at this time. Using the supplied ½" X 1 ½" Bolts and flat washer attach the pocket and pan half to the frame using the three original threaded frame holes. Tighten the 7/16" and ½" hardware. SEE PHOTO IN NEXT COLUMN.



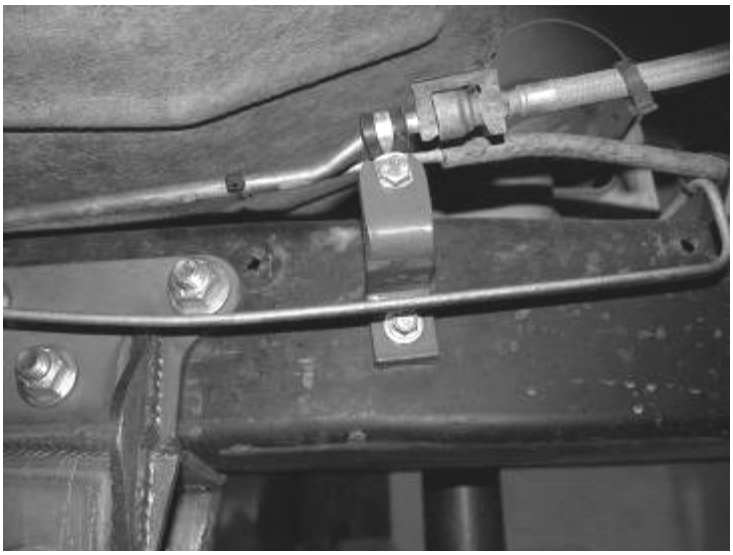
6. Using a drill with a long ¼" Drill bit, drill the two holes (pan half) and the three holes (pocket bracket) on the outside of the frame completely through the frame. **IT IS VERY IMPORTANT TO DRILL THESE HOLES STRAIGHT!!** Now using a ½" drill bit, drill a ½" hole completely through both sides of the frame. Remove the crossmember half with pocket bracket from the Jeep and set aside with the hardware. Using a ¾" drill bit, **ONLY** drill the outer hole out to ¾". **USE CARE WHEN DRILLING THROUGH THE FRAME AS THERE ARE FUEL LINES AND ELECTRICAL ON THE BACKSIDE OF THE FRAME, DO NOT TO DRILL INTO THEM.** SEE PHOTO BELOW.



7. Insert five of the supplied frame sleeves in into the previously drilled holes. Reattach the crossmember half and pocket bracket to the frame using the four previously installed ½" bolts and washer along with five of the supplied 1/2" x 3 ¾" bolts, nuts, and washer. Leave loose at this time. SEE PHOTOS ON NEXT PAGE.

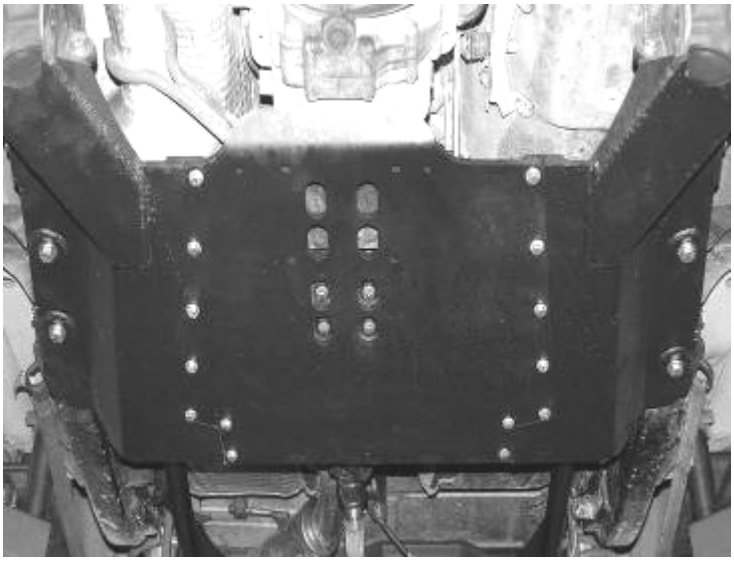
8. Repeat steps five through seven on the passenger side of the Jeep.

9. Re-install the transfer case at this time. Locate the fuel lines running on the inside of the frame on the driver side of the Jeep by the new front upper link arm pocket. Using the supplied FT50204 Fuel line bracket and the supplied ¼" self-threading bolt attach the bracket to the frame as shown below. You will need to drill a 15/64" guide hole for the self-threading bolt. Using the supplied Adel clamp and ¼" x ¾" bolt, nut and washer attach the center fuel line to bracket. SEE PHOTO BELOW.



10. Locate and install factory front drive shaft with factory hardware.

11. Locate FT50154BK Transmission Crossmember Center Section, and attach it to the two outer sections using the supplied 5/16" x 1" bolt, nuts, and washers. Reattach the factory transmission mount to the new crossmember using the original hardware. Do not tighten any of the hardware until all the bolts are in the pan, and then tighten them evenly from side to side. Remove the transmission jack or straps previously supporting the transmission. Torque the center section bolts to 20 ft. lbs. and all of the outer frame bolts to 75 ft lbs. SEE PHOTO ON NEXT PAGE.

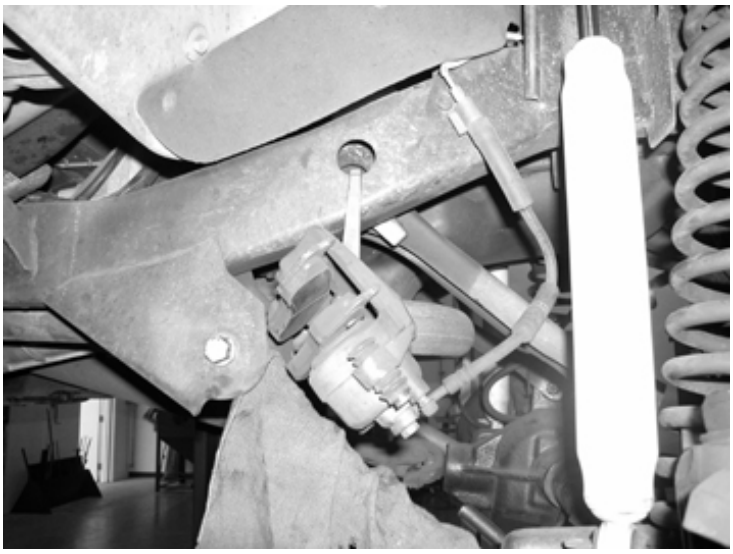


12. Locate FT50166 Pan Protection and attach to the bottom of the new transmission crossmember using the supplied 5/16" x 1 ½" Counter Sunk Allen bolts, nuts, and washers. Torque to 20 ft. lbs. SEE PHOTO BELOW.

FRONT SUSPENSION INSTRUCTIONS

13. Working from both sides of the truck, remove and discard front track bar and save the hardware. Remove the sway bar end links and discard with the hardware.

14. Remove the brake calipers and tie them out of way. **DO NOT ALLOW THE BRAKE CALIPERS TO HANG FROM BRAKE LINE.** Remove the brake rotors and set aside. SEE PHOTO IN NEXT COLUMN.



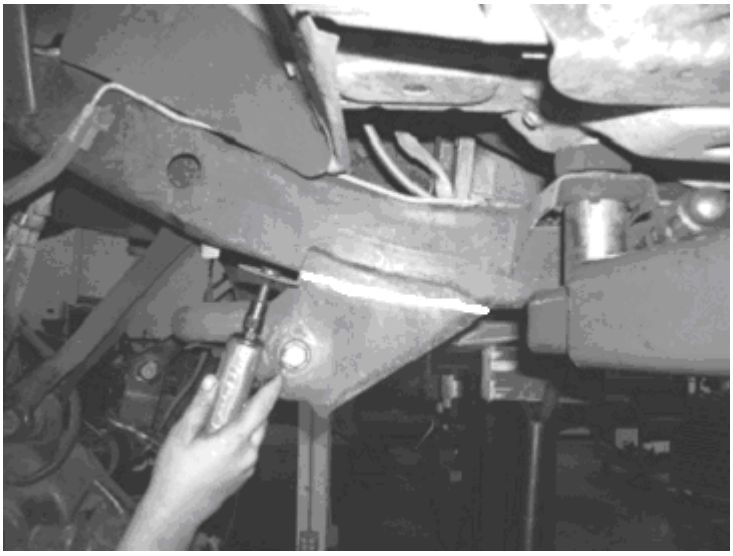
15. Support front axle with two floor jacks. Remove the front shocks and discard. Save the factory lower shock hardware, discard the upper hardware.

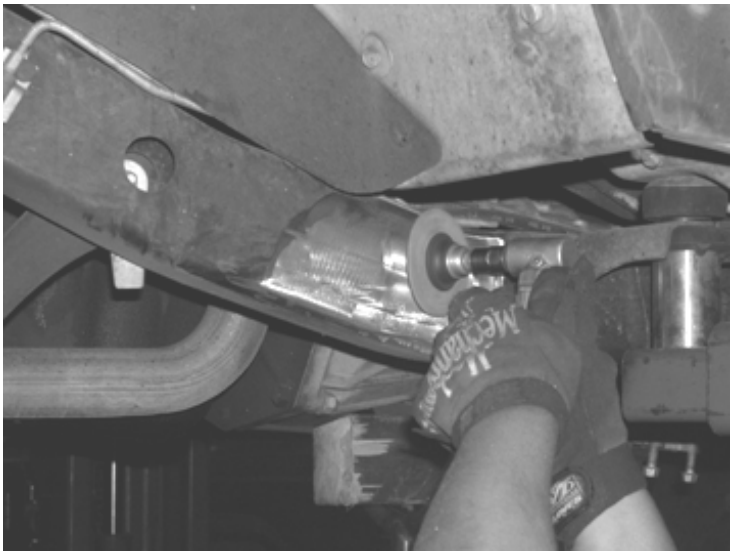
16. Remove the front coil springs and discard. Save the factory upper coil isolators. Remove factory upper bump stop and discard. Then using two large Ratchet Straps or two jack stands support the front axle, do not allow the axle to hang freely.

17. Locate the factory pitman arm. Disconnect the inner tie rod end from the pitman arm and remove the pitman arm with a pitman arm puller and discard, save hardware. Locate the new Fabtech drop pitman arm FT50015 and install onto the steering box using the factory nut, washer, and supplied cotter pin. Torque nut to 185 ft lbs.

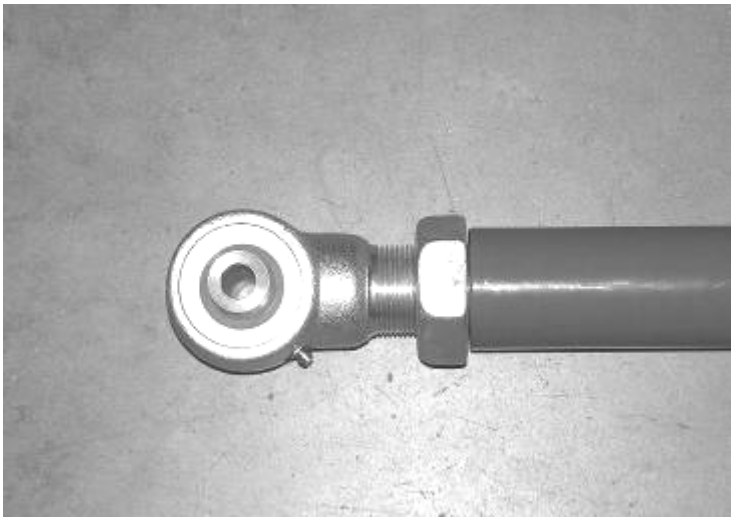
18. Locate the factory lower link arms, remove and discard. Save the factory hardware and alignment cams from the axle mount and discard the hardware from the frame mount.

19. Locate the factory lower link arm mounts on the frame. Mark and cut the pockets from the frame with a die grinder and cutoff wheel. Completely remove the factory bracket from the frame and paint all bare metal areas. SEE PHOTOS BELOW AND ON NEXT PAGE.

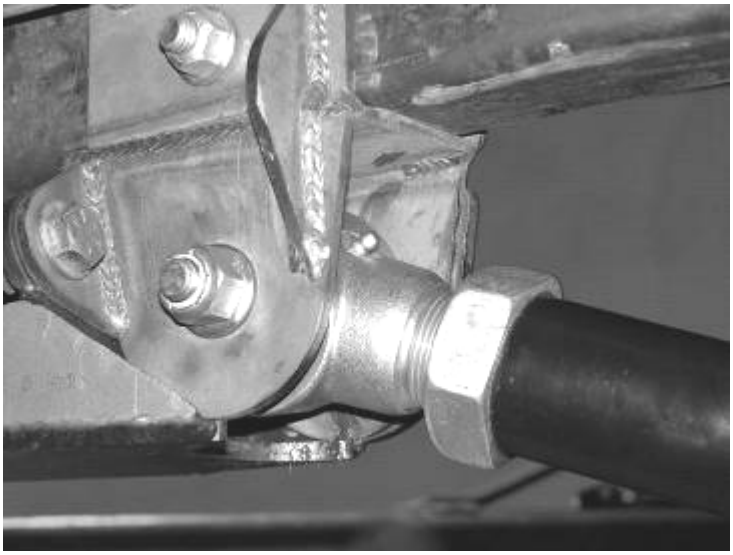




20. Locate two of FT50123F Large Pivot Joints and thread one of the supplied large jam nuts onto each of the pivot joints. **Note- when installing the jam nut onto the pivot end make sure the flatter side of the jam nut is facing the link arm.** You will need to thread the jam nut onto the end so there is **3/8"**of thread showing above the jam nut on the **UPPER** joint and **7/8"** of thread showing above the jam nut for the **LOWER** joint. **THESE MEASUREMENTS ARE JUST A STARTING POINT. YOU MAY HAVE TO ADJUST THEM BASED ON YOUR JEEP. BOTH FRONT LINKS MUST BE ADJUSTED EQUALLY FROM SIDE TO SIDE FOR PROPER VEHICLE ALIGNMENT**. Locate the new Fabtech front lower link arm FT50144 and install one of the previously assembled large pivot joints into each end of the link. SEE PHOTO BELOW.



21. Attach the assembled lower link arm onto the truck. **(When attaching the lower link to the Jeep, the pivot end on the frame mount will need to have the grease fittings facing up and the pivot end on the axle will need the grease fitting facing down)**. Attach first to the frame mount using the supplied 9/16" x 4 ¼" hardware and then to the axle using the original factory alignment cams. Leave loose at this time. SEE PHOTO IN NEXT COLUMN.



22. Locate the factory upper link arms, remove and discard along with the factory hardware.

23. Locate the passenger factory upper link arm mount on the axle. Using a sanding wheel, clean the mount of all paint and debris. Locate FT50186 Upper link arm gusset and weld it to the mount using a Mig welder. You will want to weld this gusset completely around the entire mount. Once the mount has cooled paint it with flat black paint. SEE PHOTO BELOW.

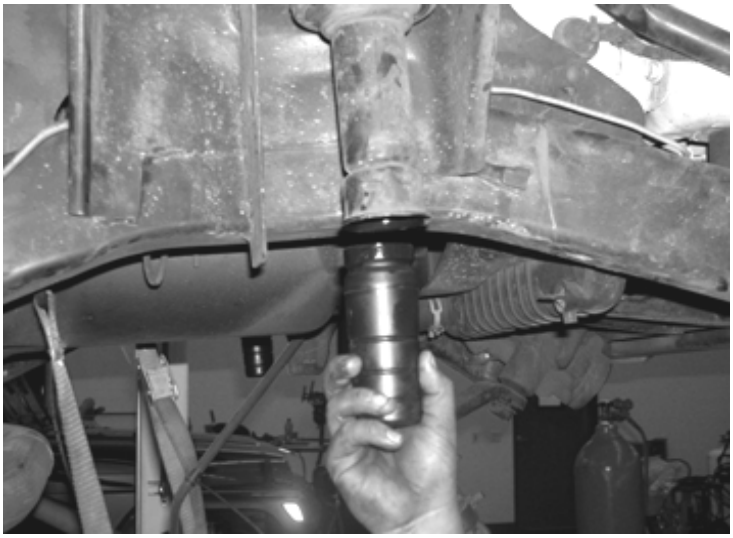
24. Locate FT50124F Small Pivot Joint. Assemble one of the supplied Jam nuts onto the small pivot end. Thread the jam nut on until there is ¾" of thread above the jam nut showing. **Note- when installing the jam nut onto the pivot end make sure the flatter side of the jam nut is facing the link arm.** Locate FT50145 Upper link arm and thread the assembled pivot joint into the upper link arm until the jam nut makes contact to the arm.

25. Attach the assembled upper link arm to the lower link arm that is already installed on the Jeep using the supplied 7/16" x 3 ¼" hardware. Then attach the upper link arm to the front axle using the supplied 10mm x 80mm hardware. Leave loose at this time. On models that are equipped with A.B.S., use the supplied zip ties and attach them with the differential vacuum line to the upper arm. SEE PHOTO BELOW.

IF INSTALLING THE OPTIONAL COILOVER SHOCK SYSTEM, DO SO AT THIS TIME FOLLOWING THE INSTRUCTIONS INCLUDED IN WITH THAT SYSTEM

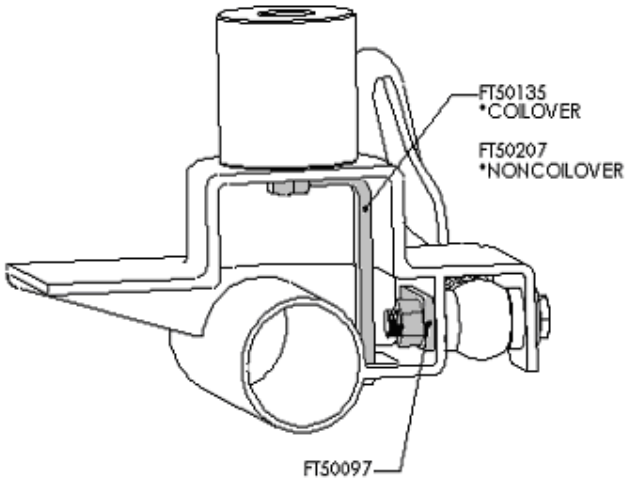
DO NOT INSTALL ACTUAL COILOVERS UNTIL AFTER STEP #35

26. Working from the driver side of the Jeep. Locate the new Fabtech Urethane bump stop FTS50027. Install into the factory location by pushing the bump stop into the factory cup. SEE PHOTO BELOW.



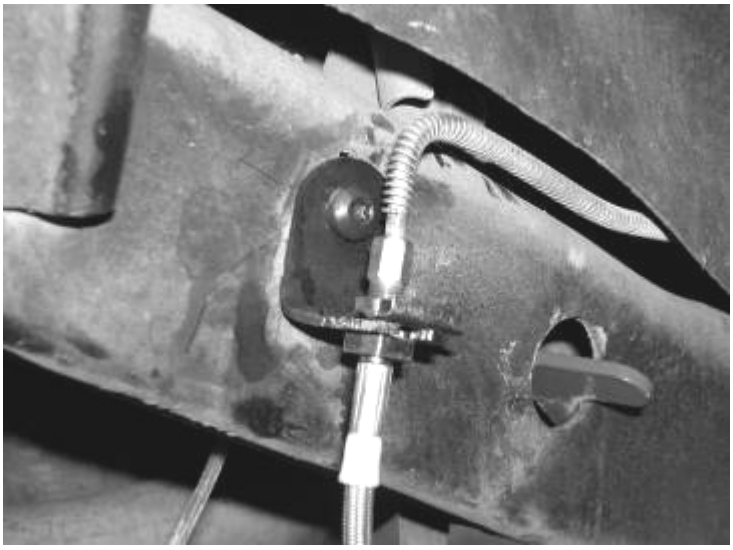
27. Locate the new Fabtech lower Aluminum bump stop FT50052. Drill a 5/16" hole through the center of the lower coil spring mount. Using the supplied 5/16" x 2 ½" bolt, nut, and washer attach to the lower coil spring mount. On the passenger side of the Jeep you will need to use Nut Tab FT50207 to attach the bump stop to the axle. SEE PHOTO & DRAWING BELOW.

Driver Side Shown Above



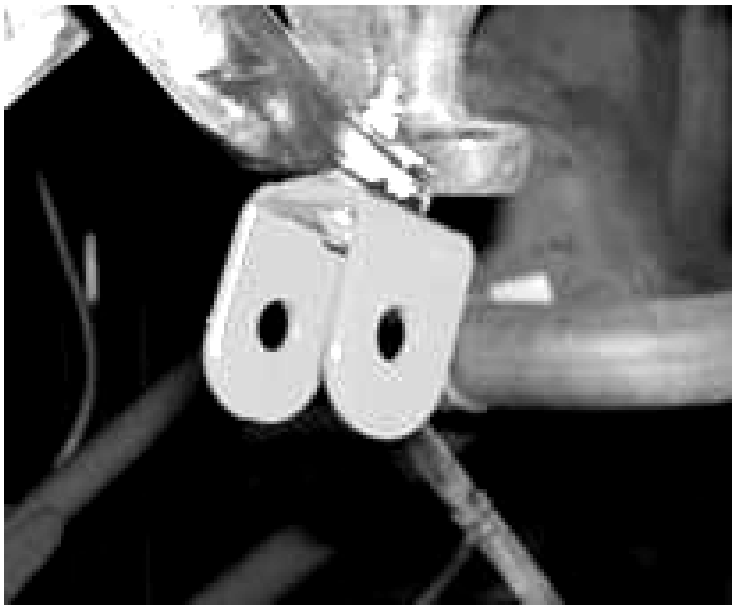
Passenger Front Lower Bump Stop Mount On Axle

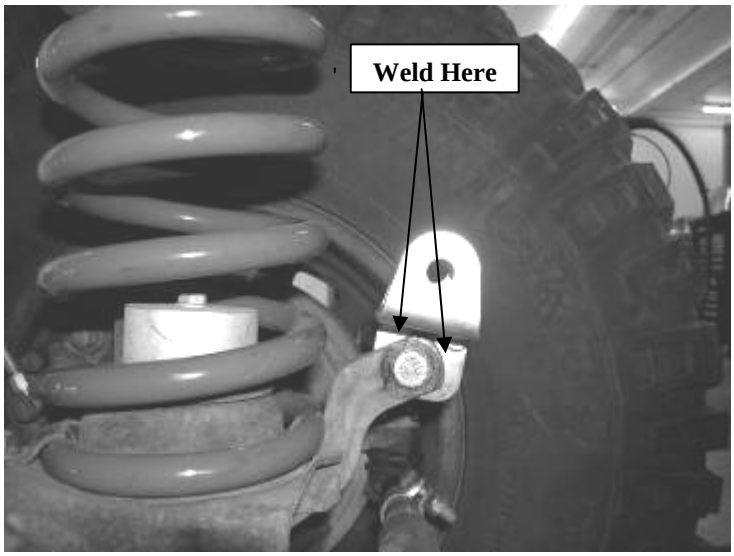
28. Disconnect the factory hard brake line from the rubber hose. Then remove the brake tab from the frame, save hardware and discard tab. Disconnect the factory brake line from the caliper, discard washers and brake line, save banjo bolt. Locate the new Fabtech extended brake line FT50034 and new brake line bracket FT50055, slide the new brake line bracket onto the factory hard line and connect the bracket to the frame in the factory location using the factory hardware. Connect the new Fabtech brake line to the factory hard line on the frame, then connect to the brake caliper using two of the new supplied crush washers, one on each side of the banjo fitting. Using the supplied FTT79 brake line clip, attach the brake line to the brake line bracket. SEE PHOTO ON NEXT PAGE.



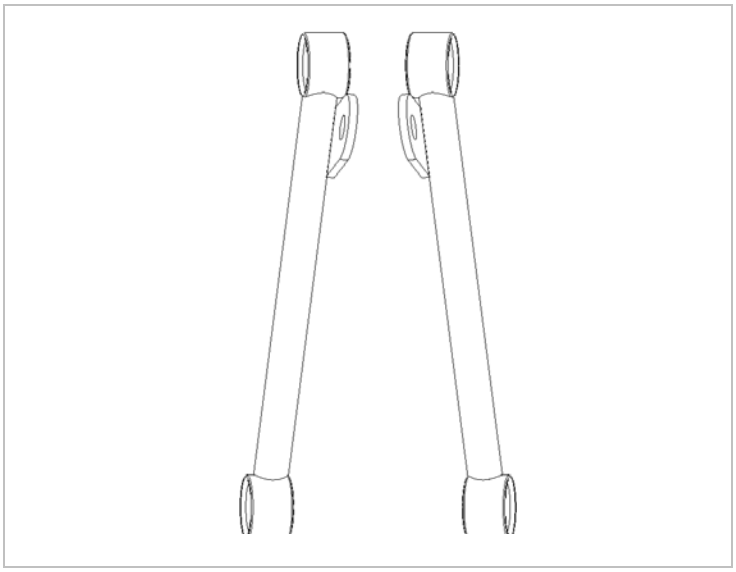
29. Locate the supplied brake line retaining spring and Adel clamp. Using a drill, drill a 15/64" hole directly below the brake line bracket on the frame. Attach the spring to the frame using the supplied 5/16" self-tapping screw. Attach the other end on the spring to the brake line using the supplied Adel clamp and ¼" bolt, nut, and washer. SEE PHOTO BELOW.

30. Locate the new Fabtech upper sway bar end link brackets FT50013. Attach to the factory sway bar with the included 3/8" nylock nut and washer. Locate the new Fabtech lower sway bar end link brackets FT50036 Driver and FT50066 Passenger **(Note; there is a driver and passenger lower sway bar end link bracket, take care to locate the correct bracket. When installing the bracket onto truck make sure the key way on the new bracket is locked into the factory mount and that the bracket is tilted towards the front of the Jeep).** Attach it to the factory axle mount with the supplied ½" x 1½" bolt, nut and washer, once attached **weld** the bracket to the axle mount. Locate the new Fabtech sway bar end link FT50070 **(Note: There is a driver and passenger sway bar end link**, **see drawing)** and press one bushing and one sleeve from the supplied bushing kit into each end of the end link. With the supplied ½" x 2 3/4" bolt, nut, and washers connect to the upper sway bar mount. Locate the new Fabtech quick disconnect frame bracket FT50183. Place the bracket on the frame as shown below. Using a drill with a 15/64 drill bit, drill two guide holes into the frame. Using the supplied ¼" x 1" Thread forming bolts attach the bracket to the frame. SEE PHOTOS BELOW AND DRAWING ON NEXT PAGE**.** **Do not connect the sway bar to the axle at this time.**

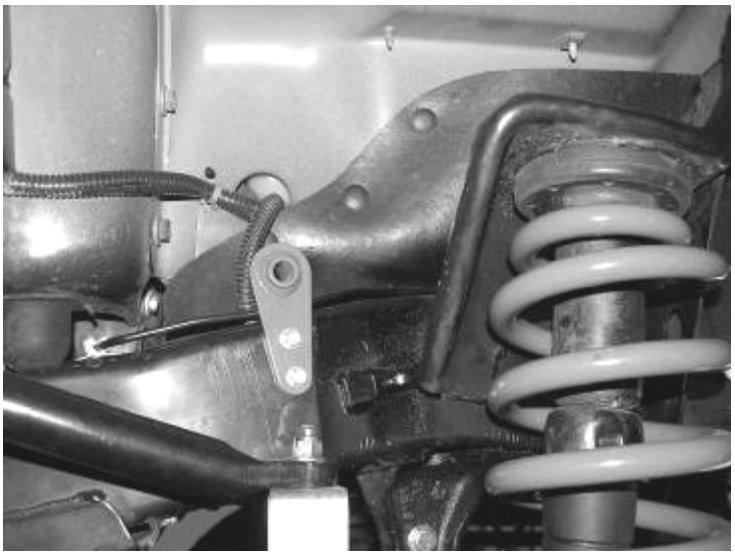




Note position of bracket, tilted forward.

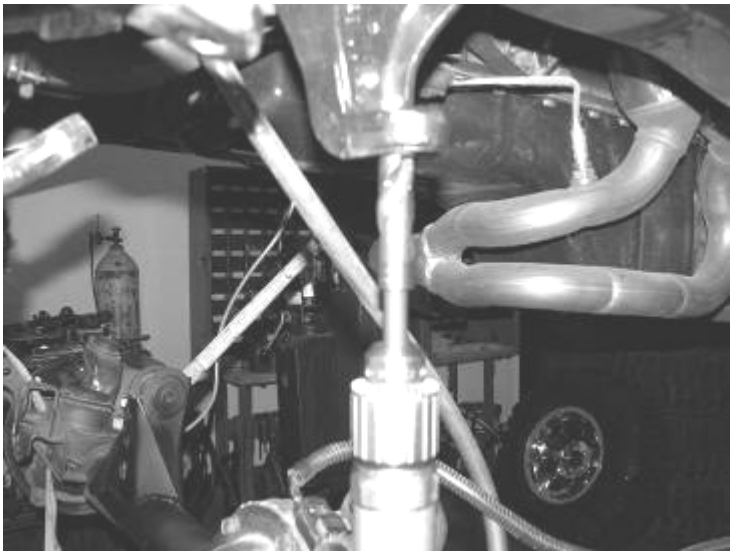


Drv. End Link Pass. End Link

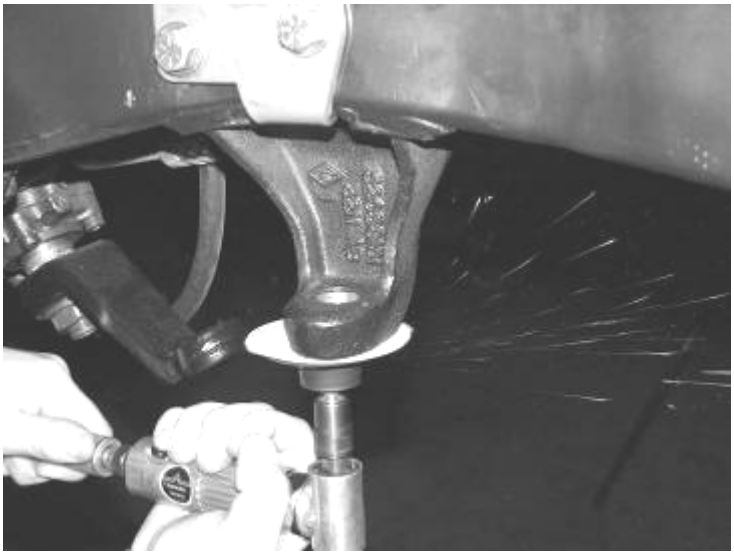


31. Repeat steps twenty-six through thirty on passenger side of the Jeep.

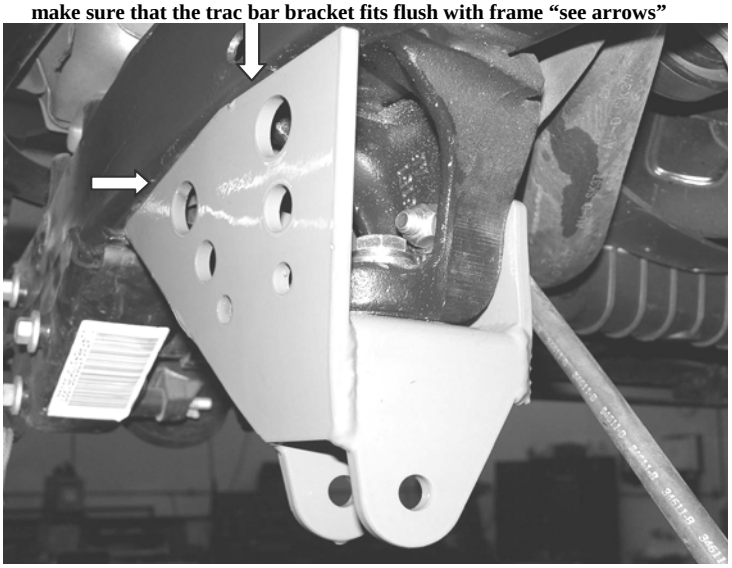
32. Locate the factory trac bar frame mount on the driver side of the Jeep. Using a drill with a ¾" drill bit drill the factory mounting hole out to ¾". Locate FT81 insert and insert it into the factory mount from the top side. SEE PHOTO ON NEXT PAGE AND DRAWING #2 ON LAST PAGES.



33. Locate FT50151 Trac Bar bracket. Using the supplied ½" x 2 ½" hardware, attach the trac bar bracket to the frame through the factory mounting hole. Tighten the single bolt up so the bracket is tight against the factory mount. Make sure that the new bracket fits flush to the frame all along the top of the bracket. Due to casting variances, it may be necessary to sand the bottom of the factory trac bar mount to get the proper clearance (SEE ARROW IN PHOTO IN NEXT COLUMN). Using a drill with a 7/16" drill bit, drill the second hole through the factory casted trac bar mount. Using a scribe, scribe the front hole on the trac bar bracket to the frame. Remove the bracket from the frame and drill a 7/16" hole through the frame on the previously scribed mark. Attach the trac bar bracket to the frame using the ½" x 2 ½" hardware through the factory trac mount hole, the 7/16" x 1 ¾" hardware on the second hole in the casted factory mount, and the supplied 7/16" x 1 ¼" bolt and washer along with the supplied FT50195 nut tab for the hole in the frame. Torque ½" hardware to 75 ft. lbs. and the 7/16" hardware to 55 ft. lbs. **See photo below for positioning of the trac bar bracket onto the frame.** SEE DRAWING #2 ON LAST PAGES AND PHOTOS IN NEXT COLUMN.



make sure that the trac bar bracket fits flush with frame "see arrows"

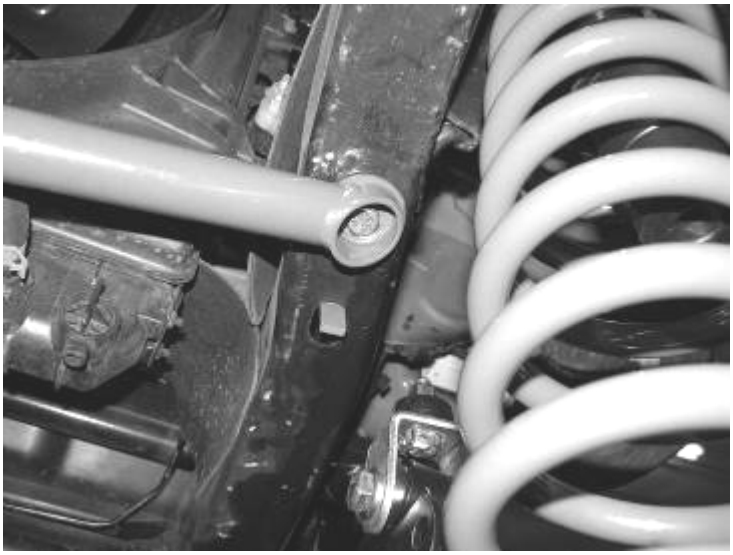


34. If installing the Fabtech standard front coil springs, do so at this time. Attach the bottom of the coil back to the axle using the factory coil spring retaining clip if the Jeep was equipped.

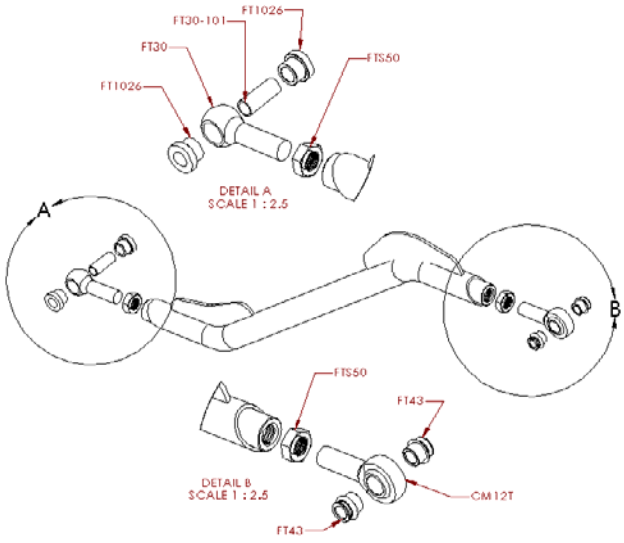
35. Locate the new Fabtech front shocks FTS7174 (not included in kit) and install. You will reuse the factory lower hardware and the new supplied upper hardware. Torque all shock bolts to 20ft lbs.

IF INSTALLING THE FABTECH COILOVER SHOCKS, DO SO AT THIS TIME

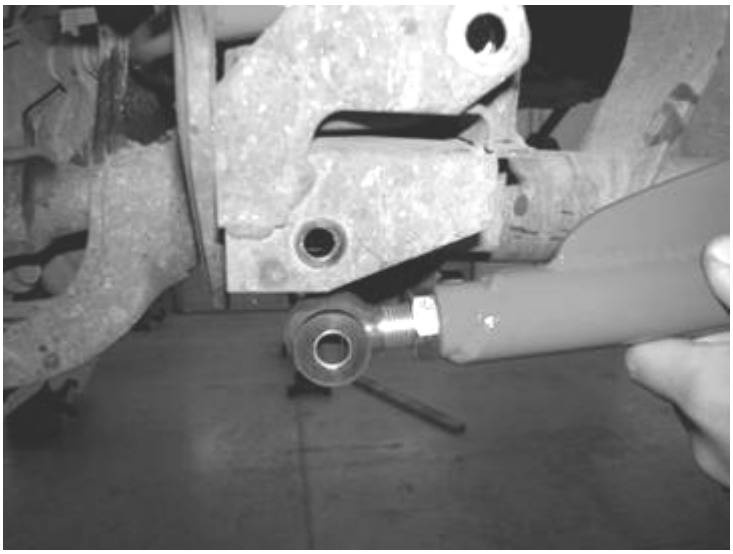
36. Locate FT50163 Trac Bar Support tube and attach it to the bolt that connects to trac bar to the frame bracket. SEE DRAWING 1 ON LAST PAGE. Leave loose at this time. The other end of the support tube will connect to the passenger side of the frame. Locate the oval hole on the bottom side of the frame on the passenger side in front of the factory coil bucket, measure 2 ½" back from the center of the oval hole and drill a 7/16" hole. Position the support tube to the bottom of the frame and using the supplied 7/16" x 1 ¼" bolt, washer, and FT50184 nut tab attach the support tube to the frame. Torque 7/16" bolt to 55 ft. lbs. and the ½" trac bar bolt to 75 ft. lbs. SEE PHOTO ON NEXT PAGE.



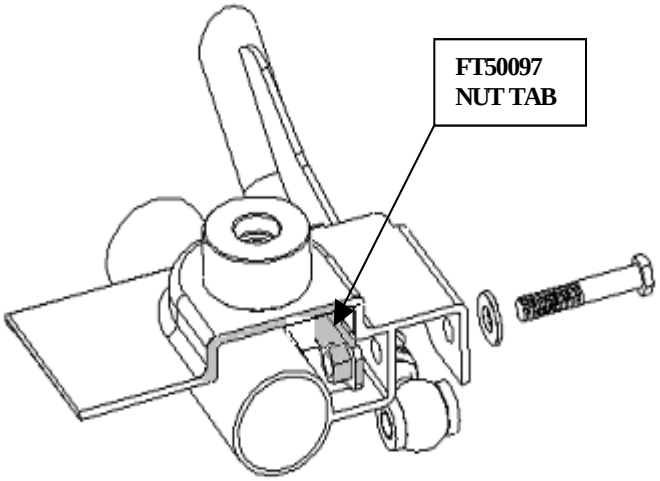
37. Locate the new Extended Trac Bar FT50029. Locate one FT30 Rod End and one Jam Nut from the hardware kit. Thread the jam nut all the way onto the rod end. From bushing kit FT50051 use two bushing halves and one sleeve and press them into the rod end. Thread the rod end into the bottom end of the Fabtech Trac Bar so ¾" of thread are still showing out side the trac bar. Locate one FTS98000 Heim Joint and thread one Jam Nut from the hardware kit all the way onto the end of the Heim Joint. Install the joints onto the ends of the Trac Bar. The joint should be threaded into the Trac Bar so 3/8" of thread are out of the trac bar. Install two FT43 misalignment sleeves into the heim joint. SEE DRAWING BELOW.



38. Position the assembled trac bar into the factory lower axle mount, the end with the bushing will connect to the factory axle mount using the supplied ½" x 2 ¾" hardware and FT50097 nut tab, leave loose. Connect the other end to the new frame bracket using the supplied ½" x 3 ¼" bolt, nut and washer. **NOTE: When installing the bolt for the trac bar bracket to the frame bracket you will need to install it from the back forward.** SEE PHOTO AND DIAGRAM ON NEXT PAGE.

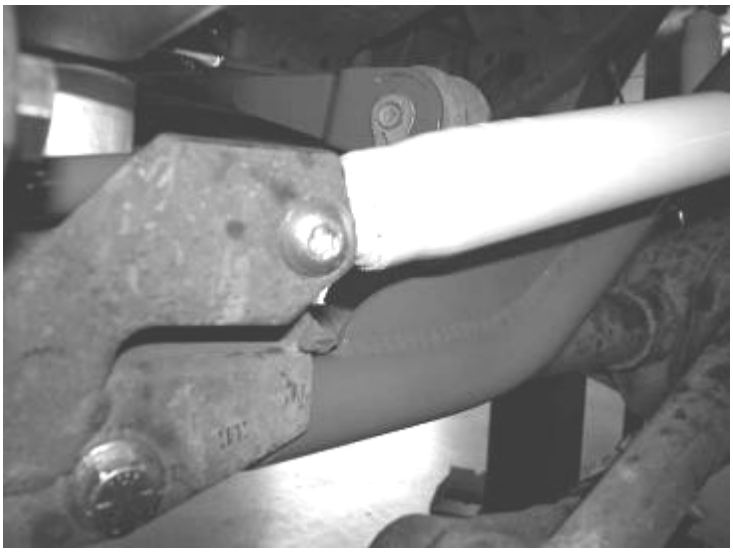


Lower Trac Bar Mount



39. Reconnect the inner tie rod end using factory hardware. Torque to 45 ft lbs.

40. Locate the factory steering stabilizer bolt connecting it to the axle. Remove bolt and discard. If installing a Fabtech Steering Stabilizer FTS8006 do so at this time. Using the supplied 12mm button head bolt, nut, and washer reconnect stabilizer. SEE PHOTO BELOW.



41. On **some** manual transmission models you will need to remove the shifter arm from the center console of the truck and make a small bend in the shift arm as shown below. **Check shifter arm for proper clearance before bending the shift arm**. SEE PHOTO BELOW.

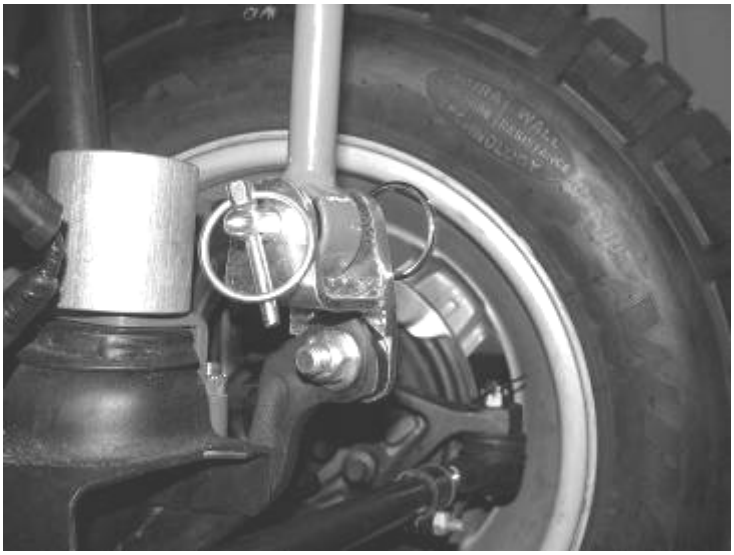
Shifter Unbent

Shifter Bent

42. Locate the factory steering stops and remove and discard. Locate the supplied 3/8" fine thread bolt and nut. Thread one nut onto one bolt ¾" from the head of the bolt. Install bolt with nut into the factory steering knuckle. While steering the truck lock to lock, adjust the steering stop for ample clearance for the braking system. Tighten nut against the factory steering knuckle to 30 ft lbs.

43. Install the wheels and tires, and torque wheel manufactures specs

44. Attach sway bar end links to axle mounts using the supplied FT42 Pin and FT90036 Lynch Pin. Attach the FT45 key ring to the FT42 Pin. SEE PHOTO ON NEXT PAGE.



Picture shown with coilover bumpstop spacer

REAR SUSPENSION INSTRUCTIONS:

45. Jack up the rear end of the vehicle and support the frame rails with jack stands just in front of the rear bumper. Supporting the rear differential remove and discard the rear shocks, save the hardware. Use care not to over extend the brake hoses.

46. Using two ratchet straps or two jack stands support the rear axle, do not allow it to hang freely.

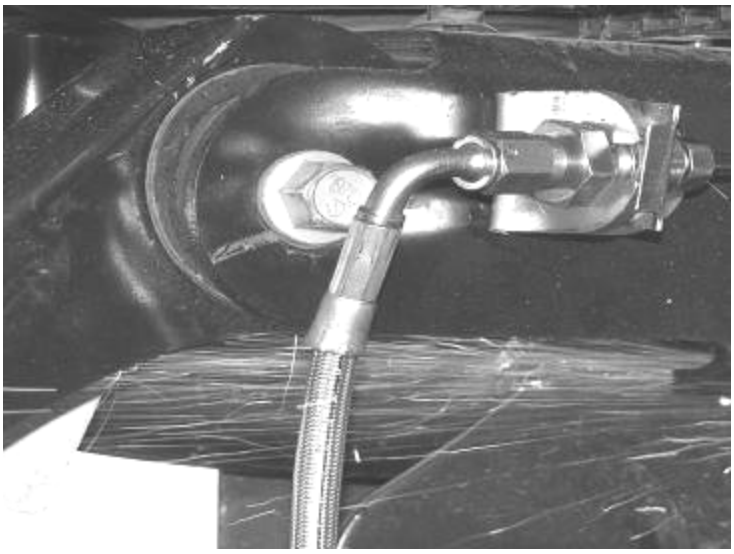
47. Locate and remove the factory sway bar end links, discard end links and save hardware.

48. Remove the factory sway bar and save. Discard the hardware from the axle mounts.

49. Locate, remove, and discard the trac bar and hardware.

50. Locate, remove, and discard the factory coil springs and bump stops.

51. Locate the factory brake hose from the frame to the rear axle. Remove and discard hose, save the factory hardware from the frame mount. Locate the Fabtech rear brake hose FT50035 and brake line bracket FT50055. Slide the new brake hose through the new bracket and attach the brake hose to the hard line on the frame first than attach it to the hard line on the axle. Attach the brake line tab to the frame using the factory hardware. Using the supplied brake hose clip FT90037 attach the brake hose to the bracket. SEE PHOTO IN NEXT COLUMN.

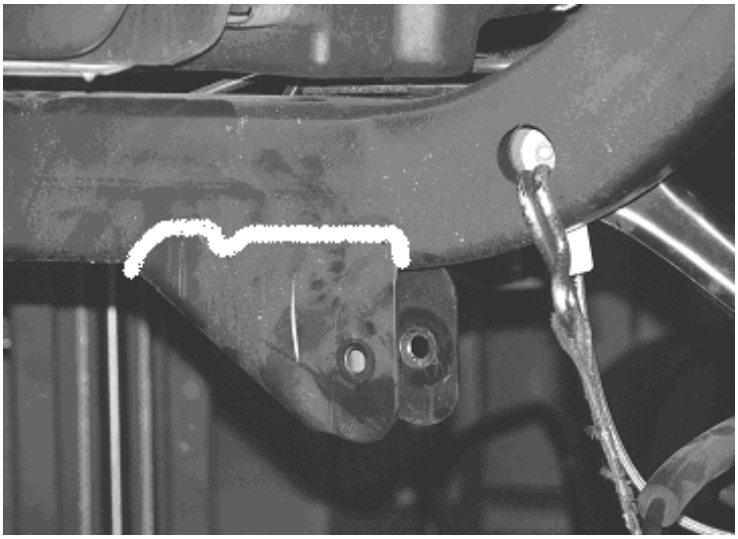


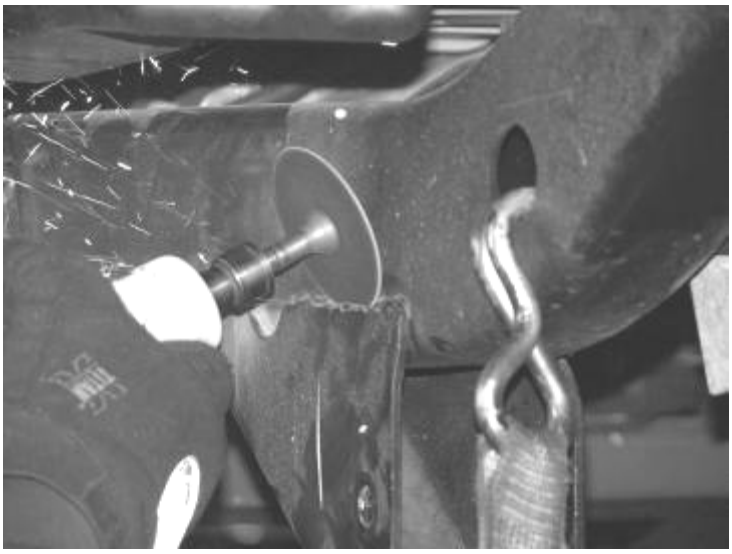
Hose needs run down from factory hard line and parallel the frame

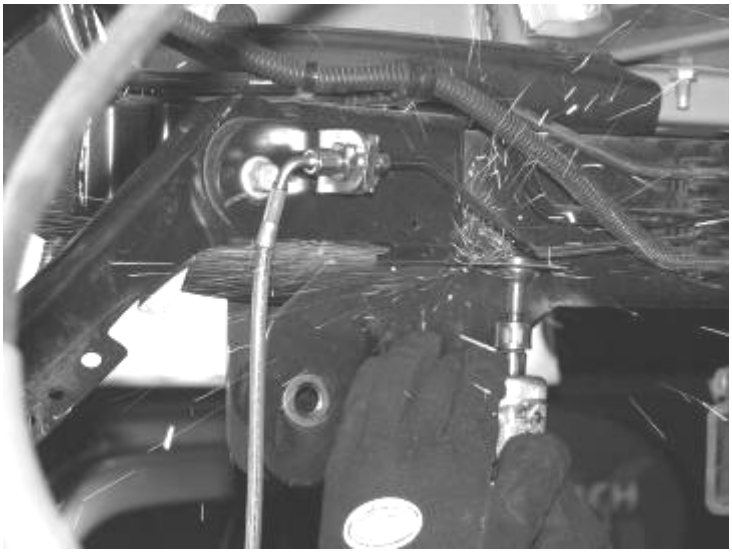
52. Locate the brake line tabs and emergency cable tabs on the factory upper link arms, disconnect and save hardware.

53. Working from the driver side of the truck, remove and discard the lower link arm. Discard the factory hardware. SEE PHOTO BELOW.

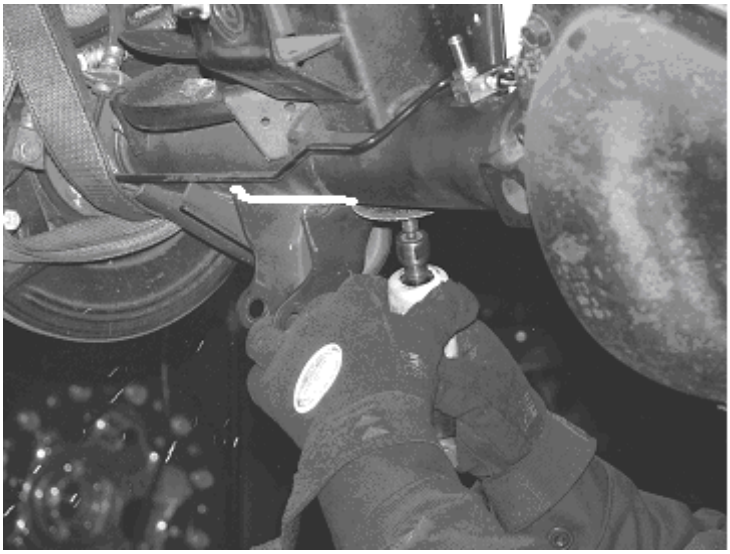
54. Locate the factory lower link arm frame pocket, using a die grinder with a cutoff wheel, cut the link arm pocket from the frame (make sure to cut the welds on the back of the bracket also). Completely remove the bracket from the frame, sand and paint all bare metal areas. SEE PHOTOS ON NEXT PAGE

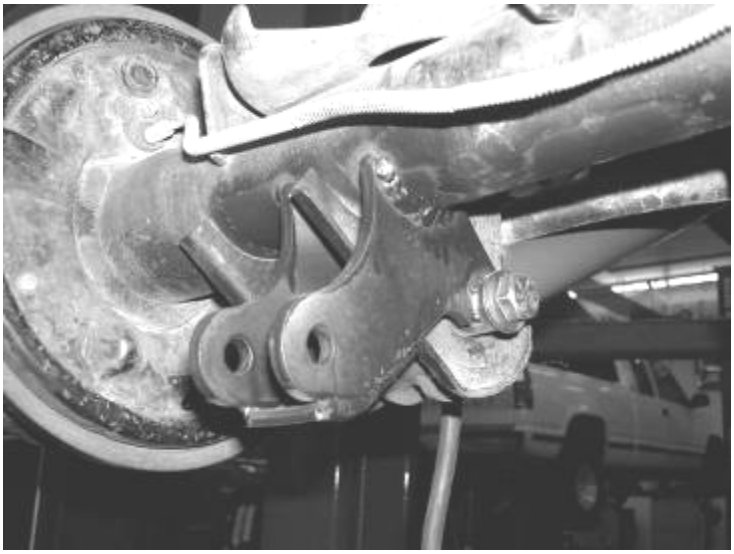






55. Locate the factory shock mount on the axle. Using a die grinder with a cut off wheel cut shock mount completely from the axle. Locate the new axle shock mount FT50056, Using the stock link arm pivot bolt from the axel mount, connect the new shock mount to the factory lower link arm mount on the axle (do not tighten this bolt up, it is only being used for positioning of the new shock mount at this time). Swing the shock mount up to meet completely with the axle. Using a Mig welder, weld the shock mount to the axle. Remove the bolt from link arm mount and paint all bare metal areas. SEE PHOTOS BELOW.



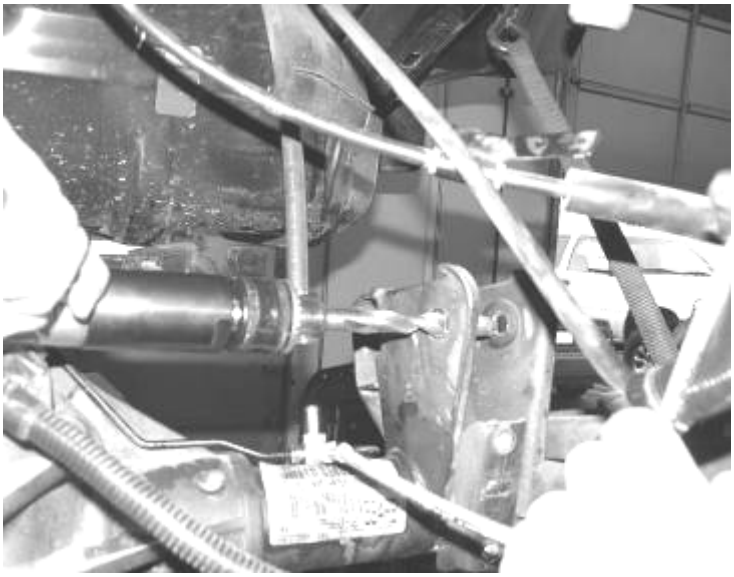


56. Repeat steps fifty-three through fifty-five on the passenger side of the truck.

57. Locate the factory upper trac bar mount on the passenger side of the frame. Using a die grinder with a cut off wheel remove the bracket from the frame. This will allow room for the tire to articulate fully. SEE PHOTO BELOW.

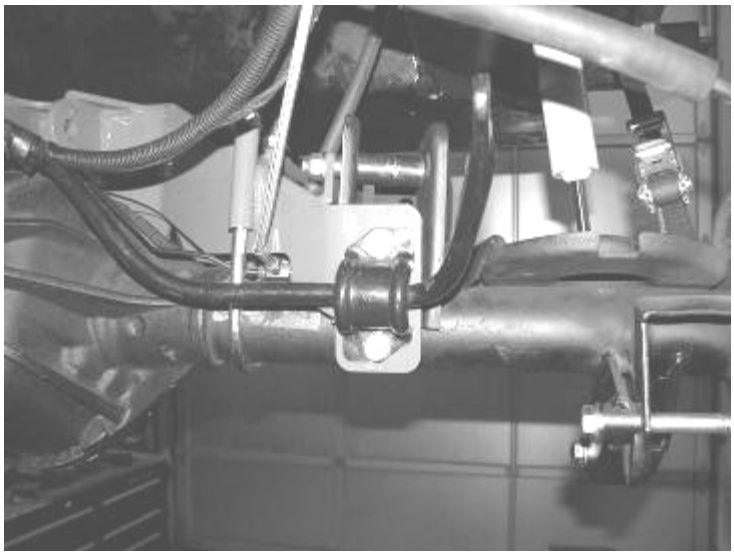
58. Working from the both sides of the truck, locate the factory upper link arms, remove and discard the link arms and hardware.

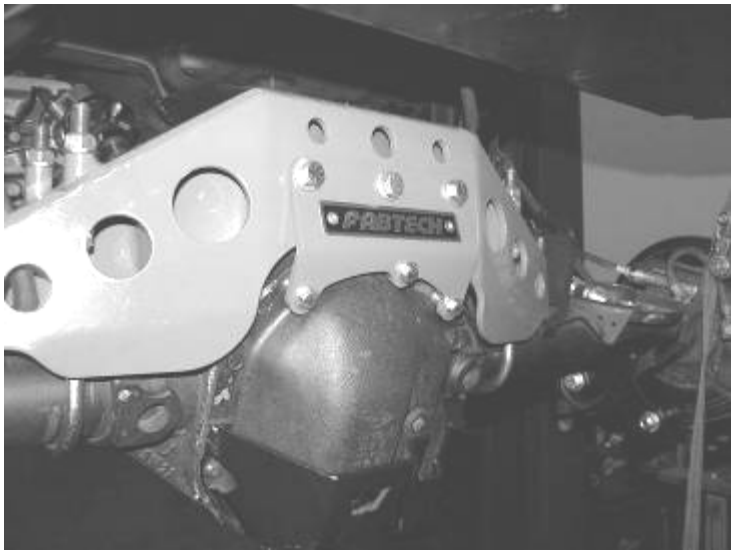
59. Using a drill with a ½" drill bit, drill the factory upper link arm pocket holes on the axle out to ½". SEE PHOTO BELOW.



60. Locate the three top differential cover bolts and remove and discard them.

61. Locate FT50149 Axle Truss and position on top of the axle housing as shown below. Locate FT115 Pocket Sleeve, FT116 Pocket Spacer, and ½"x 4" hardware. Place the sleeve into the factory upper link pocket and the spacer in between the pocket and the new truss with the ½" x 4" hardware. **Leave loose**. Using the supplied FT743U u-bolts and ½"-20 C-Lock nuts and flat washers, attach the truss to the axle, **leave loose**. Locate the factory sway bar previously removed and place it back onto the stock axle mounts on top of the axle truss, using the supplied 10mm x 40mm hardware attach the sway back to the axle sandwiching the axle truss between the sway bar and the axle mount, leave loose at this time. Locate FT50150 rear axle truss plate and attach to the axle truss using the supplied 7/16" x 1 ¼" bolts and split and flat washers, leave loose at this time. Locate FT118 spacers and place between the axle truss plate and the three top differential cover bolts, attach using the supplied 5/16" x 1" bolts and washers. Leave Loose at this time. SEE PHOTO BELOWS & DRAWINGS #3 & #4 ON LAST PAGE.





62. Reroute the differential vent line through the top of the new axle truss to the axle.

63. Torque the axle truss U-bolts to 75 ft. lbs. The sway bar mount bolts to 45 ft. lbs. The axle truss rear bracket to diff cover bolts to 45 ft. lbs.

64. Locate the supplied two ½" x ½" adel clamps. Remove only the front ½"-20 C-Lock nut from the FTS743 U-bolts and save. Place the adel clamp around the rear emergency brake cable and place it on top of the u-bolt flush with the rear axle truss followed by the C-lock nut. Make sure to leave enough slack in the cable so that it works properly and will not bind during rear axle travel. Re-install and tighten the c-lock and torque to 75 ft. lbs. The remaining

threads above the C-Lock Nuts must be cut flush with the top of the C-locks on both U-bolts. SEE PHOTOS BELOW.

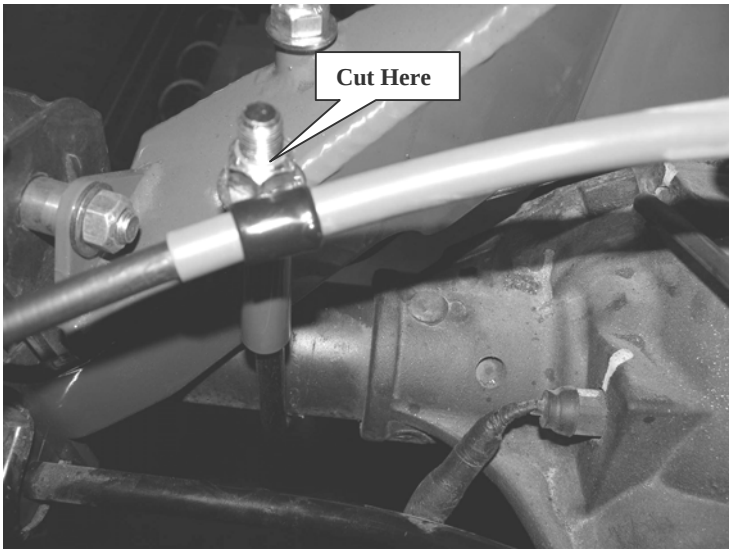


Photo shows adel clamp and E-brake cable installed prior to cutting the U-bolt

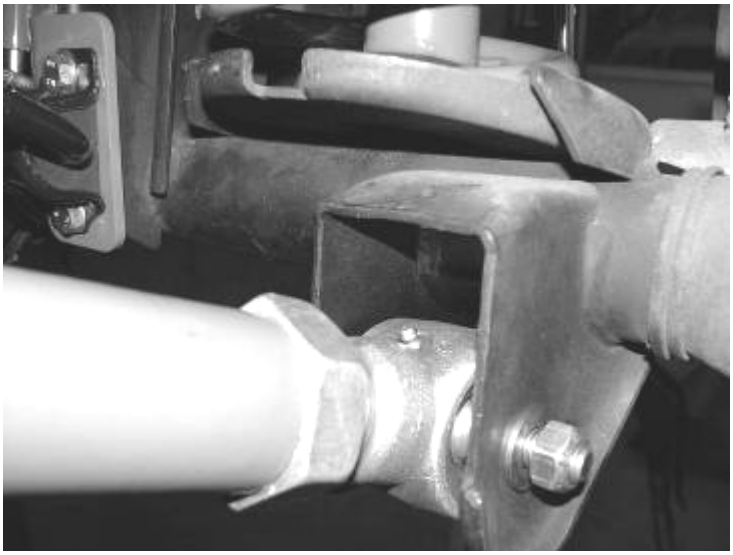
65. Locate FT50159 Wish Bone and press two bushings and one sleeve into each barrel on the wishbone. Locate 2 of the supplied FT103 mis-alignments and insert them into the bearing end of the wishbone. Use a small amount of supplied FTLUBE on the bushings before installing them into the wishbone.

66. Place the assembled wishbone into the pan mounts using the two inner pockets. Using the supplied 9/16" x 6 ½" bolt and washer insert the bolt through the wishbone bushings only, (do not push the bolt all the way through at this time). Using the supplied ¾" x 4 ½" bolt nut and washers, attach the bearing end of the wishbone to the axle truss. Leave loose at this time.

67. Working from the driver side of the Jeep, locate FT50123F Large Pivots; thread one large jam nut onto each pivot as shown below. Leave 3/4" of threads showing above the jam nut. **Note- when installing the jam nut onto the pivot end make sure the flatter side of the jam nut is against the link arm.**

68. Locate FT50158BK Rear Lower link. Thread the FT50123F Large pivot with jamb nut installed into the link until the jam nut is flush with the link. (makes sure that there is ¾" of threads showing past the jam nut.

69. Place one of the assembled link arms into the outer pocket on the pan mount, push the previously installed 9/16" bolt completely through the mount and place one of the supplied 9/16" washer and c-lock nuts onto the bolt. Leave loose at this time. Connect the other end of the link arm to the axle using the supplied 9/16" x 5" hardware. **MAKE SURE WHEN INSTALLING THE LINK ARMS THAT THE GREASE FITTINGS ON THE PIVOTS ARE FACING UP.** SEE PHOTO BELOW.

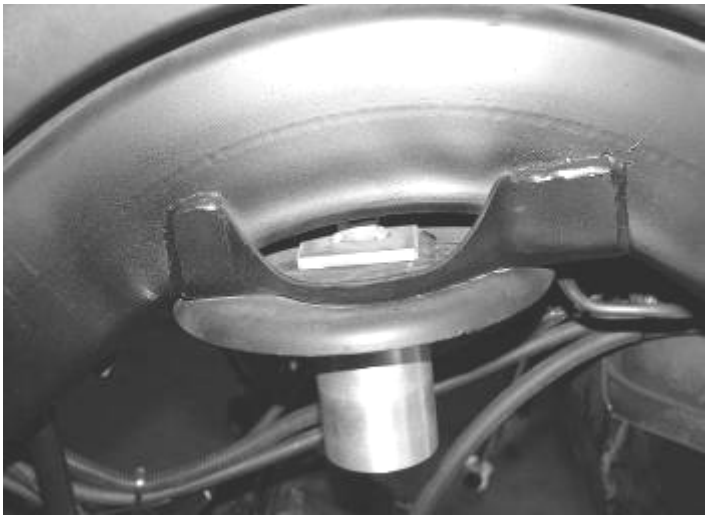


Axle Mount Shown With Grease Fitting Facing Up

70. Repeat steps sixty-seven through sixty-nine on the passenger side of the Jeep

71. Locate the upper bump stops cups, remove and discard. Using a drill with a ½" drill bit, drill out the hole the factory upper bump stop was mounted through.

72. Locate FT50219 Aluminum Upper Bump Stops, and FT50220 Nut Plates. Place the nut plate on top of the factory upper coil perch and the aluminum bump stop on the bottom side upper coil perch. Using the supplied ½" x 5" bolt only **(no washer)** with the supplied thread-locking compound, attach the aluminum bump stop to the coil perch. SEE PHOTO ON NEXT PAGE.

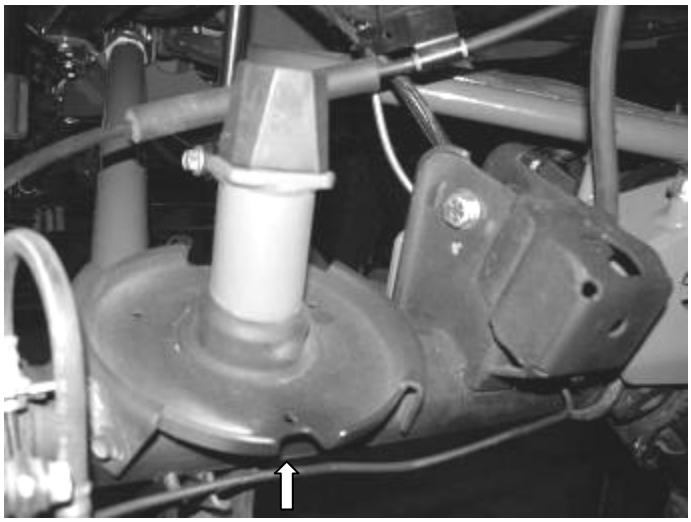


73. Locate the lower coil perch on the axle, using a drill with a 3/8" drill bit, dill a hole through the center of the coil perch. Locate FT50221 lower bump stop mount and attach it with the supplied thread-locking compound to the coil perch using the previously drilled hole and the supplied 3/8" Nylock nut and washer. MAKE SURE WHEN INSTALLING THE MOUNT TO THE COIL PERCH THAT IT IS ANGLES FORWARD AS SHOWN IN THE **PHOTO BELOW**. Locate FTS86 bump stop and attach to the new mount.

Picture Shown With Bump Stop Installed

74. Locate the new Fabtech rear shocks (not included in kit) and install onto vehicle with the shock shaft down and the body up reusing the factory hardware on the upper mount and the supplied ½" x 2 3/4" bolt, nut, and washer on the lower mount.

75. Locate the lower coil seat on the rear axle. Mark a 1" area on the coil seat directly behind the shock shaft. Disconnect the shocks from the lower mounts. Using a die grinder with a cut off wheel, cut the section from the backside of the coil perch as shown in the photo below. This will allow for additional room for the shock to travel. SEE PHOTO IN NEXT COLUMN.



76. Locate the new Fabtech rear lift coil springs, (not included in kit: 6" or 8" coil springs) and install into the Jeep. Reconnect the shocks to the lower mounts and torque the hardware to 75 ft. lbs.

77. Locate the new Sway Bar End Links FT50037. Install one of the supplied 5/8" hourglass bushing, and one sleeve into each end of the end links**.** Install the end links on to the truck using the factory hardware. Torque to 45 ft lbs.

78. Install the new C.V. Style rear drive shaft (not included with this kit). SEE NOTE AT THE BEGINNING OF INSTRUCTIONS. Follow the instructions supplied with the tail shaft conversion kits. NOTE: Some models will require modification of the C.V. Joint. After installing the drive shaft, rotate and check for proper clearance. If there is any contact in the C.V. Joint, You will need to disassemble the C.V. joint in the drive shaft and clearance the following dark shaded areas with a grinding wheel. USE CARE TO NOT GRIND COMPLETELY THROUGH THE DRIVE SHAFT MATERIAL, ONLY REMOVE APPRXOMATLY 1/8" OF MATERIAL FROM ALL AREAS. Reassemble the C.V. joint in the drive shaft and install the drive shaft back into the Jeep and check for proper clearance. SEE DRAWINGS ON LAST PAGE FOR AREAS TO CLEARANCE**.**

79. Install the Fabtech Cat-Back Exhaust System (not included with this system) at this time per the instructions enclosed with the exhaust.

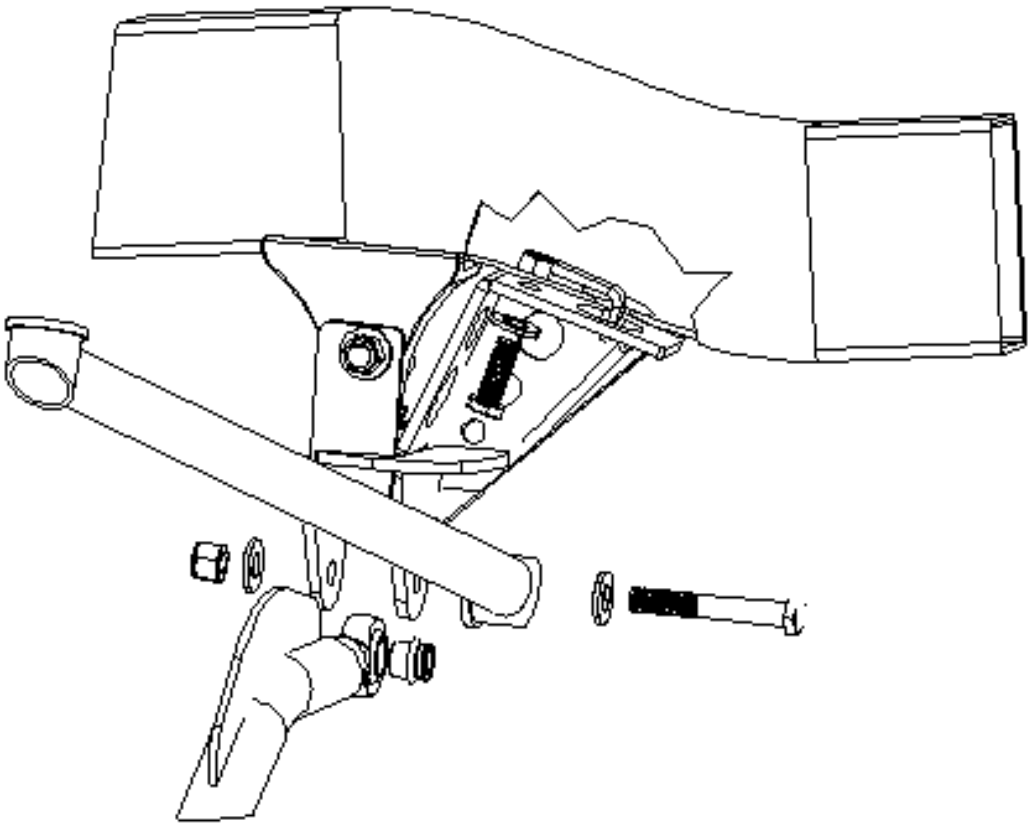
80. Install rear tires and wheels and torque lug nuts to wheel manufacturers specifications. Turn front tires left to right and check for appropriate tire clearance.

81. Remove the four bolts attaching the fan shroud to the radiator and save. Using a die grinder you will need to slot the four holes up and down approx. 1". Reattach the fan shroud using the original hardware. Check for proper clearance between fan and shroud. Adjust as needed

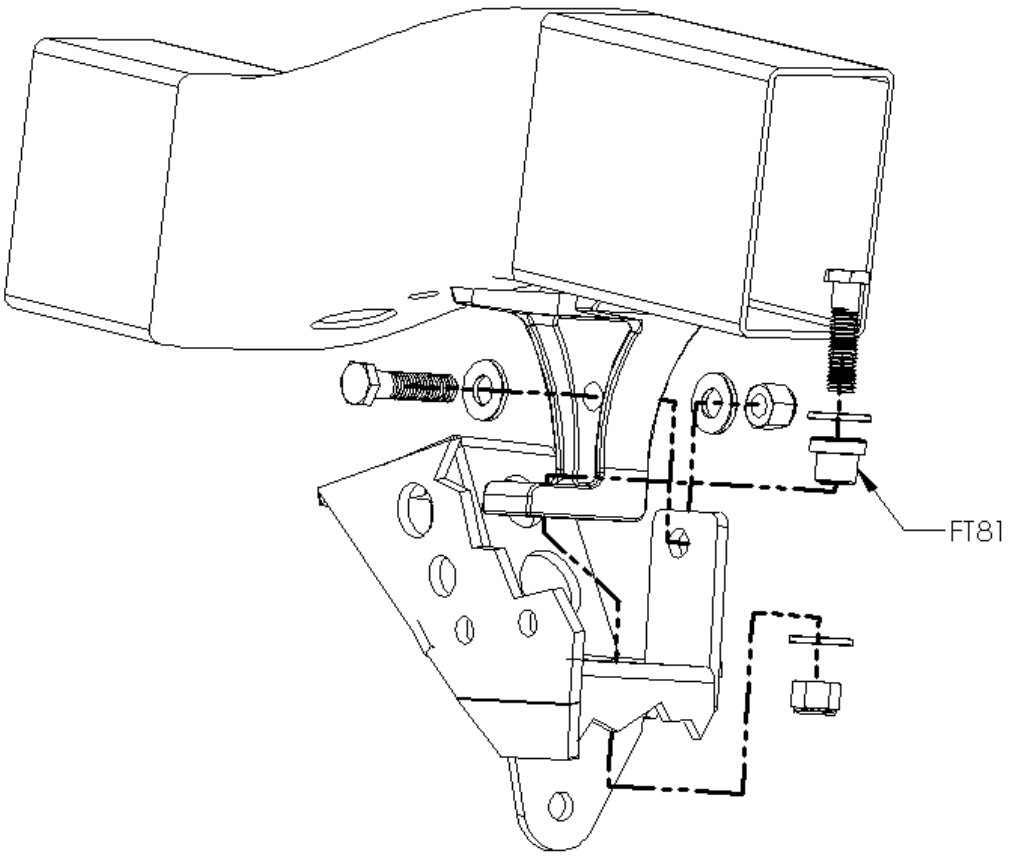
82. Recheck all nuts and bolts for proper torque tightness before driving. Grease all the zerc fittings in all of the new rod ends and in all the factory steering components. Drive the truck for 50 miles and have it aligned to factory specifications. Re-torque all the hardware after 500 miles.

83. Refer to Owner's Manual for proper brake bleeding procedure.

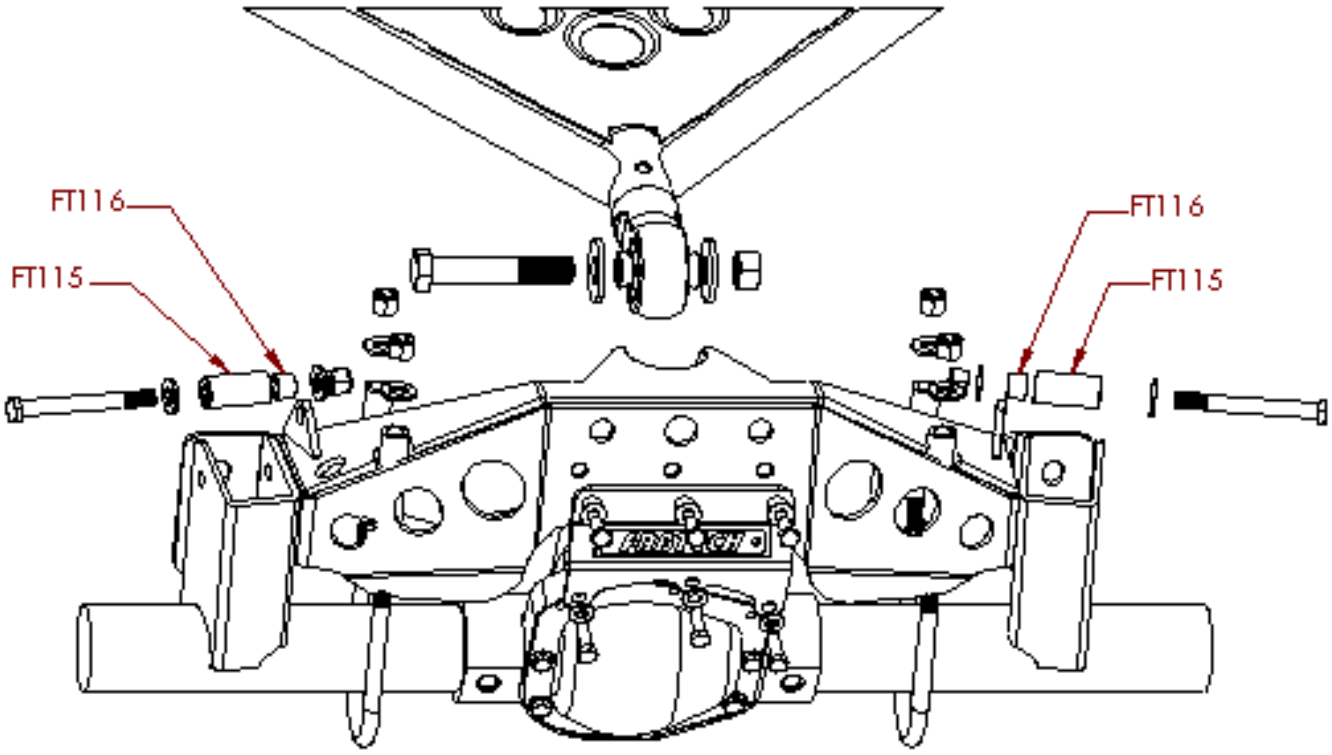
84. Adjust headlights.



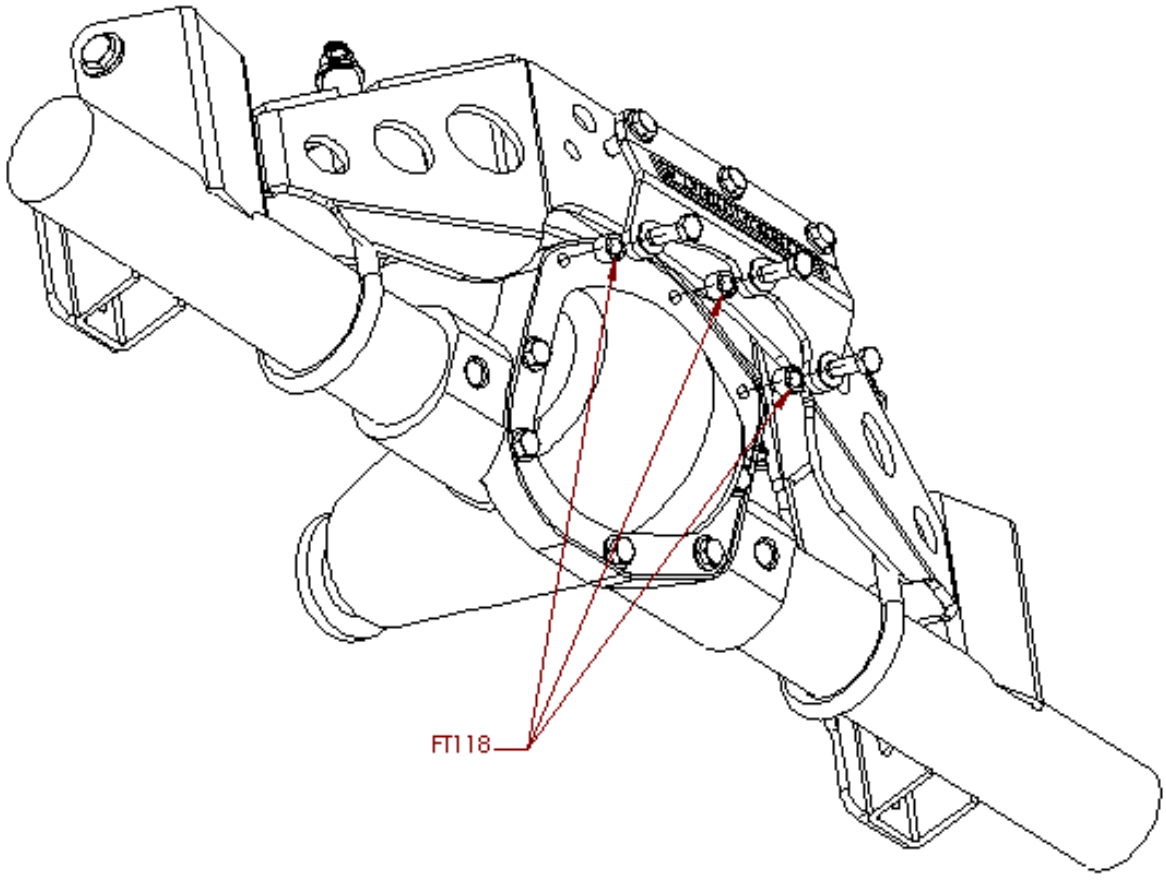
Drawing 1



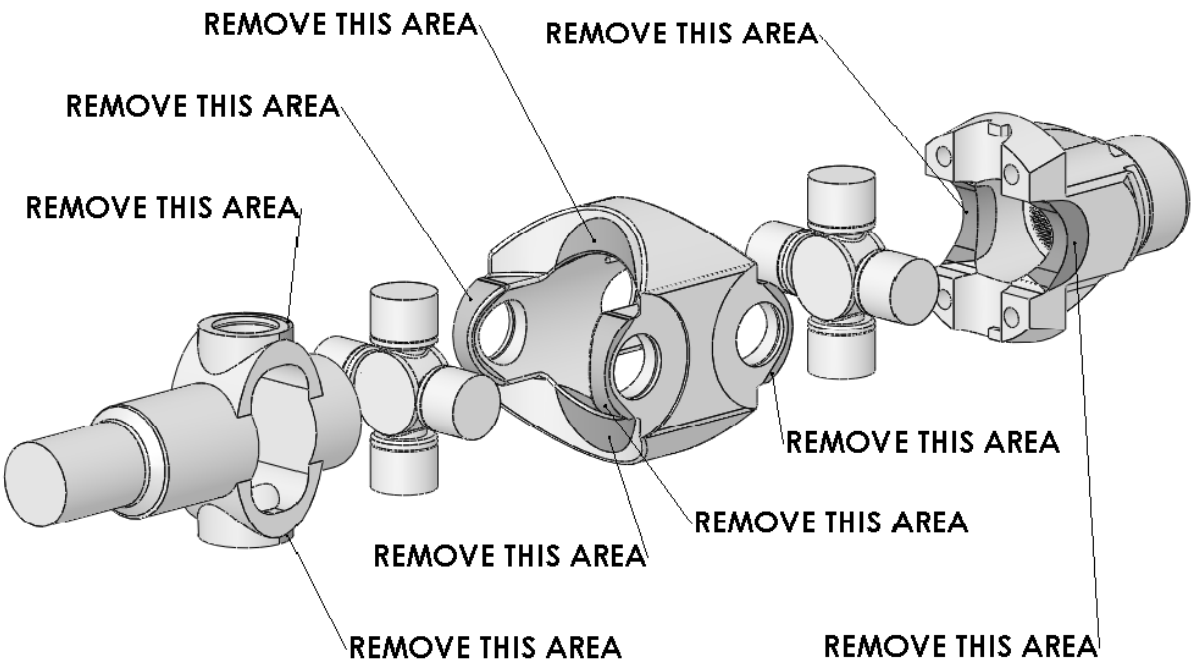
Drawing 2



Drawing 3



Drawing 4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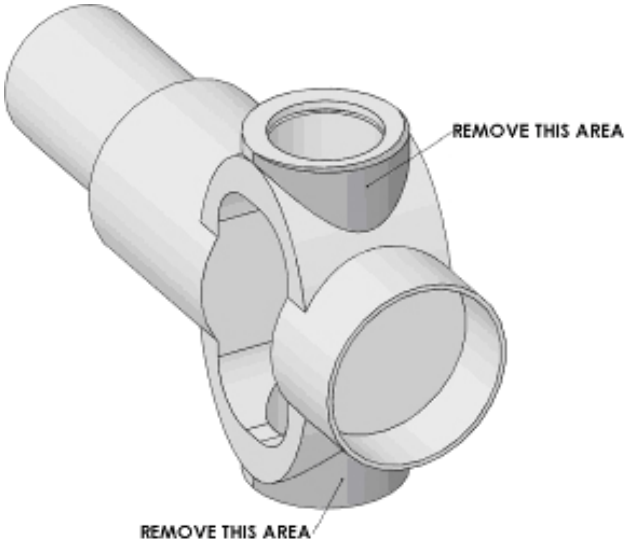
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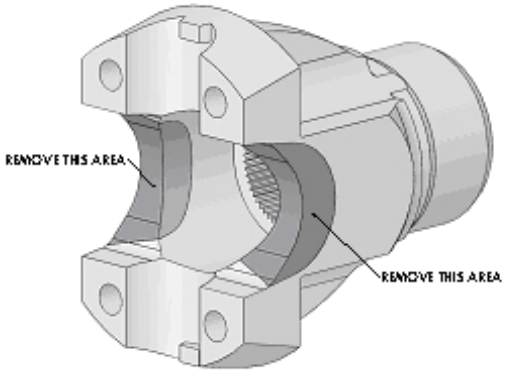
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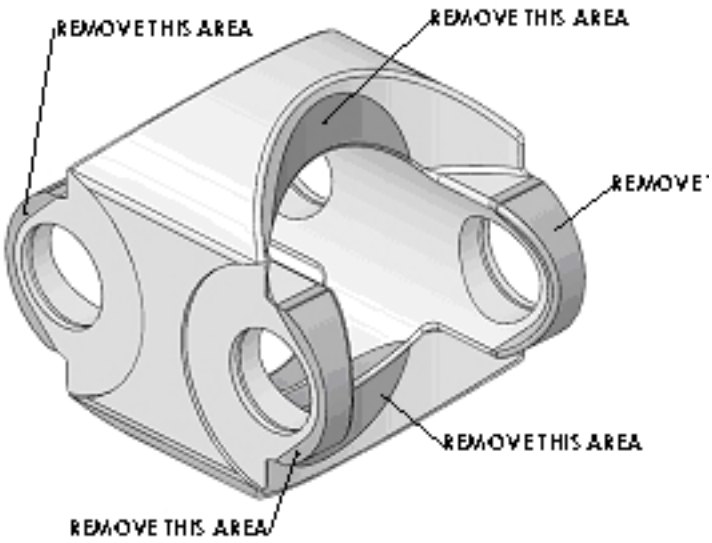
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RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.

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.

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.