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1994-99 DODGE RAM 1500 2 WHEEL DRIVE
FTS3000-6 UPPER CONTROL ARM KIT

PARTS LIST:

1 EA. (UCA) DRIV. FT3000-6D	4 EA. INNER SLEEVES FT3000-6-101
1 EA. (UCA) PASS. FT3000-6P	4 EA. OUTER WASHERS FT57-1
2 EA. LOWER BUMPSTOP FT3000-6	4 EA. URETHANE ARM BUSHINGS FT1000
2 EA. LOWER BUMPSTOPS FTS87	1 EA. PKG SILICON LUBE FTLUBE
4 EA. 3/8" NYLOCK NUT	4 EA. 3/8" SAE WASHER
4 EA. GREASE FITTINGS FT84	2 EA. LOW PROFILE BUMPSTOPS FTS60235
2 EA. RETAINING RINGS N5000-231STPP	1 EA. THREAD LOCK FTLOCK

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

TOOL LIST:

FLOOR JACK AND JACK STANDS
DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL
HAND GRINDER
AIR CHISEL
MIG WELDER
ASSORTED WRENCHES AND SOCKETS (METRIC AND S.A.E.)
BLUE LOCTITE (PERMATEX 242)
BALL JOINT PRESS

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

IF YOUR UPPER BALL JOINTS ARE WORN OR DAMAGED YOU WILL NEED TO GET REPLACEMENTS BEFORE YOU BEGIN THE INSTALLATION OF THIS KIT.

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

IF LARGER TIRES ARE GOING TO BE INSTALLED ON THIS TRUCK, YOU MUST USE WHEELS WITH A MAXIMUM 3 3/4" BACKSPACING.

WARNING: FABTECH RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS TO AVOID POSSIBILITY OF SERIOUS INJURY.

THE INSTALLATION OF THIS KIT INVOLVES CUTTING AND WELDING WHICH SHOULD ONLY BE PERFORMED BY A EXPERIENCED WELDER.

INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the two front tires.
2. Starting on the driver side of the truck, support the lower control arm (LCA) with a jack. Remove the sway bar end link from the LCA as well as the stock front shock. Remove the caliper from the spindle and tie it up out of the way. **DO NOT ALLOW THE CALIPER TO HANG FROM THE BRAKE LINE!** Remove the cotter pin and castle nut attaching the outer tie rod end to the spindle, separate the two pieces and strap the tie rod up and out of the way. Also, remove the cotter pins and castle nuts attaching the upper and lower ball joints to the spindle, separate the spindle from the ball joints and set it aside. Slowly lower the jack supporting the LCA to release the coil spring. **USE EXTREME CAUTION, THE COIL SPRING IS UNDER LOAD!** Remove the coil spring and upper coil insulator from the truck and set it aside. Using a die grinder or sawzall, cut the lower bumpstop mount off the coil bucket. Make your cut horizontal about 1 ½" above the flat surface that the factory bumpstop attaches to. See figures 1 and 2.
5. Remove the two nuts holding the upper control arm (UCA) to the frame. Take the UCA assembly and clamp the cross shaft in a vise. Using a ball joint press, remove the stock ball joint out of the UCA. If you are installing new upper ball joints you can skip this procedure. Remove the two nuts at each end of the cross shaft. Using an air chisel, remove one of the bushing shells from the UCA and slide the cross shaft out of the UCA.
6. Leave the cross shaft supported in a vise. Slide one inner sleeve followed by one urethane bushing, with the lip facing outward, onto the cross shaft. **BE SURE TO THOROUGHLY LUBE ALL CONTACTING SURFACES WITH THE SUPPLIED SILICON LUBE.** Place one of the supplied washers onto the cross shaft, put several drops of loctite onto the threads and torque the original nut to factory specs.
5. Locate the new upper control arm (UCA), the driver side will have the gussets welded on the tops of the main tubes and the bumpstop and Fabtech sticker on the front tube, see complete picture on page 4. Using the ball joint press, press either the factory or your new **OEM** upper ball joint into the new UCA until **fully seated in the ball joint cup**. Using internal snap ring pliers insert a snap ring into the groove of the upper control arm ball joint cup. Be sure the clip is fully seated. Slide the cross shaft assembly into the new UCA. Slide one inner sleeve followed by one urethane bushing, with the lip facing outward, onto the cross shaft. **Be sure to thoroughly lube all contacting surfaces with the supplied silicon lube.** Place one of the supplied washers onto the cross shaft, put several drops of loctite onto the threads and torque the original nut to factory specs. Attach one of the supplied low profile bumpstops to the UCA with the supplied 3/8" washer and lock nut.
6. Using a sander, remove all paint off the outside and lower surfaces of the frame rail behind the coil bucket where the new lower bumpstop mount will be welded. See figure 4 and 5.
7. **With the grooved part of the cross shaft against the frame, reinstall the UCA assembly onto the truck using the factory nuts.** Also make sure the bumpstop can fully contact the coil bucket without any interference. Place the spindle back onto the ball joints and hand tighten the two castle nuts.
8. Place a jack under the LCA and lift the control arm assembly up about two inches. Take one of the lower bumpstop mounts and attach a lower bumpstop to the bottom mounting surface, through the hole, using one of the supplied 5/16" nuts. Place the lower bumpstop mount onto the rear lower portion of the frame rail, beside the shock mount and against the rear portion of the coil bucket, so that the bumpstop will hit midway up the LCA at full compression, see figure 4 and 5. On some models there is a steel brake line that may

need to be moved out of the way, if you need to bend the line be sure not to kink it, see figure 3. Using a MIG welder, tack weld the bumpstop mount onto the frame in several places. Jack up on the LCA until it touches the bumpstop. If the bumpstop contacts the LCA properly, lower the jack supporting the LCA, remove the spindle from the truck and thoroughly weld the lower bumpstop mount onto the frame. Be sure make any necessary adjustments to the mount and remove the urethane bumpstop before welding.

9. After the mount has fully cooled, paint all bare metal surfaces. Reinstall the urethane bumpstop. Install the coil spring at this time and support the LCA with a floor jack. Reattach the spindle to the ball joints, the tie rod end onto the spindle, torque the castle nuts to factory specs and install new cotter pins. Place the brake caliper back onto the spindle and torque the two mounting bolts to factory specs. Lower the floor jack under the LCA, attach the sway bar to the LCA the same way it was removed and install the new shock.
10. Repeat steps two through nine on the passenger side of the truck.
11. Reinstall the factory tires and set the truck back onto the ground. Bounce the truck up and down to settle the coil springs and set the toe in to rough factory steps. Be sure to retorque all fasteners. We recommend you drive the vehicle for fifty miles and then have the vehicle aligned to factory specifications. Re-adjust headlights

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

For technical assistance call: 909-597-7800

Fabtech Motorsports Suspension Products

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.



FIGURE 1



FIGURE 2



FIGURE 3

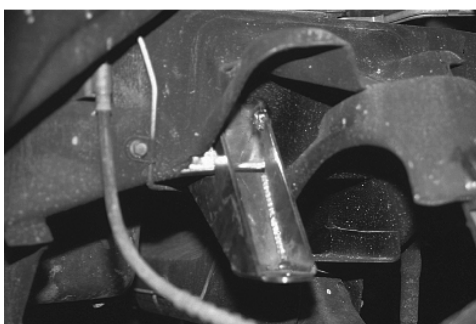


FIGURE 4

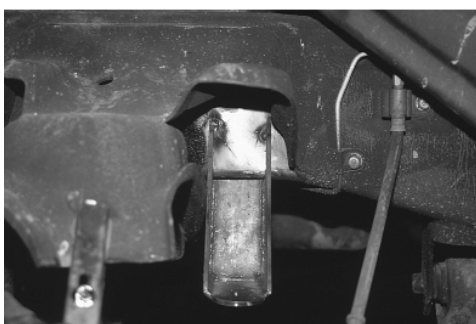
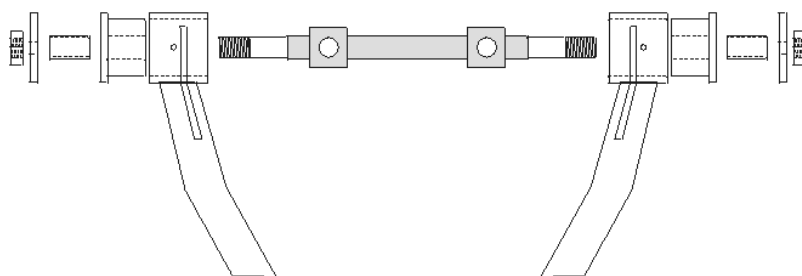
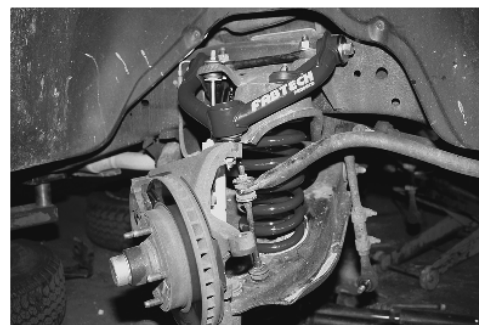
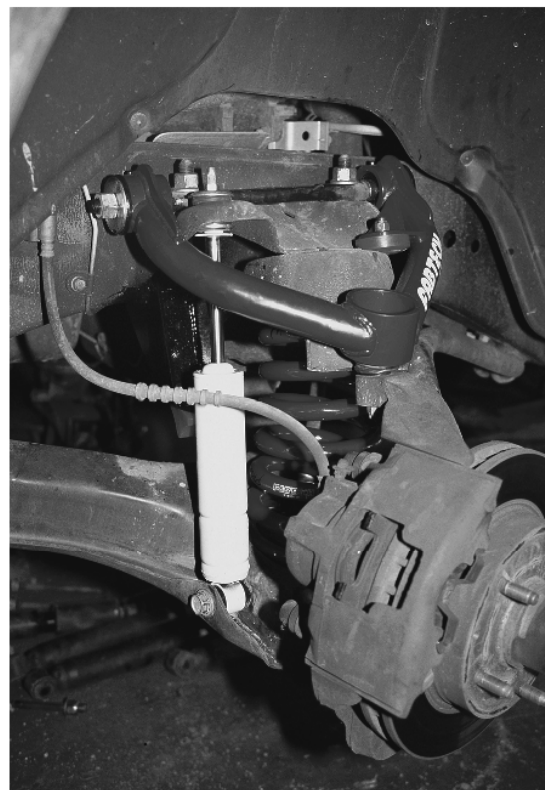


FIGURE 5



INSTALL BUSHINGS IN THIS ORDER



FT3000-6
DODGE RAM UPPER CONTROL ARM KIT