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**1984-95 TOYOTA 2 WHEEL DRIVE
FTS8995 & FTS8995ID FRONT DOUBLE SHOCK KIT**

PARTS LIST:

2 EA. UPPER SHOCK MOUNTS	2 EA. SHOCK MOUNT GUSSETS
2 EA. LOWER SHOCK MOUNTS	2 EA. BUMPSTOP PLATES FTT10
2 EA. BUMPSTOP GUSSETS FTT05	4 EA. 1/2" X 5 1/2" BOLTS
4 EA. 1/2" NYLOCK NUTS	16 EA. 1/2" USS WASHERS

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:

**JACK STANDS
FLOOR JACK
DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL
DISC GRINDER
CUTTING TORCH
MIG WELDER
ASSORTED METRIC WRENCHES AND SOCKETS
BLUE LOCTITE (PERMATEX 242)**

THE INSTALLATION OF THIS KIT REQUIRES MIG WELDING WHICH SHOULD BE PERFORMED BY AN EXPERIENCED WELDER.

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

WARNING: FABTECH RECOMMENDS THAT YOU WEAR GLOVES AND EYE PROTECTION WHEN WORKING WITH POWER TOOLS TO AVOID POSSIBILITY OF SERIOUS INJURY.

NOTE: THIS DOUBLE SHOCK KIT MUST BE USED WITH FABTECH UPPER CONTROL ARMS.

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!**
2. Remove the front tires, front shocks and remove the torsion bar adjuster bolts, located at the center cross member. To remove the torsion bar bolts you must first loosen the upper jam nut and then loosen the torsion adjuster by holding the upper nut with a wrench and loosening the bolt with another wrench. **LUBRICATE THE THREADS OF THE TORSION BAR BOLT WITH AN ANTISEIZE COMPOUND PRIOR TO REMOVAL. BE CAREFUL WHEN WORKING WITH TORSION BARS, THEY CAN BE UNDER EXTREME LOAD.**
3. Support the lower control arm with a jack and remove the two bolts holding the upper control arm (UCA) cross shaft to the frame, also remove the four bolts holding the UCA to the upper ball joint. Note the position of all alignment shims between the frame and the cross shaft. Remove the two rubber upper bumpstops. Set all these parts aside.
4. Using a cutting torch, sawzall or die grinder, cut off the stock upper shock mount and the stock upper bumpstops as shown on the illustrations. Be sure not to cut into the frame and protect all exposed wires and hoses. Using a hand grinder, clean up all cut areas.
5. **FTS8995 ONLY:** On the lower control arm (LCA), remove the two threaded inserts that the stock shock bolted to, this can be done with a hammer and chisel. Remove the paint in that same area on the LCA. Position the lower shock mount on the LCA, centering it on the A Arm and butting it against the lower bumpstop. Tack weld it in place.
6. If you already have FABTECH lift A Arms installed on your truck skip to step 8 now. If not, install your new A Arms onto the stock cross shaft following the instructions supplied with the A Arms.
7. Reattach the new UCA to the frame using the factory bolts. If you already had FABTECH A Arms then replace the factory alignment shims in their place, if not then discard the shims. Also, attach the UCA to the upper ball joint. Only hand tighten all fasteners. Lower the jack supporting the LCA.
8. Install the new front shock, with the bodies up if possible, onto the lower shock mount installing the bolts in from the back with a washer on each side of the shocks. Next, bolt the upper shock mount to the upper shocks again with a washer on each side of the shocks. Center the two shocks between the A Arm tubes, setting the height of the shocks so that the bottom of the upper shock mount sits at the top of the large hole in the factory shock mount, refer to the picture included. Firmly tack weld the upper shock mount into place, being careful not to damage the shocks. If your vehicle does not have a body lift, you will need to cut a section out of the fenderwell to allow the shocks to protrude into the engine compartment. **WHEN CUTTING, DOUBLE CHECK FOR WIRES AND HOSES ON THE INNER SIDE OF THE FENDERWELL.**

NOTE FOR FTS8995ID:

During step 8, you will need to attach the lower mount to the bottom of the shocks installing the bolts in from the front with a washer on each side of the shock bushings. As you position the upper mount onto the frame, you will need to align the lower mount on the lower control arm, placing the lower mount as close to the tire as possible for maximum shock travel. Once you have an approximate location on the lower control arm, remove the powder coating in the area where you are going to weld the lower mount. Once positioned properly, tack weld the lower mount into place.

9. Place a jack under the LCA and raise the LCA until it comes into contact with the lower bumpstop, checking the clearance between the shocks, shock mount and the UCA. If there is any clearance problems break the tack welds loose and relocate the mount allowing for proper clearance. Once everything clears, lower the jack under the LCA and remove the two shocks. Take the bumpstop plate and tack weld it to the upper outside edge of the frame at the rear UCA tube, there should be a 1/2" gap between the bumpstop plate and the UCA tube at full hang. Also tack weld the bumpstop gusset to the rear side of the bumpstop plate. Refer to the supplied drawing.
10. Support the LCA with a jack and separate the UCA from the frame and the upper ball joint. Center the upper shock mount gusset behind the upper shock mount and tack weld it in place. Refer to the supplied drawing, making sure that everything is tacked in the proper place. If so, completely weld everything in place.
11. After all the parts have cooled down, paint all exposed surfaces. Install a new low profile (1/2" thick) urethane bumpstop onto the bumpstop plate. Reinstall the UCA, returning all alignment shims to their original positions, onto the frame and upper ball joint, using loctite on all fasteners. Torque all fasteners to factory specs. Install the two front shocks, with the bodies up if possible. Insert the shock bolts from the rear with one washer on each side of the shock eyes. Reinstall the torsion bar, tightening the bolt to it's original position. Be sure to apply antiseize or grease onto the torsion adjuster bolt threads to prevent it from seizing.
12. Repeat steps 3 through 12 on the opposite side of the vehicle.
13. Reinstall both front tires, tighten all lugs to factory specifications. Lower the vehicle onto the ground. Set the toe in to approximate factory specifications. We recommend you drive the vehicle for fifty miles and then have the vehicle aligned to factory specifications. You may need to reset the torsion bar height after they settle in. We recommend a 1/8" to 1/4" gap between the UCA and the upper bumpstop.

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 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.

