



www.fabtechmotorsports.com

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**1997-2003 FORD F150 2WD**

**FTS97150-10 FRONT LONG TRAVEL KIT**

**PARTS LIST:**

**1 EA. (UCA) PASSENGER'S SIDE FT97150-10UP**  
**1 EA. (UCA) DRIVER'S SIDE FT97150-10UD**  
**1 EA. (LCA) PASSENGER'S SIDE FT97150-10LP**  
**1 EA. (LCA) DRIVER'S SIDE FT97150-10LD**  
**4 EA. UPPER CONTROL ARM SLEEVES FT97150-6-101**  
**2 EA. LOWER CONTROL ARM SLEEVES FT97150-10-102 LONG**  
**2 EA. LOWER CONTROL ARM SLEEVES FT97150-10-103 SHORT**  
**2 EA. BALL JOINT HARDWARE PACK**  
**2 EA. UPPER BALL JOINTS FTS20155**  
**1 EA. FT90032 UPPER BALL JOINT 5/16" HARDWARE BAG**  
**1 EA. UPPER BUMP STOP MOUNT PASSENGER'S SIDE FT97150-6-107P**  
**1 EA. UPPER BUMP STOP MOUNT DRIVER'S SIDE FT97150-6-107D**  
**4 EA. BUMP STOPS FTS88 2 EA. BUMP STOPS FTS86**  
**2 EA. 3/8" NYLOCK NUTS 2 EA. 3/8" B.J. NUT SPACERS FT97150-6-106**  
**2 EA. TIE ROD TUBES FT97150-10-105 6 EA. 5/16" X 1" BOLTS**  
**4 EA. 5/16" LOCK WASHERS 8 EA. 5/16" SAE FLAT WASHERS**  
**2 EA. 5/16" NYLOCK NUTS 6 EA. COTTER PINS**  
**8 EA. UCA BUSHINGS FT1001 8 EA. LCA BUSHINGS FT1000**  
**2 EA. GREASE FITTINGS FT84H 2 EA. PKG. OF SILICON LUBE FTLUBE**  
**1 EA. E-BRAKE BRACKET FT30043 1 EA. 1/2" X 11/2" BOLT**  
**2 EA. 1/2" SAE FLAT WASHER 1 EA. 1/2" NYLOCK NUT**  
**1 EA. FT30042 RR BRAKE LINE BRACKET 1 EA. 3/8" X 2" BOLT**  
**2 EA. 3/8" SAE FLAT WASHER 1 EA. 3/8" NYLOCK NUT**

**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: (NOT INCLUDED)**

- FLOOR JACK AND JACK STANDS
- ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES
- DIE GRINDER WITH CUTOFF WHEEL AND MIG WELDER



**1997-2003 FORD F150 2WD  
FTS97150-10 FRONT LONG TRAVEL KIT**

**THIS SYSTEM IS NOT COMPATABLE WITH PRO COMP OR BULLSEYE LIFT SPINDLES. ONLY INSTALL WITH STOCK SPINDLES OR FABTECH LIFT SPINDLES**

**WHEELS WITH A MAXIMUM BACKSPACE OF 4.5" MUST BE USED. BY USING A WHEEL EXCEEDING 4.5" BACKSPACE YOU RISK SEVERE DAMAGE TO YOUR TIRES OR WHEELS.**

**READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE.**

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

**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.**

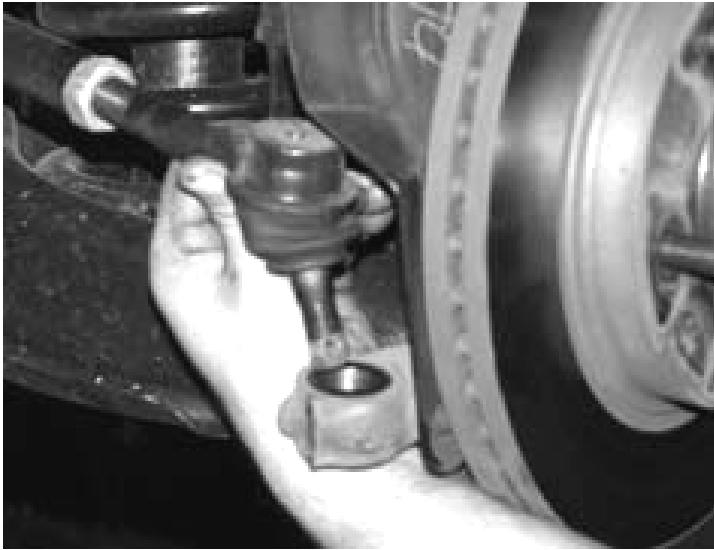
**IF YOUR TRUCK DOES NOT HAVE THE ADJUSTABLE "D" BOLTS AND WASHERS ON THE UPPER CONTROL ARM MOUNTS, YOU WILL NEED TO PURCHASE A FTS290 KIT FROM FABTECH. THE FTS290 KIT INCLUDES BOLTS AND WASHERS WHICH ALLOW FULL ALIGNMENT ADJUSTMENT.**

**INSTRUCTIONS:**

1. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**
2. Remove front tires, front shocks and sway bar end links. SEE PHOTO BELOW.



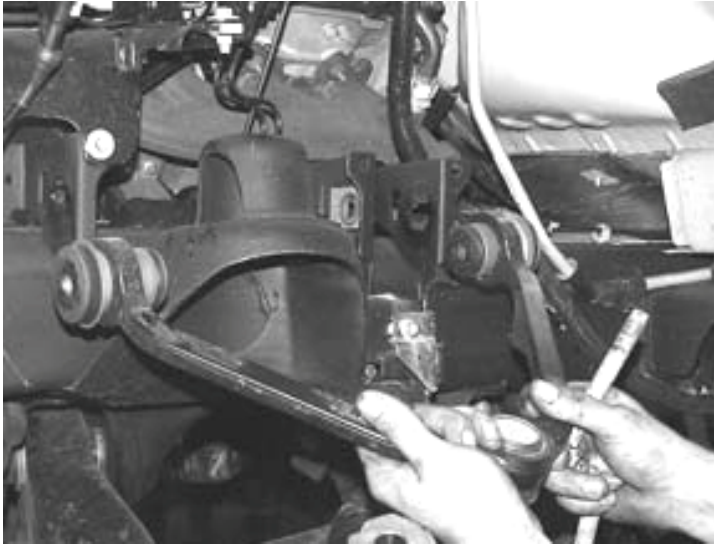
3. Starting on the driver's side of the truck, support the lower control arm (LCA) with a jack. Remove the cotter pin and castle nut attaching the tie rod end to the spindle. Separate the tie rod end from the spindle. Remove the brake line support tab from the LCA. Remove the two bolts securing the brake caliper to the spindle. Tie the brake caliper up and out of the way. **DO NOT LET THE BRAKE CALIPER HANG FROM THE BRAKE LINE.** SEE PHOTOS ON NEXT PAGE.



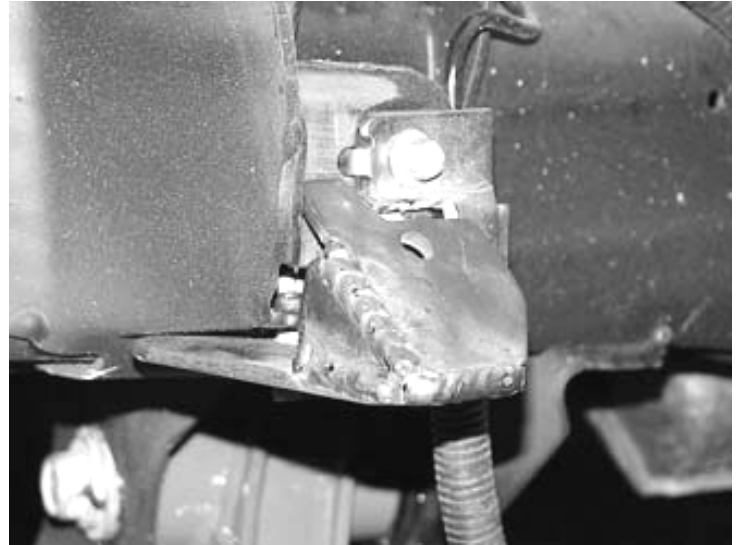
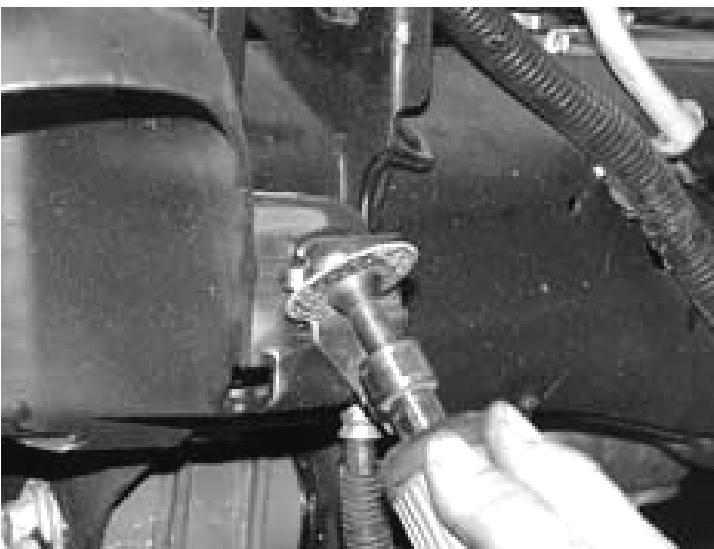
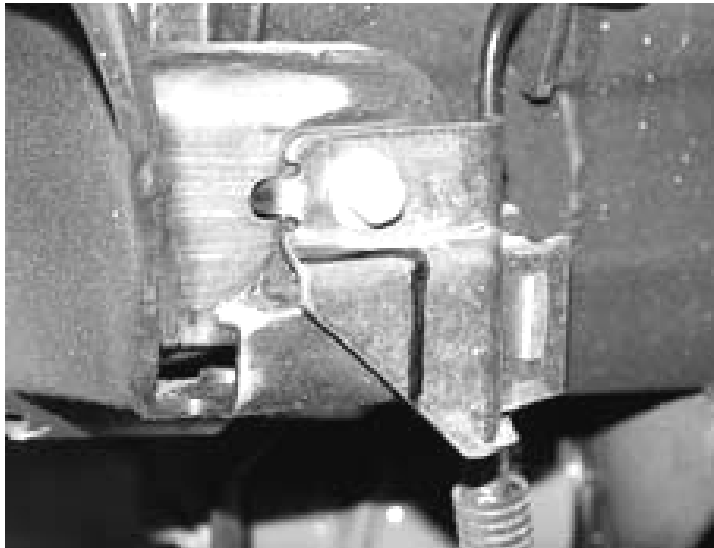
4. Support the LCA with a floor jack and compress the suspension  $\frac{1}{4}$ " to  $\frac{1}{2}$ ". Remove the castle nuts securing the upper and lower ball joints to the spindle. Separate the ball joints from the spindle and set the spindle aside. Lower the jack supporting the LCA and remove the coil spring from the truck. Keep the upper coil spring insulators. Remove the 2 LCA pivot bolts and set the LCA aside. SEE PHOTOS BELOW.



5. Remove the pivot bolts on the UCA and set the upper control arm aside. SEE PHOTO ON NEXT PAGE.



6. Using a die grinder with a cutoff wheel, notch the brake line tab as shown on the bump stop frame mount. Remove the original lower bump stop from the frame mount and install the bump stop bracket using the original bolt without the original lower bump stop. SEE PHOTOS BELOW.



7. Using a MIG welder, weld the top of the bump stop bracket line bracket to the frame mount. Once the parts have fully cooled, paint all exposed metal surfaces. Install a 1" tall urethane bump stop into the mount. SEE PHOTOS BELOW.



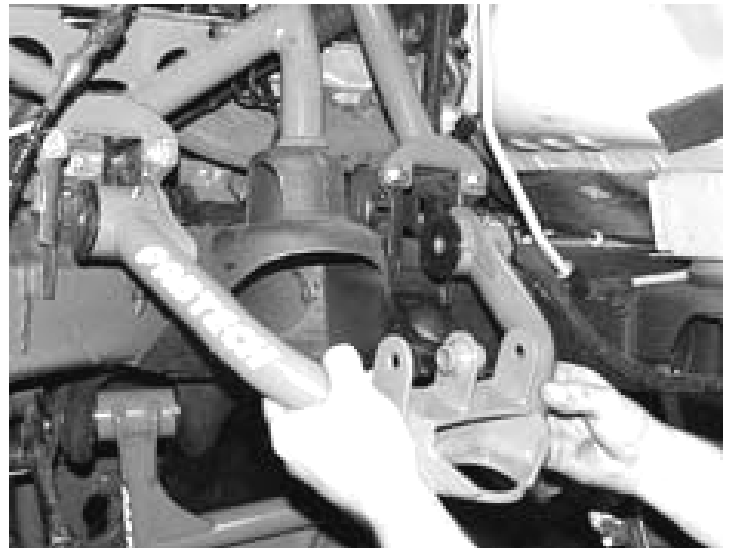
8. Press four FT1000 bushings into the driver's side LCA, followed by the front short and rear long sleeve, there is only 1/8" difference between the two sleeves, be sure to use the right one. Thoroughly lubricate all bushings and sleeves with the supplied silicon lube. Slide the LCA into the frame mounts and reinstall the original pivot bolts. Fully tighten the two pivot bolts. SEE PHOTO BELOW.



9. Using a ball joint press, remove the original lower ball joint from the factory LCA and press it into the new LCA, in the same direction it was removed. SEE PHOTO BELOW

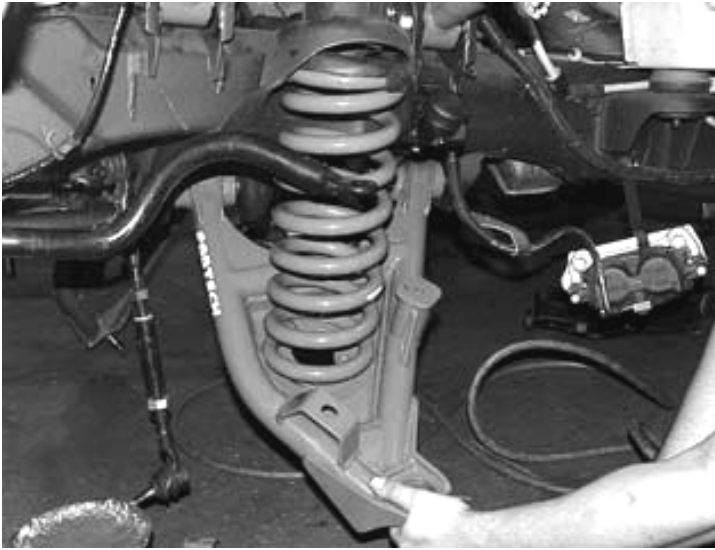


10. Press four FT1001 urethane bushings into the driver's side UCA followed by two sleeves. Be sure to thoroughly lubricate all bushings and sleeves with the supplied silicon lube. **IF YOUR TRUCK DOES NOT HAVE THE ADJUSTABLE "D" BOLTS AND WASHERS ON THE UPPER CONTROL ARM MOUNTS, YOU WILL NEED TO PURCHASE A FTS290 KIT FROM FABTECH. THE FTS290 KIT INCLUDES BOLTS AND WASHERS WHICH ALLOW FULL ALIGNMENT ADJUSTMENT.** Slide the UCA into the frame mounts and install the pivot bolts. Center the alignment cams and fully tighten the pivot bolts. Attach the new upper ball joint against the bottom surface of the upper control arm using the supplied hardware pack and tighten to 15 ft./lbs. Thoroughly grease the upper ball joint. SEE PHOTOS BELOW.

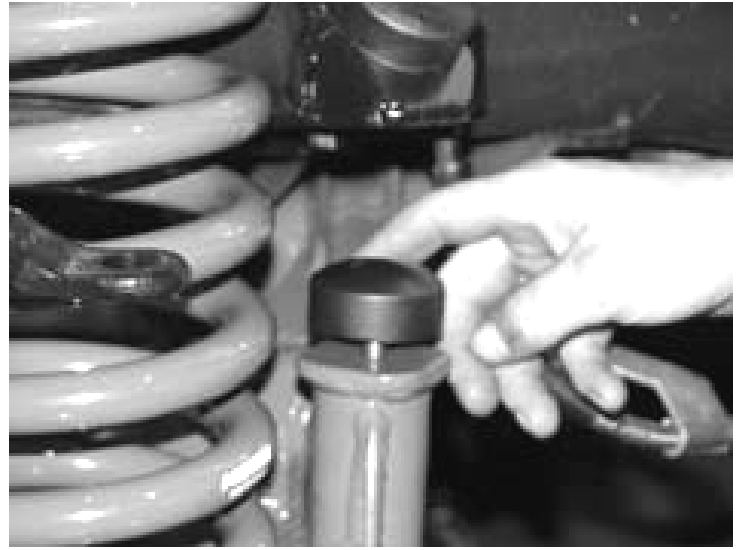


11. Attach the upper coil spring insulator to the top of the lift coil spring (not included with this kit). Thoroughly grease the top of the insulator and the inside of the coil bucket in the frame. Set the top of the coil spring inside the frame bucket and align the bottom of the coil with the pockets in the lower control arm. Support the LCA with a floor jack and raise the LCA enough to partially compress the coil spring. **DO NOT LIFT THE TRUCK OFF OF THE JACK STANDS. SEE PHOTO ON NEXT PAGE.**

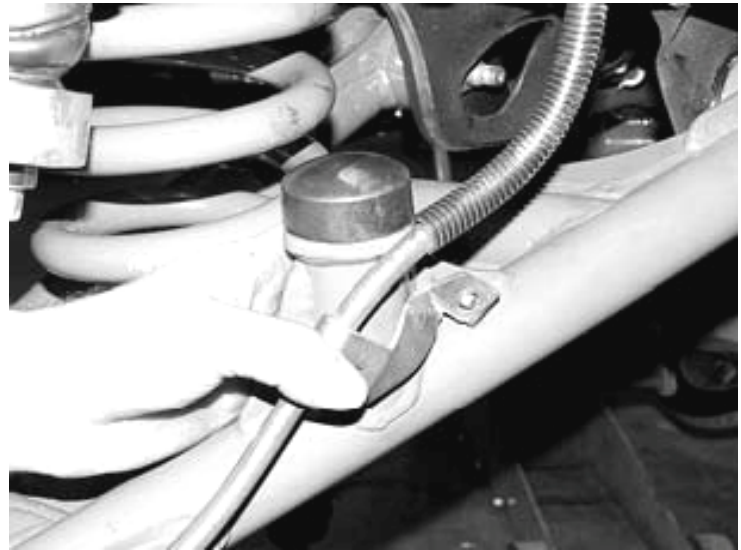




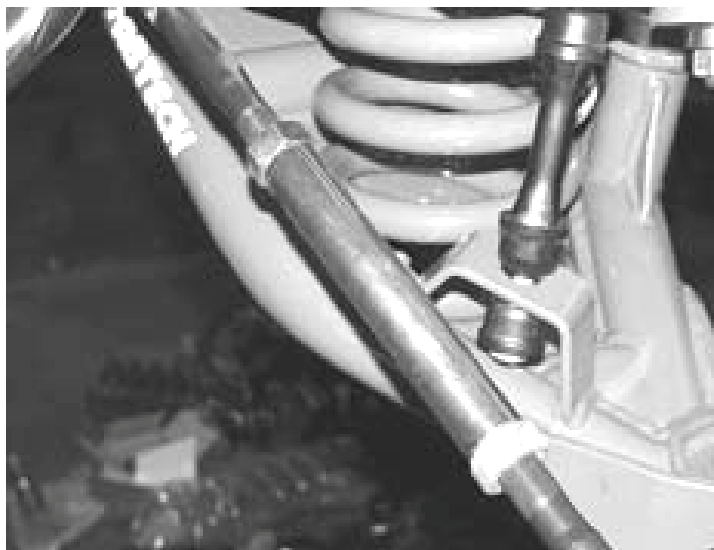
12. Reinstall the spindle onto the ball joints. Place the supplied 3/8" thick spacer on the upper ball joint before installing the castle nut and fully torque both castle nuts and install two of the newly supplied cotter pins. Release the floor jack supporting the lower control arm. If you are installing this kit with stock spindles use the 2" tall bump stops or if you are installing this kit with 3" Fabtech lift spindles use the 1" tall lower bump stop in the LCA. SEE PHOTOS IN NEXT COLUMN.



13. Attach the brake line tab to the lower control arm using the supplied 5/16" hardware. Be sure to use the supplied flat washer and 5/16" nylock nut on the 5/16" bolt. SEE PHOTO BELOW.

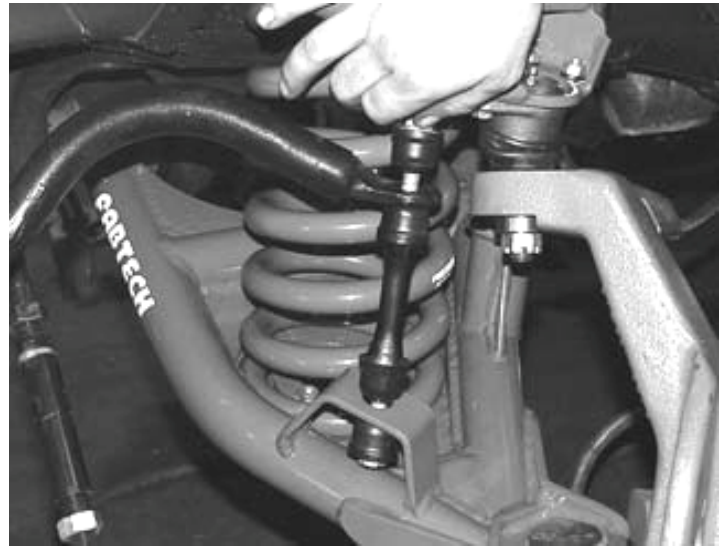


14. Remove the factory tie rod adjuster sleeve and install the new extended adjusters. One side of the adjuster is threaded left hand and one is right, be sure to use the proper side on each tie rod end. Thread both tie rods in until they completely bottom out. Connect the tie rod end to the spindle and reinstall the original castle nut. Fully tighten the castle nut and install a new cotter pin. Rotate the adjuster sleeve out to set a rough toe in. SEE PHOTOS ON NEXT PAGE.



15. Repeat step three through fourteen on the opposite side of the truck.

16. Reinstall the factory sway bar end links. If you are installing this kit with a single shock (not included with this kit) in the factory position, use two 5/16" bolts, lock washers and flat washers to attach the bottom of the shock to the lower mount on the LCA. SEE PHOTO IN NEXT COLUMN.



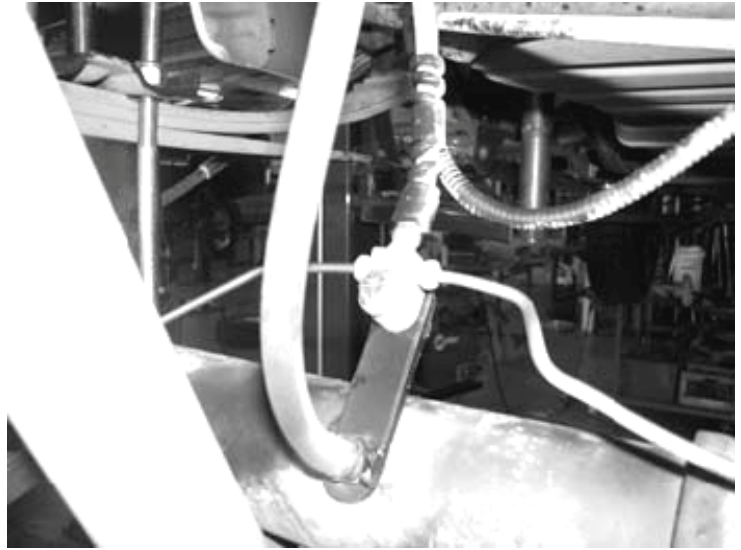
17. The ABS sensor line needs to be routed inside the UCA, then down to the spindle. Secure the ABS line to the inside of the UCA tube where it cannot come into contact with the tire in full right or left hand turns.

18. Reinstall the front wheels and torque the lugs to factory specifications. Lower the truck onto the ground. **WHILE TURNING THE STEERING FULLY IN EACH DIRECTION, BE SURE THAT THERE IS NO INTERFERENCE BETWEEN ANY OF THE NEWLY INSTALLED PARTS.** Set the toe-in to approximate factory specs. We recommend driving the truck for approximately fifty miles and then have the truck aligned to factory specs.

19. Locate the factory E-Brake Cable on the driver side rear hub and remove from the hub and bracket. Locate the supplied FT30043 E-brake cable extension, using the supplied 1/2" x 1 1/2" bolt, nut, and washer, attach to the factory bracket. Attach the E-Brake cable to the new extension and then to hub. SEE PHOTO BELOW. **(This bracket will only be used on pick-up trucks).**



20. Locate the factory brake line mount on the driver side of the axel. Remove the vent line from the bolt and remove bolt, save hardware. Locate the supplied brake line bracket FT30042, attach the side with the sleeve to the axel using the factory hardware. Using the supplied 3/8" x 1 3/4" bolt, nut, and washer attach the brake line to the other end. Reattach vent line. SEE PHOTO ON NEXT PAGE. **(This bracket will only be used on pick-up trucks).**



### **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.