



***2008 Polaris Ranger RZR Long
Travel System
FTR10068, FTR10069, FTR10070***

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**2008 Polaris Ranger RZR Long Travel System
FTR10068, FTR10069, FTR10070**

	FTR10068	Box 1
Qty	Part #	Description
1	FT95120GR	Driver Front UCA
1	FT95121GR	Pass Front UCA
1	FT95122GR	Driver Front LCA
1	FT95123GR	Pass Front LCA
2	FT95124GR	Rear UCA
1	FT95126GR	Driver Rear LCA
1	FT95127GR	Pass Rear LCA
4	FT95150	Front UCA/LCA Sleeve
2	FT95152	Rear UCA Sleeve
1	FT95198	Hardware Kit
1	FT95233	Hdwr Sub-Assembly
1	FTR10078	RZR Gusset Kit

	FT95233	Hdwr Sub-Assembly Kit
Qu a	Part #	Description
2	FT10068i	Instruction Sheet
20	FT95000	Control Arm Bushing
4	FT95066	Misalignment
4	FT95131	Ball Joint Hat
4	FT95151	Rear LCA Sleeve
1	FTAS12	Sticker
1	FTAS16	Decal
2	FTLOCK	Loctite
2	FTLUBE	Lube
1	FTR10077	Brake line Kit
1	FTREGCAR D	Registration Card

	FTR10069	Box 2
Qty	Part #	Description
1	FTR60155	Front Coilover Pair
1	FTR60157	Rear Coilover Pair
2	FT95130	Tie Rod Extension
2	FT95132	Steering Arm Hat
2	FT95023	Heim Joint 1/2x1/2

	FTR10070	Box 3
Qty	Part #	Description
2	FT95128	Driver/Pass Front Axle
2	FT95129	Driver/Pass Rear Axle
4	FT95153	Front Axle Retaining Ring
4	FT95154	Rear Axle Retaining Ring
1	FT95060	Boot Clamp Kit
1	FTR10078	Gusset Kit
4	FT95065	Grease Tube

	FTR10078	Gusset Kit
Qty	Part #	Description
2	FT95170	Frt LCA Rear Gusset
2	FT95171	Frt Frame Gusset
1	FT95172	Frt Frame Gusset Dr
1	FT95173	Frt Frame Gusset Pass
1	FT95174	Frt LCA Rr Gusset Dr
1	FT95175	Frt LCA Rr Gusset Pass
1	FT95176	Frt UCA Frt Gusset Dr
1	FT95177	Frt UCA Frt Gusset Pass
1	FT95178	Frt Shock Gusset Dr
1	FT95179	Frt Shock Gusset Pass
1	FT95180	Rr Shock Gusset Rr Dr
1	FT95181	Rr Shock Gusset Rr Pass
1	FT95182	Rr Shock Gusset Frt Dr
1	FT95183	Rr Shock Gusset Frt Pass
1	FT95184	R.C.A. Rr Gusset Dr
1	FT95185	R.C.A. Rr Gusset Pass
1	FT95186	Rr LCA Frt Gusset Dr
1	FT95187	Rr LCA Frt Gusset Pass
1	FT95188	R.C.A. Gusset Dr
1	FT95189	R.C.A. Gusset Pass



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HARDWARE KIT:

FT95198 Hardware Kit-					
Qu a	Description	Location	Qu a	Description	Location
4	3/8"-16 x 11" Bolt	FT Upr Control Arms	4	3/8"-16 x 3 3/4" Bolt	RR. Lower Arms
4	3/8"-16 C-lock Nut		4	3/8"-16 C-Lock Nut	
8	3/8" SAE Flat Washer		8	3/8" SAE Flat Washer	
4	1/4"-20 x 3/4" Bolt	FT. Brake Lines	2	10mm-1.5 x 65mm Bolt	Upper Rear Shock
4	1/4"-20 C-Lock Nut		2	10mm-1.5 x 65mm Nut	
8	1/4" SAE Flat Washer		4	10mm Flat Washer	
3	8" Zip Ties		6	1/4"-20 x 3/4" Bolts	RR. Brake Lines
2	3/8"-16 x 1 3/4" Bolt	FT. Lower Sway Bar	6	1/4"-20 C-Lock Nuts	
2	3/8"-16 C-Lock Nut		12	1/4" SAE Flat Washer	
4	3/8" SAE Flat Washer		2	8" Zip Ties	
2	3/8"-16 x 2 1/2" Bolt	Tie Rod To Knuckle	4	1/8" Cotter Pins	
2	3/8"-16 C-Lock Nut		10	Adel Clamps (FTCLAMP)	
4	3/8" SAE Flat Washer		4	9/16" – 18 C-Lock Nut	Ball Joint Hat

TOOL LIST:

- Assorted Metric & Standard Wrenches
- Torque Wrench
- Floor Jack
- Jack Stands
- Air Saw
- Mig Welder
- Die Grinder w/ sanding discs
- CV Boot Clamp Crimping Tool

O.E.M. WHEELS & TIRES CAN BE REINSTALLED WITH THIS KIT.

FABTECH RECOMMEND'S A 12"x7" WHEEL WITH A 5+2 OFFSET WITH A 26"x 9"x 12" TIRE IN FRONT AND A 12" x 10" WHEEL WITH A 5 + 5 OFFSET WITH A 26"x 12"x12" TIRE IN THE REAR



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THE GUSSETS PROVIDED WITH THIS KIT ARE A WELD-ON INSTALLATION. ONLY AN EXPERIENCED CERTIFIED WELDER SHOULD COMPLETE THIS INSTALLATION.

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

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THIS KIT. IF ANY PARTS ARE MISSING, CONTACT FABTECH AT 909-597-7800.

DO NOT ALTER THE FINISH OF THESE COMPONENTS, EXAMPLE- CHROMING, ZINC PLATING OR PAINTING. CHANGING THE FINISH CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

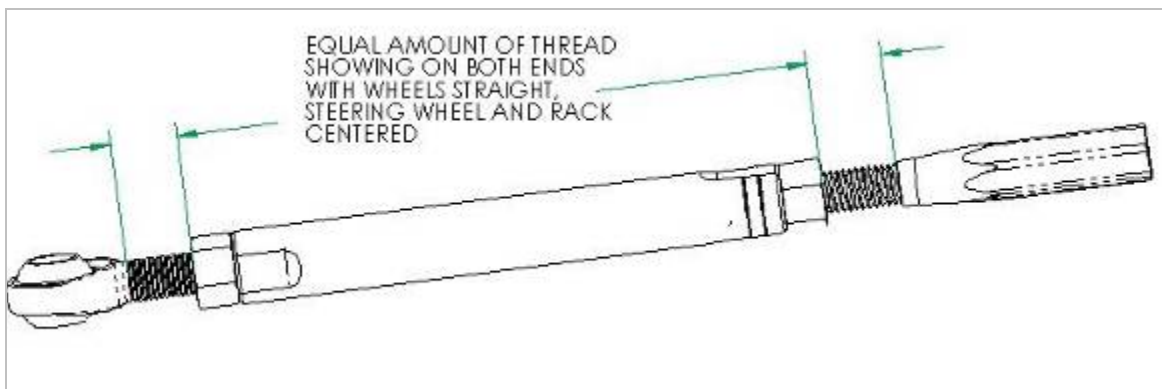
DUE TO THE TIGHT TOLERANCES OF THE BUSHINGS, HEIM ENDS, AND UNIBALLS, THE VEHICLE MAY EXHIBIT A VERY FIRM RIDE IN THE FIRST FEW MILES OF OPERATION. THIS IS NORMAL AND ONCE THE VEHICLE IS DRIVEN OVER A SHORT PERIOD THESE TIGHT TOLERANCES WILL LOOSEN SLIGHTLY ALLOWING THE VEHICLE'S SUSPENSION TO OPERATE SMOOTHLY FOR OUTSTANDING PERFORMANCE

PRIOR TO JACKING THE FRONT OF THE RZR TO START THIS INSTALLATION, MAKE SURE THAT THE ENTIRE STEERING ASSEMBLY (STEERING WHEEL, RACK & PINION, AND TIE ROD ASSEMBLY) OF THE RZR IS CENTERED AND STRAIGHT WITH A FRONT END ALIGNMENT 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 INSTALLTION.

TO INSTALL THE STEERING ASSEMBLY CORRECTLY, ADJUST THE TIE ROD EXTENSION SO THERE IS AN EQUAL AMOUNT OF THREADS ON THE 1/2" HEIM AND THE FACTORY INNER TIE ROD END (APPROX. A 1/2" OF THREADS ABOVE THE JAM NUT). SEE DIAGRAM BELOW

RECOMMENDED TIRE AIR PRESSURE IS 12 TO 15 PSI. TIRE PRESSURE HIGHER THAN THE RECOMMENDATION WILL RESULT IN AN UNDERSIREABLE RIDE

SPANNER WRENCH IS NOT INCLUDED IN THIS KIT,IF NEEDED ORDER FTS98006.

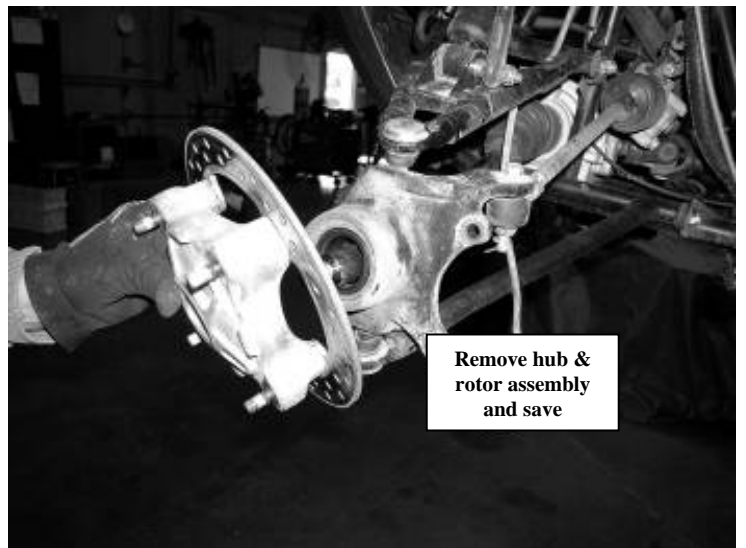


INSTALLATION INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. With the RZR on level ground, set the emergency brake and block the rear tires. **Center the steering wheel, rack & pinion, and wheels and tires.** Jack up the front end of the RZR and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Working from the driver's side, remove the cotter pin, the axle shaft nut and two flat washers and save. SEE PHOTOS BELOW.



3. Remove the two bolts that attach the brake line to the spindle and the upper control arm and save the hardware. Remove the brake caliper and hang on the frame. **DO NOT LET THE CALIPER HANG BY THE BRAKE HOSE.** Remove the rotor and hub assembly and save. Remove the brake rotor shield from the spindle and save with the hardware. SEE PHOTOS IN NEXT COLUMN.



4. Carefully remove the front hood and front fascia. Save all of the hardware (use care with the electrical wires and bulbs). SEE PHOTOS ON NEXT PAGE.



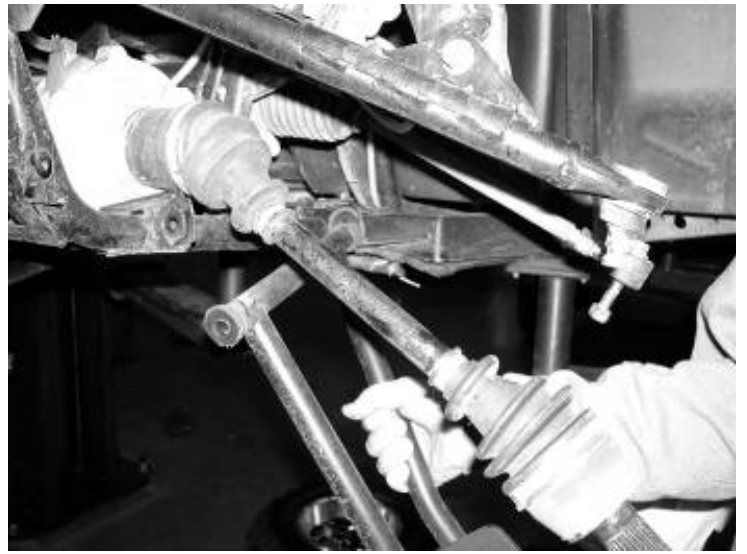
5. Remove the cotter pin in the outer tie rod end and remove and save the nut, discard the cotter pin. Use a ball joint fork and separate the tie rod from the knuckle (**do not damage**

the end or boot, they will be re-used). Remove the pinch bolts on the upper and lower ball joints and save. Remove and save the knuckle. SEE PHOTO IN NEXT COLUMN.



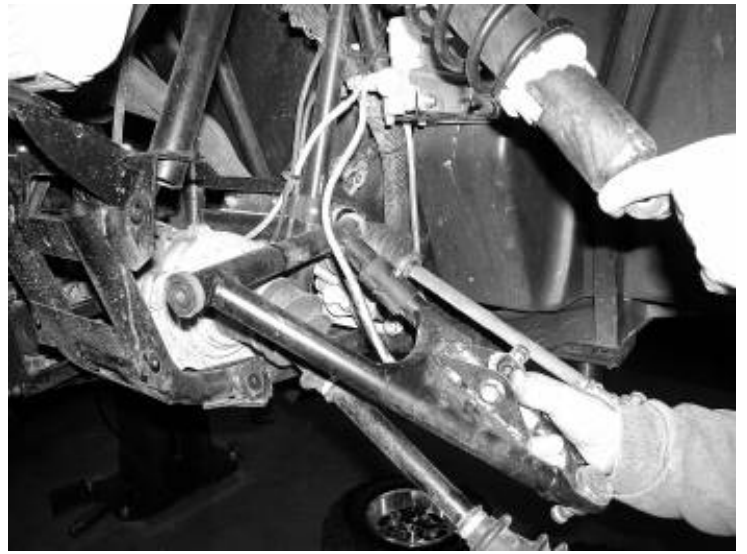


6. Remove the lower control arm and save the hardware. SEE PHOTO BELOW.

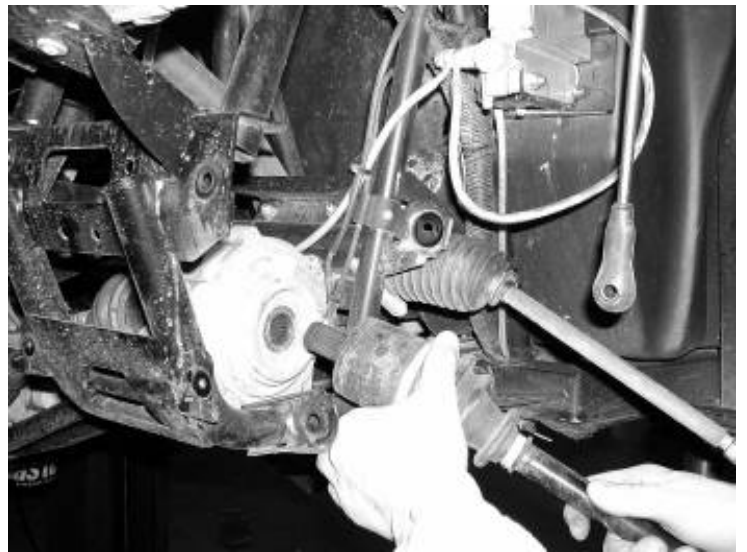


7. Remove the shock assembly and discard, save the hardware. Remove the upper control arm and discard with the hardware. Do not remove the sway bar from its upper mounts. SEE PHOTOS BELOW & ON NEXT PAGE.





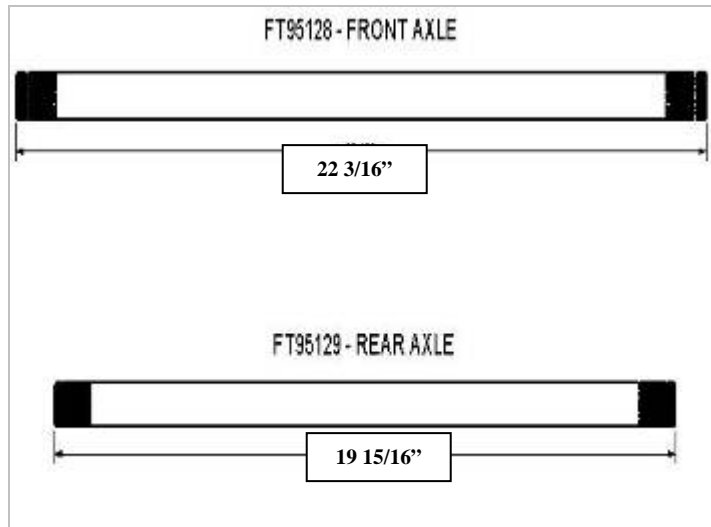
8. Remove the axle CV shaft from the front differential and with a paint pen, mark on the inner and outer CV's and axle where they were removed from (drv front inner / drv. front outer). The CV's and axle shafts are front and rear / inner and outer specific. They **MUST** go back into the proper locations. SEE PHOTO BELOW.



9. Repeat steps two through eight on the passenger side
10. Install the **REQUIRED** weld on gusset kit at this time. This will require a certified welder to weld the gussets to the RZR. REMOVE ALL PAINT, GREASE, DIRT, OR OTHER OBSTRUCTIONS THAT WILL INHIBIT THE WELDING OF THE GUSSETS TO THE FRAME. SEE PHOTOS AND DIAGRAM ON LAST PAGES OF INSTRUCTION SHEETS.
11. Locate the front CV axles. Carefully cut the factory boot clamps from the CV boots (**DO NOT CUT THE CV BOOT. THEY WILL BE RE-INSTALLED**). Starting with the inner CV, slide the boot down the axle to access the inside of the CV. Use a small brass hammer and gently tap the CV until it is freed from the axle (**USE CARE NOT TO DAMAGE THE CV OR CV HOUSING**). Repeat on the outer CV. Remove the axle retaining rings from both ends of the axle and remove the CV boots and save with all of the internal parts, discard the old CV boot clamps and axle retaining rings. SEE PHOTOS BELOW, IN NEXT COLUMN, AND PAGE.



12. Locate FT95128 Front Axle, FT95153 Front Axle Retaining Rings, and the factory outer CV and Boot. Place the CV boots onto the axle and follow with the retaining rings onto the axle. Place the outer CV into a vise and **LIGHTLY** tighten enough just to hold the CV. With the boot and C-Clip installed, insert the axle into the CV (make sure match the boot to the CV) where the clip makes contact with the CV. Use a soft brass or rubber mallet and carefully strike the axle downward to engage the inner snap ring into the CV. Slide boot down over the CV. Repeat for the inner CV. SEE PHOTOS & DIAGRAM BELOW & IN NEXT COLUMN & ON NEXT PAGE & LAST PAGE OF INSTRUCTIONS.

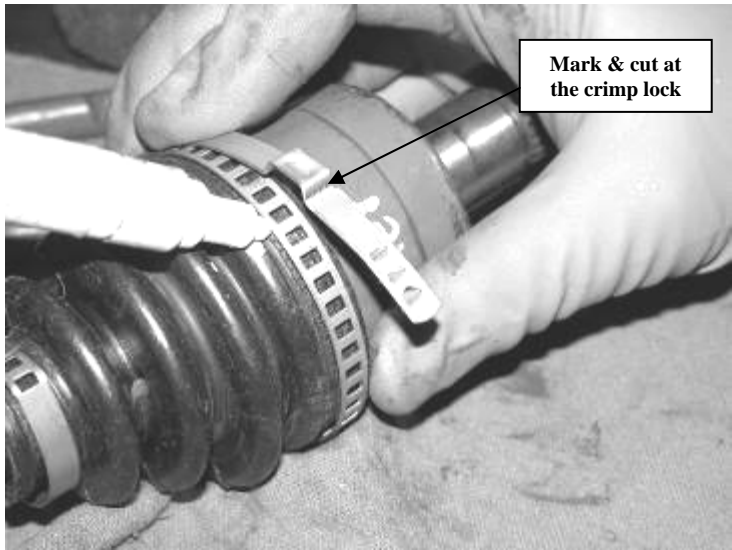


13. Locate one of the supplied CV boot grease bags (**4 bags are provided with this kit, one for each axle, half a bag for each CV**). Carefully pull back the boot from the inner CV and insert **HALF** of the bag into one inner CV boot. Re-install the boot onto the CV.





14. Locate two large and two small CV boot clamps from the FT95060 clamp kit. Position the large clamp around the boot and C.V. Pull the clamp tight around the boot and mark the clamp where it overlaps at the crimp lock with a paint pen. Remove the clamp from the boot and cut the excess from the strap. Repeat this step for the other three clamps on this axle. SEE PHOTOS BELOW.



15. Using a CV boot band clamp tool, clamp the inner boot clamps. Repeat this step for the outer CV. SEE PHOTO BELOW.



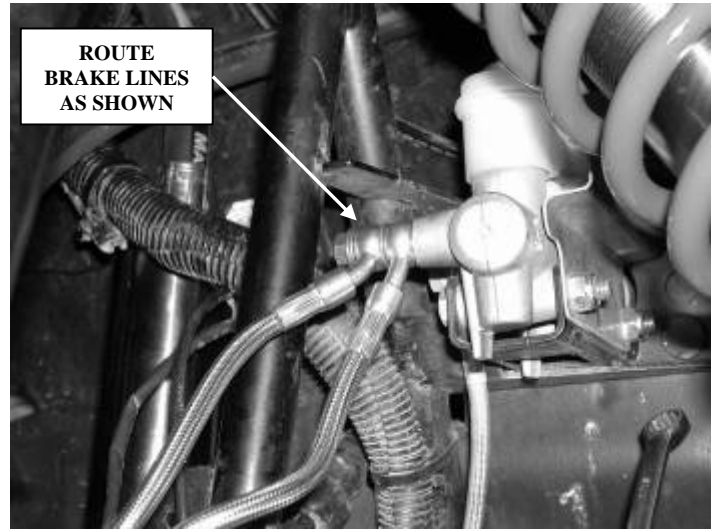
16. Repeat steps eleven through fifteen for the driver side CV axle.

17. Place the knuckle into the vise with aluminum or soft jaws and use care not do damage. Use a drill with a 1/2" drill bit and drill out the knuckle at the tie rod location. SEE PHOTOS ON NEXT PAGE.



18. Locate and open the supplied brake line kit. Lay the hoses out and inspect them. The front brake lines have banjo style fittings on both ends. The rear lines have banjo fittings on one end and threaded flare fittings on the other end. The Driver Front line is 32" long and the Passenger Front line is 40" long. The Driver Rear line has the angled flare fitting and is 47" long. The Passenger Rear line has the straight flare fitting and is 50" long. Set the rear lines aside, they will be installed when the rear of the RZR is assembled.

19. Disconnect the front brake lines from the brake calipers and then the master cylinder. Save the hardware and discard the factory hoses. Locate the two new front lines, supplied crush washers, and the factory banjo bolt. Start with the banjo bolt and 1 washer and insert into the Passenger line (end with 45 degree bend). Place another washer on the bolt followed with the Driver line and another washer. Then install to the master cylinder. Use the factory banjo bolt and new crush washers and connect the opposite end of the hose to the calipers. Torque to 30 lbs. SEE PHOTOS IN NEXT COLUMN.

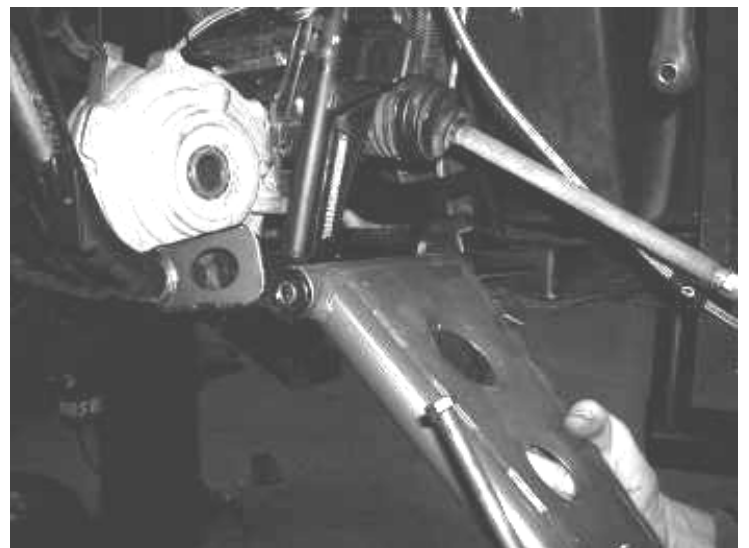


20. Locate FT95120GR (driver upper), FT95122GR (driver lower), FT95121GR (pass. upper), and FT95123GR (pass. lower) control arms, FT95000 bushings, FT95150 sleeves, and the supplied bushing lube. Place a small amount of lube into each of the barrels on the arms. Using a press, press a bushing into one end of the arm. Place more of the lube onto the sleeve and use the press to install the sleeve into the bushing. With the sleeve installed, lube the last bushing and install in to the arm. SEE PHOTOS BELOW & ON NEXT PAGE.





21. Working from the driver side, install the lower a-arm (with pre-installed $\frac{3}{4}$ " heim and jam nut) into the factory a-arm mounts and attach with the factory a-arm hardware (use supplied thread-locking compound). Leave loose. SEE PHOTO BELOW.



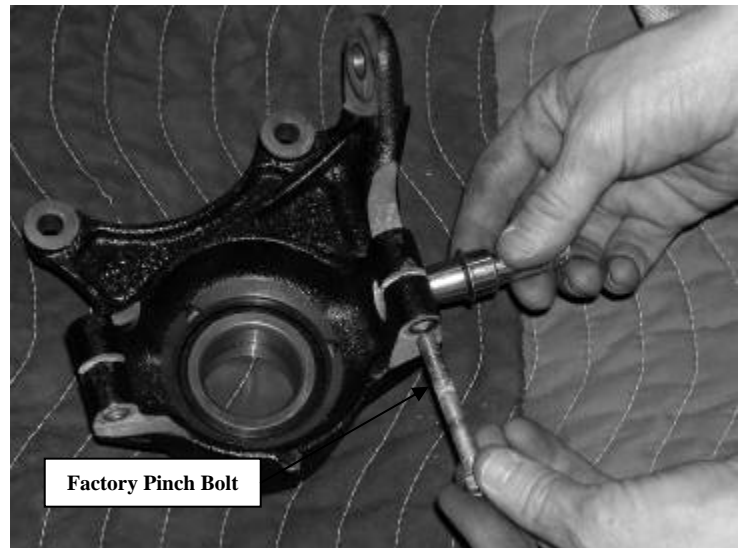
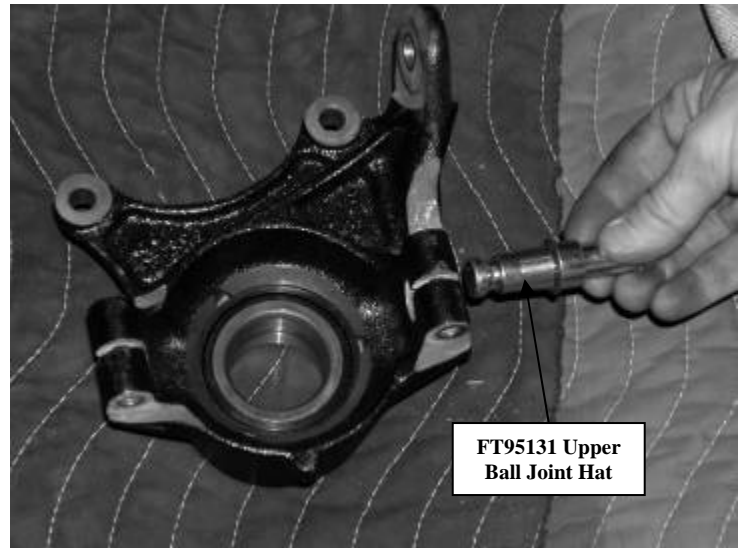
22. Locate and install the assembled CV axle shaft. Use a large rubber mallet and tap the outer end of the axle shaft. SEE PHOTO BELOW.



23. Install the passenger upper a-arm with pre-installed 3/4" heim and jam nut into the factory a-arm mounts and attach with the supplied 3/8" x 11" bolt and hardware. (use supplied thread-locking compound) Leave loose. SEE PHOTO BELOW.



24. Locate FT95131 Ball Joint Hat and the factory pinch bolts. Insert the hats into the upper and lower ball joint locations. Insert the pinch bolts into the factory locations securing the new ball joint hats. Torque the bolts to 45 lbs. SEE PHOTOS BELOW & ON NEXT PAGE & DIAGRAM LAST PAGE.





25. Install the knuckle assembly onto the CV shaft. Insert the upper ball joint hat into the heim in upper control arm. Insert the FT95066 mis-alignment in the top of the heim joint in the upper control arm and then attach the knuckle to the upper control arm using the supplied $\frac{1}{2}$ " C-Lock Nut. Next install the lower ball joint hat into the heim in the lower control arm. Install another FT95066 mis-alignment into bottom of the heim and attach with a supplied $\frac{9}{16}$ "- 18 C-Lock Nut. The $\frac{3}{4}$ " heim and jam nut are set at just a starting point, final adjustment can be made during the toe set if necessary. (use supplied thread-locking compound) Leave loose. SEE PHOTOS BELOW & ON NEXT PAGE.



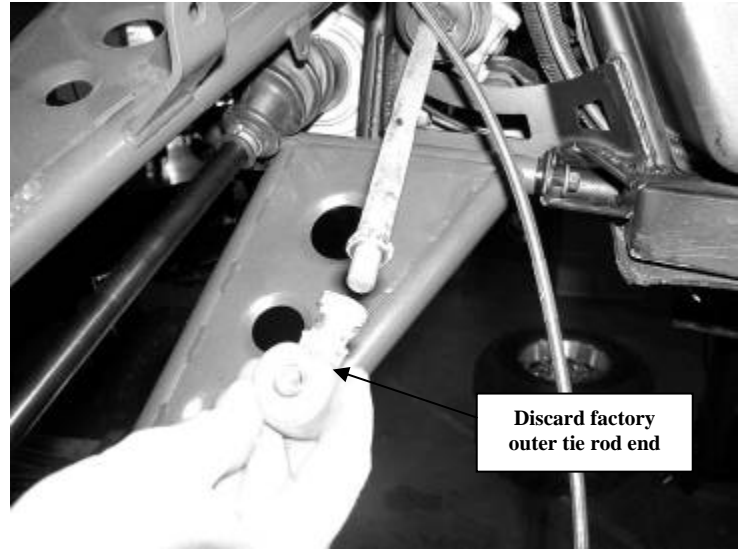


26. Locate and install the factory hub assembly onto the knuckle and axle shaft. Install the factory washers & axle shaft castle nut and torque to 190 lbs. Use the supplied cotter pin and install into the nut in the key way of the axle. SEE PHOTO BELOW & ON NEXT PAGE.





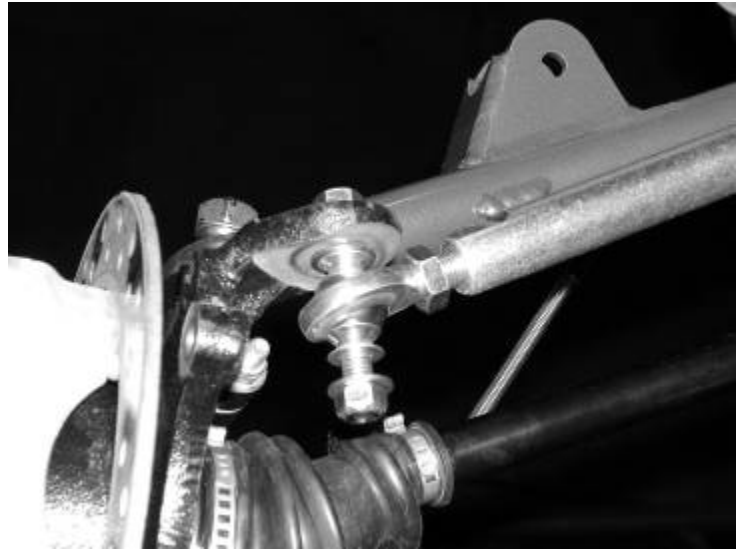
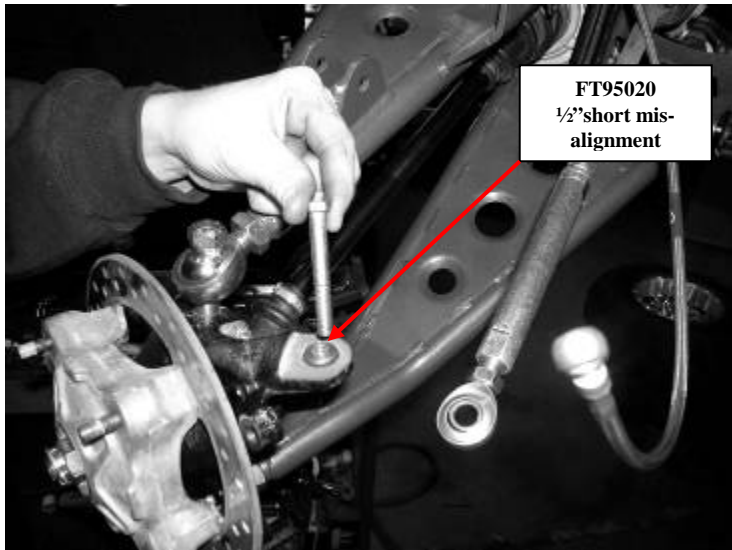
27. Remove the outer tie rod end and leave the factory jam nut on the inner tie rod end. Locate FT95130 Tie Rod Extension, FT95023 1/2" Male Heim, and supplied 1/2" jam nut. Thread the supplied 1/2" jam nut onto the 1/2" heim and insert into the tie rod extension. Thread on the tie rod extension (end with two reliefs cut into end of extension) onto the inner tie rod to the factory jam nut. Adjust the tie rod extension so there is an equal amount of thread on the 1/2" heim and the factory inner tie rod end (**approx. 1/2" above the jamb nut**). SEE PHOTOS BELOW & ON NEXT PAGE & DIAGRAMS ON LAST PAGE.



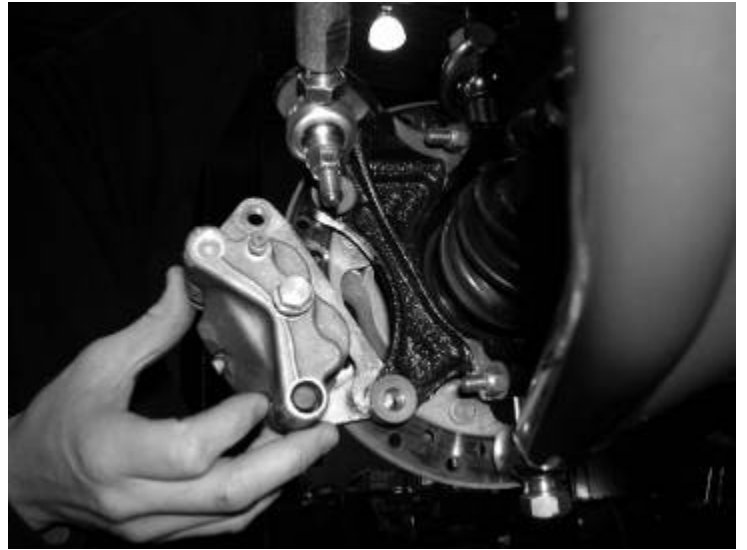


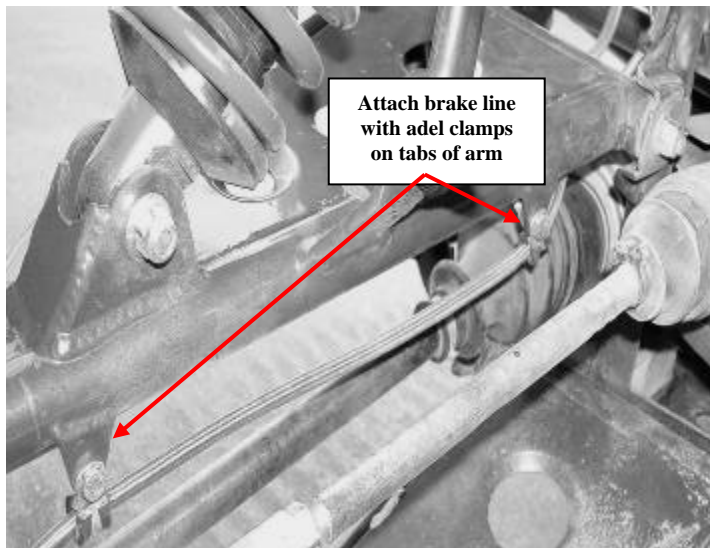
28. Locate FT95132 Steering Arm Hat and place into the top of the previously drilled tie rod location. Locate 2 FT95020 1/2" Short Mis-alignments and the supplied 3/8" hardware. Insert the mis-alignments into the top and bottom of the 1/2" heim in the new extended steering shaft. Install the 3/8" bolt through the top of the steering arm hat through the spindle. Position a flat washer and the 1/2" heim and with the mis-alignment onto the bottom of the knuckle on the bolt. Place another supplied flat washer along with the 3/8 C-lock nut. Torque to 32 lbs (use supplied thread-locking compound).

Tighten the jam nut on the pre-installed 3/4" heim on the upper and lower control arms. SEE PHOTOS BELOW & DIAGRAM ON NEXT PAGE AND LAST PAGE.

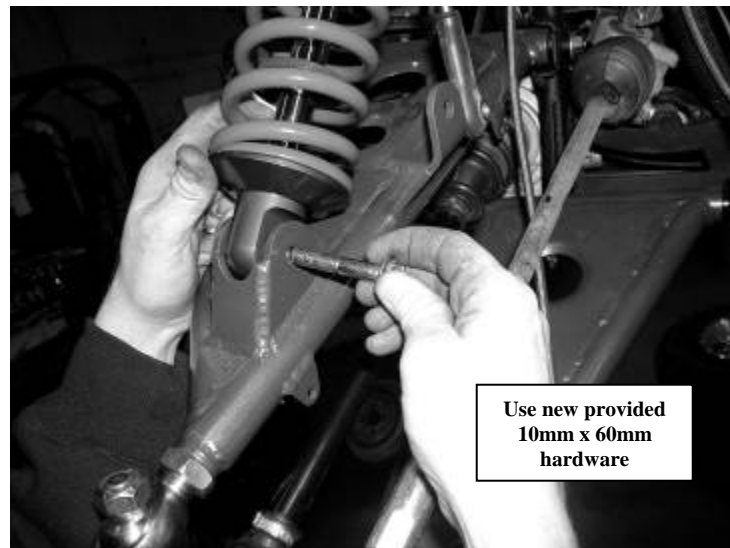
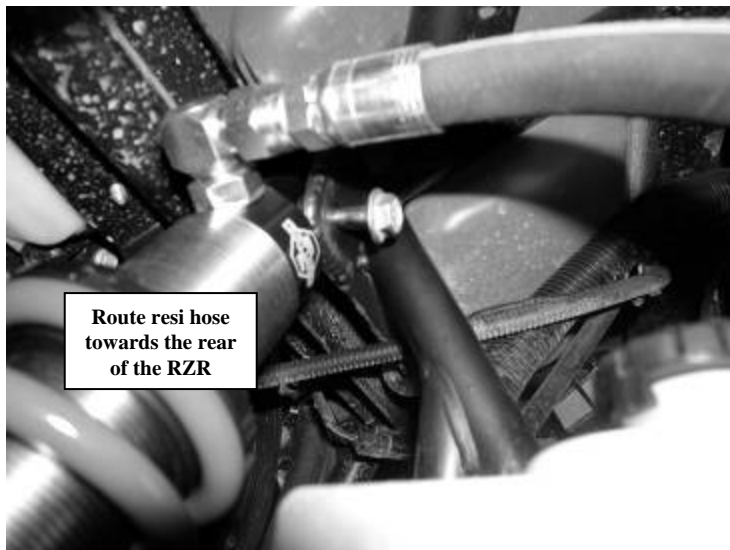


29. Locate the factory brake caliper bolts and re-attach the rotor. Torque to 35 lbs. (use supplied thread-locking compound) Locate the two of the supplied adel clamps and 1/4" hardware. Position the adel clamps over the brake hose and attach to the tabs on the upper control arms. Torque to 10 lbs. Locate (2) supplied adel clamps and supplied 1/4" hardware. Use the clamps to attach the new brake line to the weld tabs on the upper control arm. SEE PHOTOS BELOW & ON NEXT PAGE.





30. Locate FTR60155 Front Shock, provided shock mis-alignments, and the factory shock hardware. Insert the mis-alignments into the top of the shock and mount into the stock upper mount with the factory hardware. Insert the mis-alignments into the heim on the bottom of the shock. Mount the bottom of the shock to the upper control arm mounts with the **SUPPLIED** 10mm x 1.50 x 60mm bolts and hardware. (use supplied thread-locking compound) Torque to 32 LBS. SEE PHOTOS BELOW AND ON NEXT PAGE.



31. Connect the sway bar end link to the upper control arm with the factory hardware. Torque to 45 lbs. SEE PHOTOS BELOW.



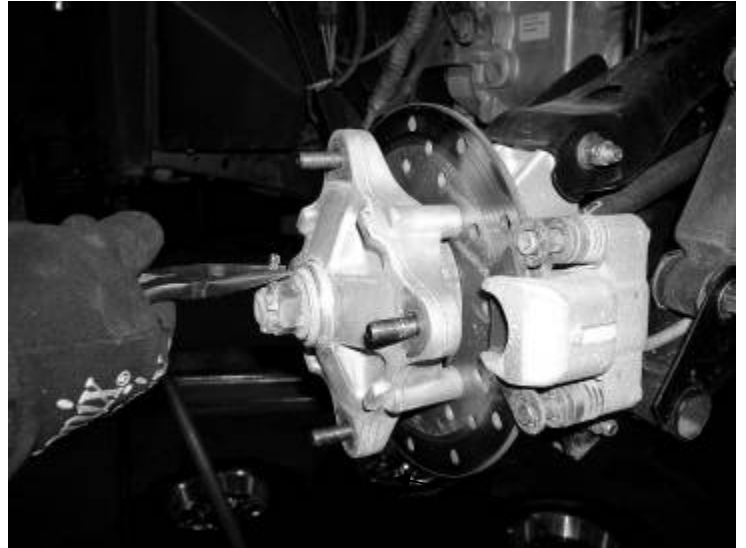
32. Locate the Hose Clamps and poly mounts and position the shock reservoir onto the frame (as shown in photos) and attach with the new clamps. Position the reservoir so the hose does not make contact with the bottom side of the hood or the firewall. (rotate / twist the reservoir in the mount) Do not over tighten the clamps or kink the reservoir hose. SEE PHOTOS BELOW.



33. Repeat steps twenty-one through thirty-two on the passenger side.
34. Re-install the front hood and fascia
35. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance.

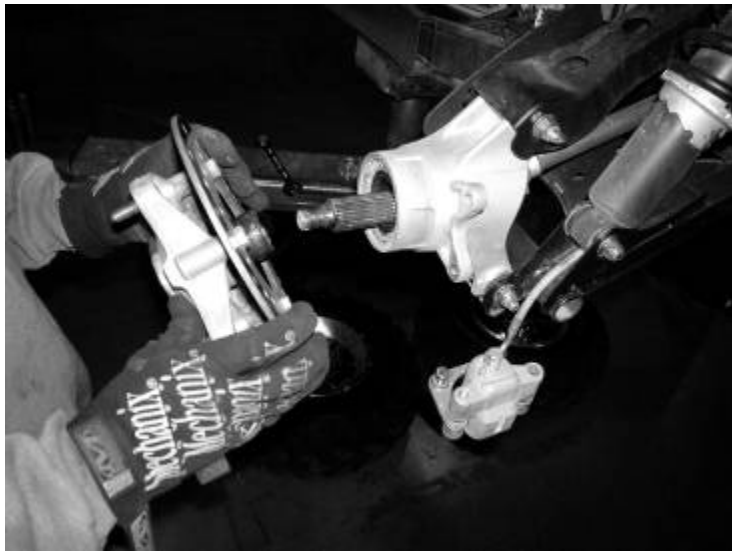
REAR INSTRUCTIONS

36. With the RZR on level ground, jack up the rear end and support the frame rails with jack stands. Chock the front tires. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the rear tires.
37. Remove the rear valance and save with all the hardware (use care with the electrical wires and bulbs). SEE PHOTO BELOW.
38. Working from the driver's side, remove the cotter pin, the axle shaft nut and two flat washers and save. SEE PHOTOS BELOW.



39. Remove the cotter pin in the axle shaft and the castle nut, save the nut, discard the cotter pin. Remove the pinch bolts on the upper and lower ball joints and save. Remove the brake caliper and save the hardware. Remove and save the knuckle. SEE PHOTO BELOW & ON NEXT PAGE.





40. Remove the upper and lower knuckle assembly hardware and remove the knuckle assembly. Save the knuckle and the hardware. SEE PHOTOS BELOW.



41. Remove the shock assembly and discard, save the hardware. Remove the lower control arm and discard, save the hardware. SEE PHOTO IN NEXT COLUMN.



42. Remove the upper control arm and save the hardware. SEE PHOTO BELOW.

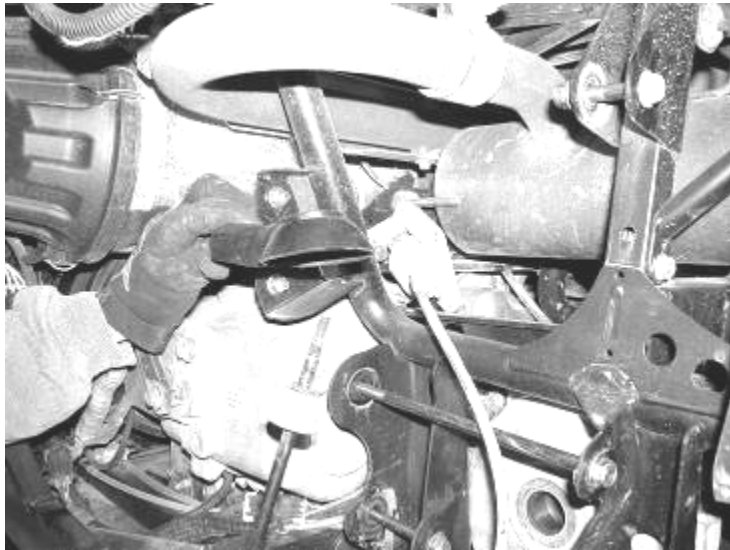
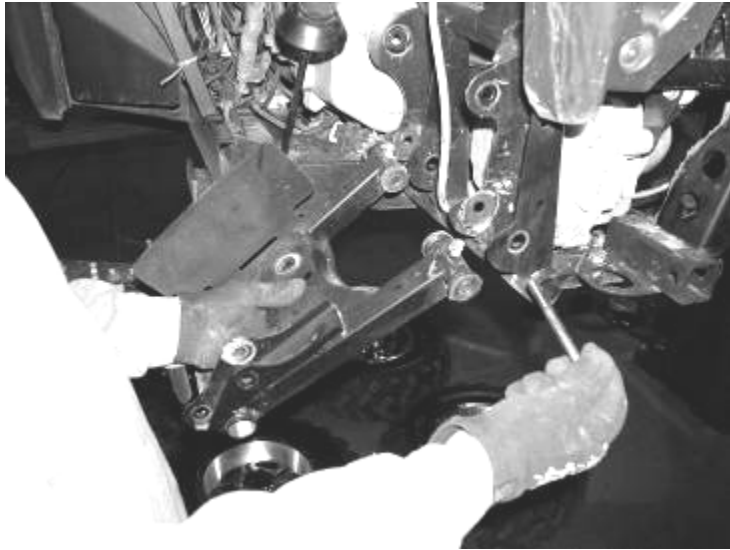


43. Remove the axle CV shaft from the rear differential. with a paint pen, mark on the inner and outer CV's and axle where they were removed from (drv. rear inner / drv. rear outer). Remove the sway bar end link from the lower control arm and save the hardware. SEE PHOTO BELOW.



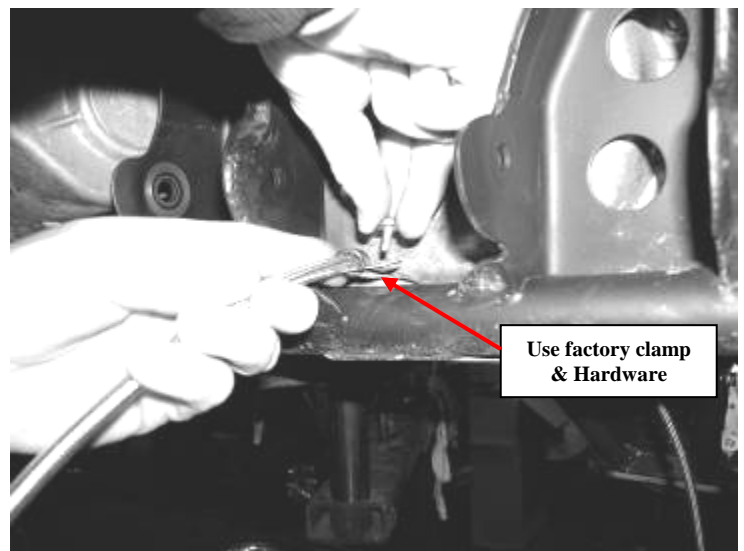
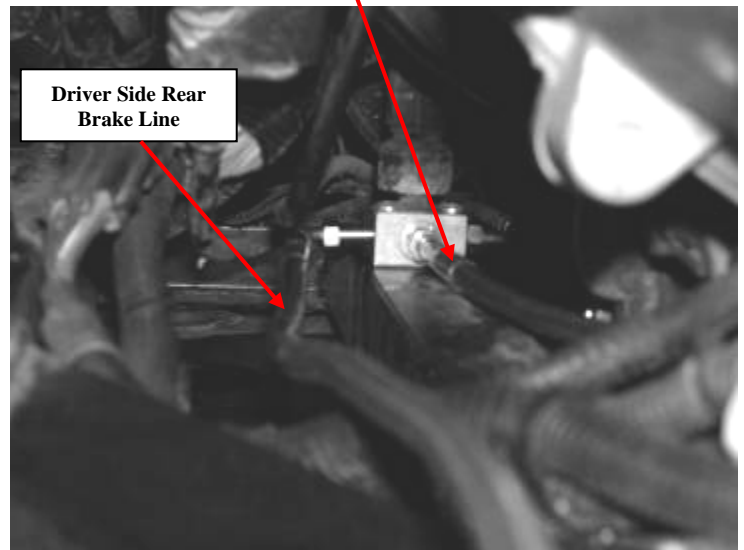
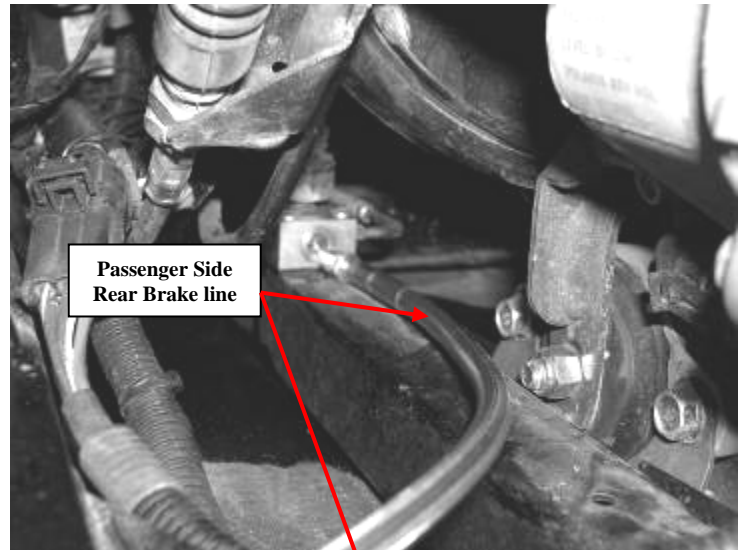
Remove & save the
CV Axle Assembly

44. Remove the lower control arm and the upper sway bar end link from the sway bar and control arm (do not remove the sway bar from the car). Save the hardware and the links, discard the control arm. SEE PHOTOS BELOW.



45. Install the **REQUIRED** weld on gusset kit at this time. This will require a certified welder to weld the gussets to the RZR. SEE PHOTOS AND DIAGRAM ON LAST PAGES OF INSTRUCTION SHEETS.

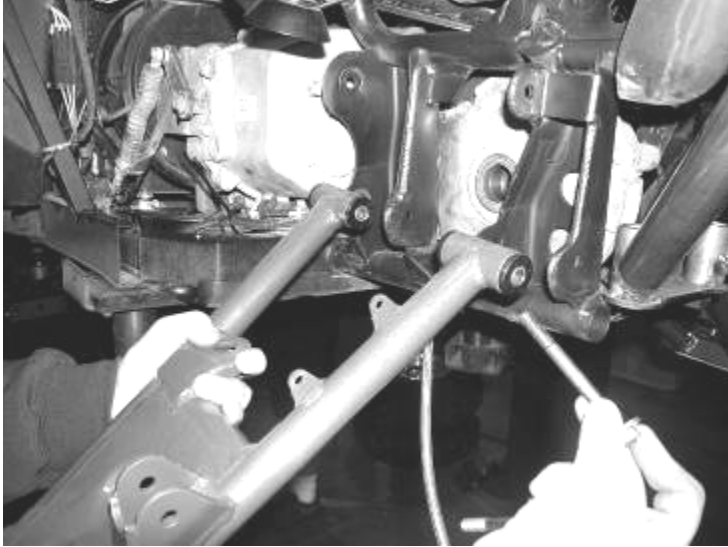
46. Remove the factory rear brake lines from the calipers and the junction block on the frame (remove and save the factory adel clamps and the hardware). Locate the supplied two rear brake lines (47" long line with 90 degree flare fitting is the driver side and the 50" long line with straight flare fitting is the passenger side) and install to the junction block first. Then route the lines out to the calipers (use new supplied crush washers on both sides of the banjo fitting). Remove the factory adel style clamp from the factory passenger rear brake line and install onto the new line and attach it in the same position as the factory one was removed. SEE PHOTOS IN NEXT COLUMN.



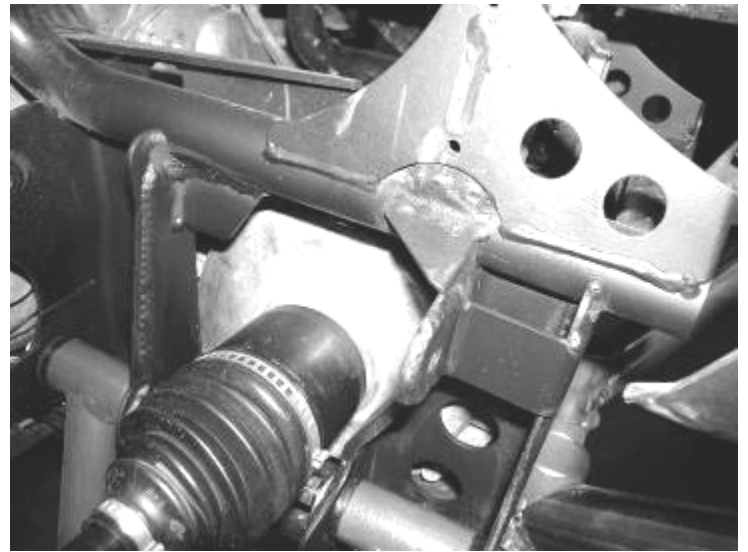
47. Repeat steps eleven through fifteen for rear CV axle assembly. **SEE DIAGRAM ON LAST PAGE OF INSTRUCTIONS FOR CORRECT CV AXLE IDENTIFICATION. THE REAR AXLES ARE DRIVER AND PASSENGER SPECIFIC.**

48. Locate FT95124GR (rear uppers), FT95126GR (driver lower), and FT95127GR (pass. Lower) control arms, FT95000 bushings, FT95151 Upper Sleeves, FT95152 Lower Sleeves, and the supplied bushing lube. Place a small amount of lube into each of the barrels on the arms. Using a press, press a bushing into both ends of each barrel. Place more of the lube onto the sleeves and use the press to install one into each set of bushings. (assembly the same as the front arms)

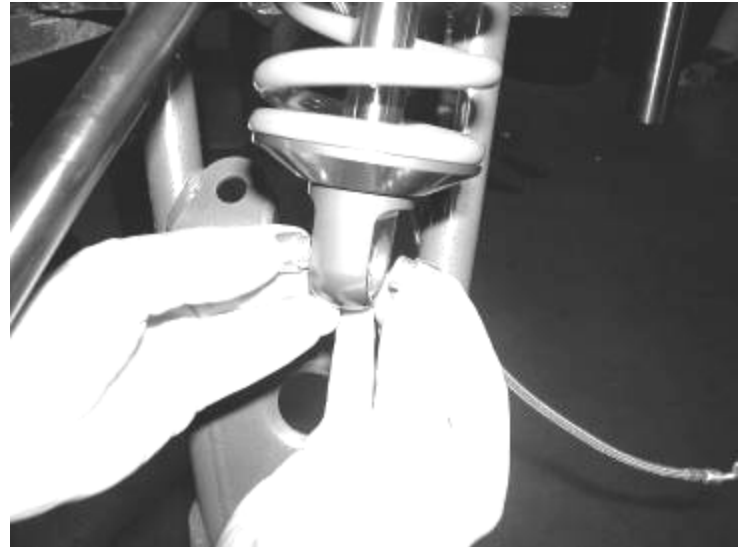
49. Install the passenger lower a-arm into the factory a-arm mounts and attach with the factory a-arm hardware. Leave loose. (use supplied thread-locking compound) SEE PHOTO BELOW.

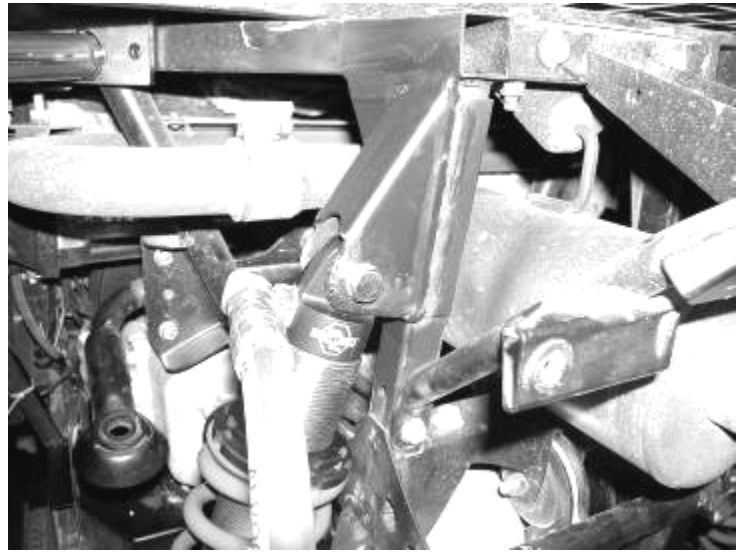
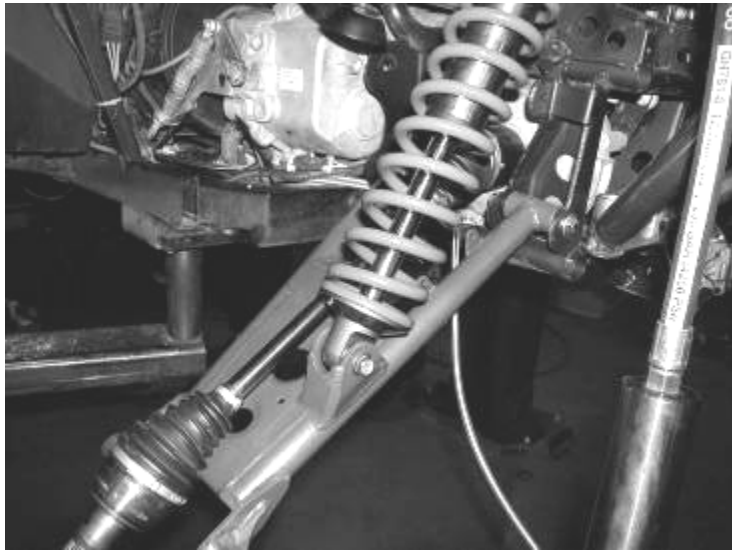
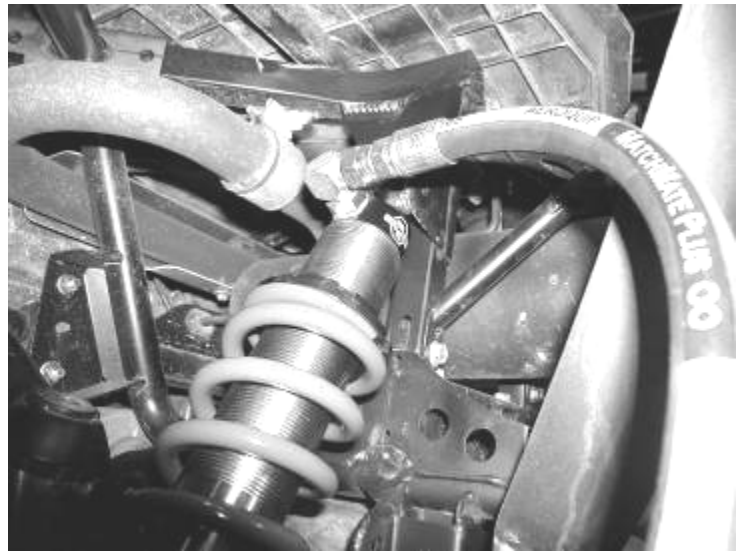
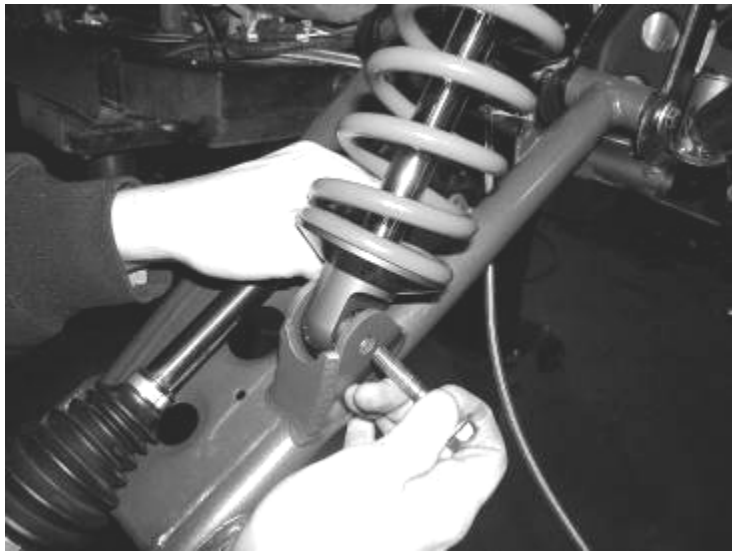


50. Working from the driver side, locate the assembled rear passenger long travel axle and install into the rear differential. Use a large rubber mallet and tap the outer end of the axle shaft into the differential. SEE PHOTO BELOW & IN NEXT COLUMN.



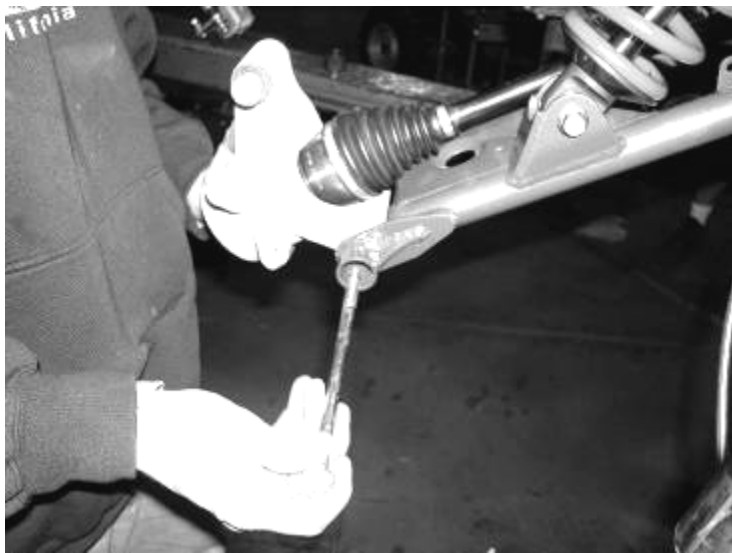
51. Locate FTR60157 Rear Shock, provided shock mis-alignments, supplied (4) 7/16" washers, and the factory shock hardware. Insert the mis-alignments into the heim on the bottom of the shock. Mount the bottom of the shock to the lower control arm mounts with the shock reservoir facing to the rear of the RZR with the factory hardware with 2 of the supplied 7/16" washers. Insert the mis-alignments into the top of the shock and mount into the stock upper mount with the factory hardware. (use supplied thread-locking compound) Torque the upper and lower shock bolts to 32lbs. SEE PHOTOS BELOW AND ON NEXT PAGE. SEE DIAGRAM ON LAST PAGE FOR PROPER MIS-ALIGNMENT LOCATIONS.



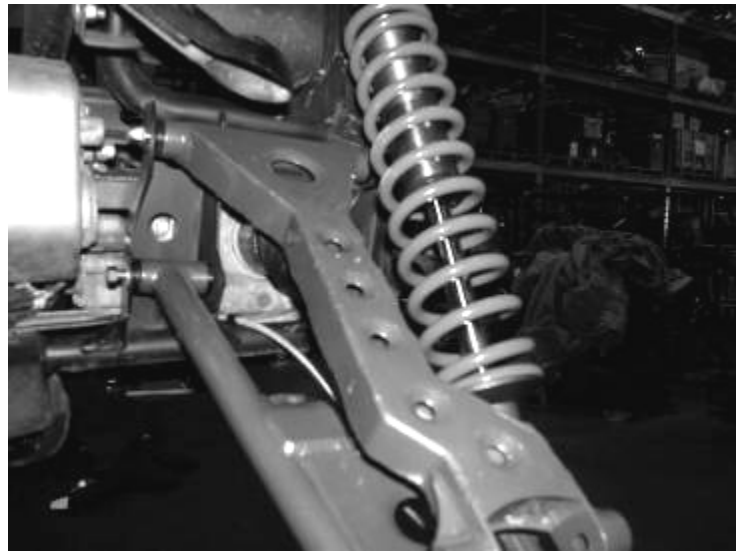


52. Locate the factory knuckle assembly and hardware. Position the assembly onto the CV shaft and attach to the lower control arm with the factory hardware. SEE PHOTO BELOW & ON NEXT PAGE.

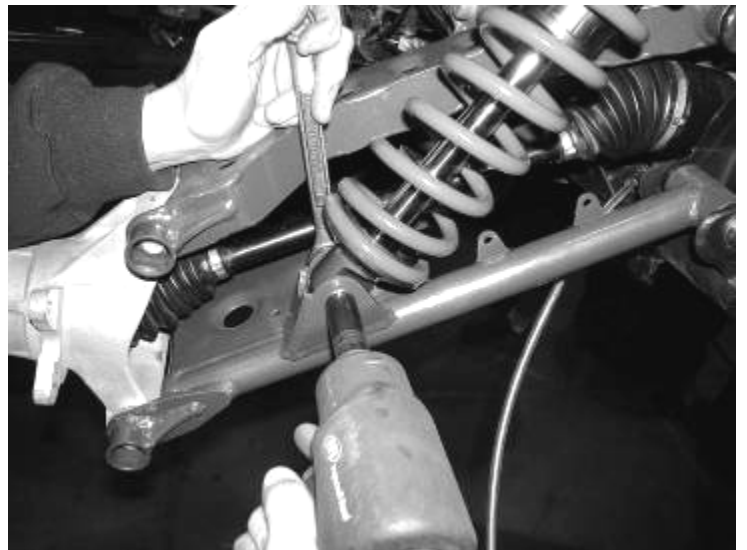
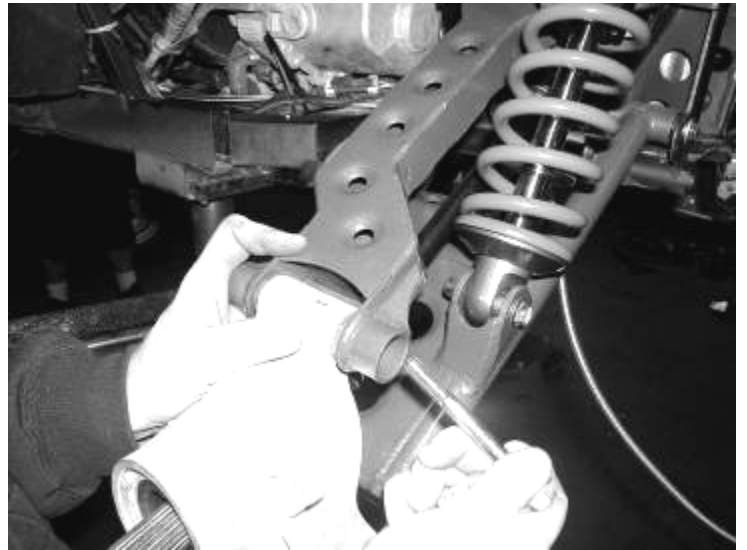




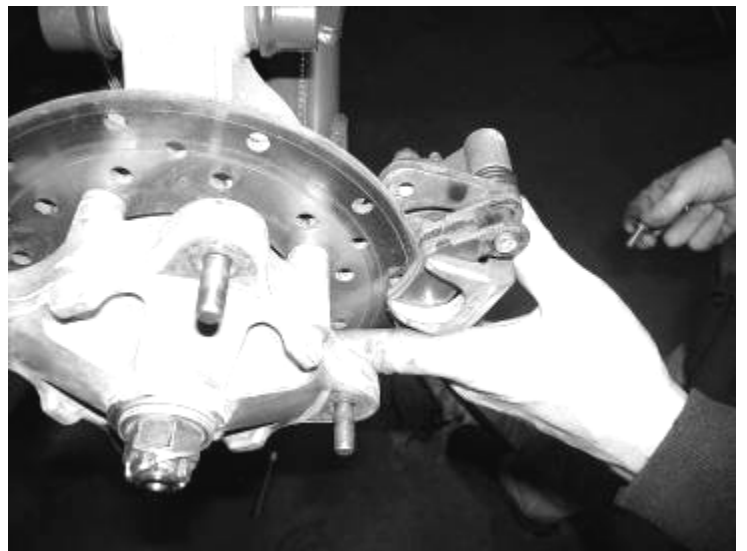
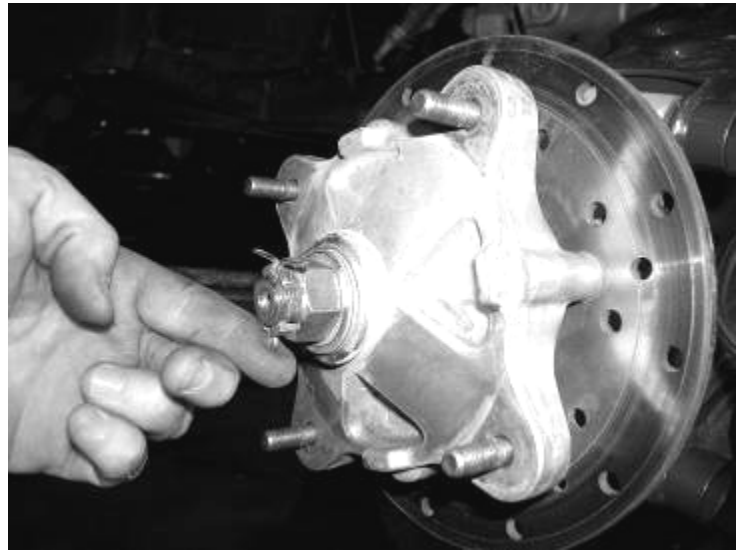
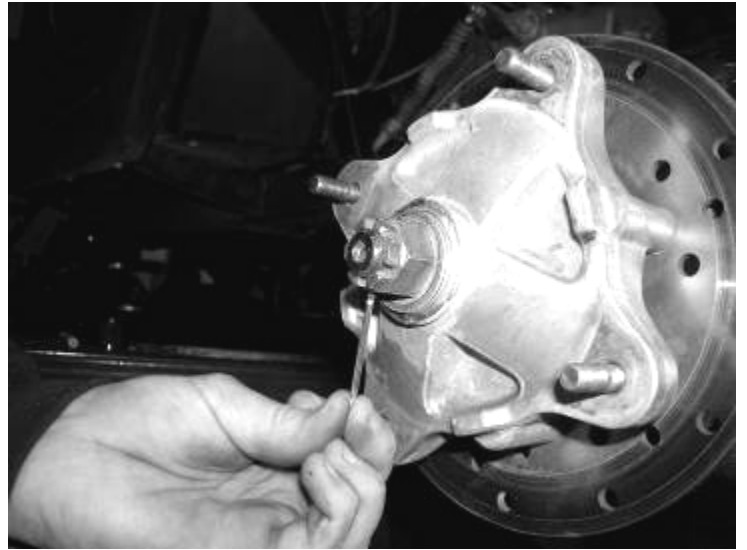
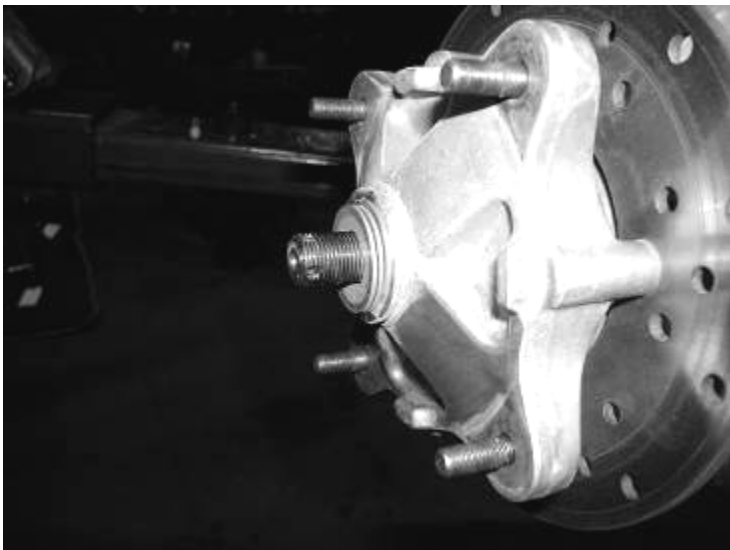
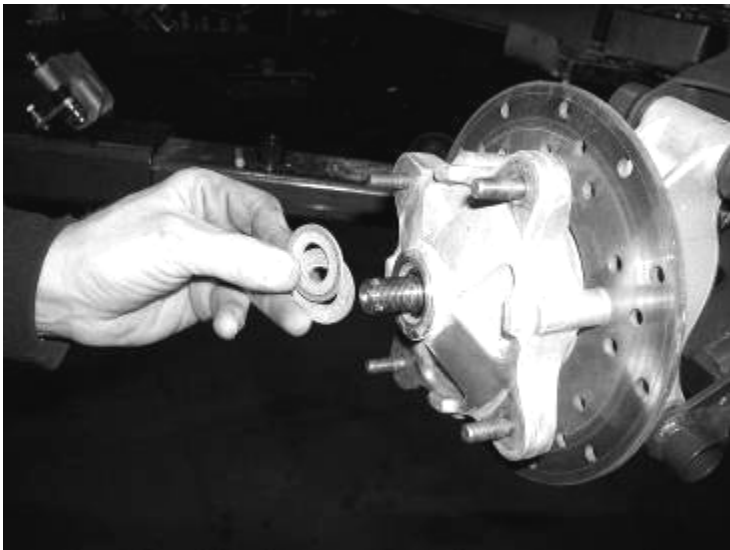
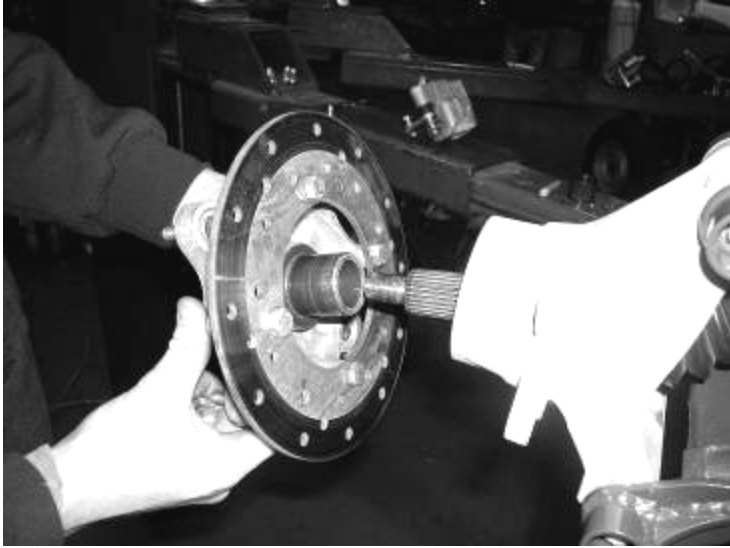
53. Install the passenger upper a-arm into the factory a-arm mounts and attach with the factory a-arm hardware. (use supplied thread-locking compound) Leave loose. SEE PHOTO BELOW & IN NEXT COLUMN.

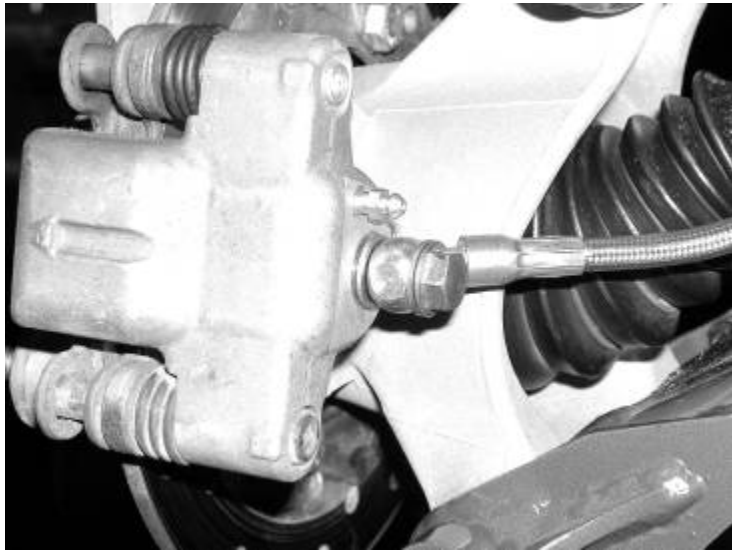


54. Attach the upper control arm to the knuckle with the factory hardware. Torque upper and lower control arm bolts at the frame and at the knuckle to 32 lbs. (use supplied thread-locking compound) SEE PHOTOS BELOW.

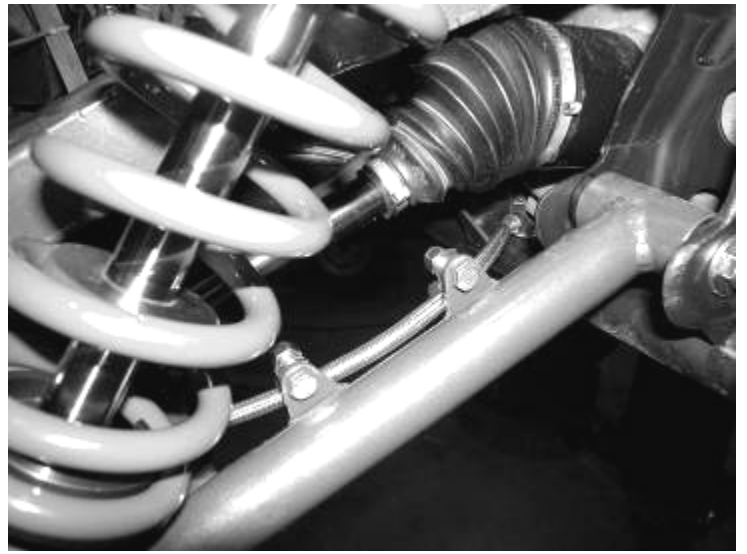


55. Locate and install the factory rotor & hub assembly onto the knuckle and axle shaft. Install the factory axle shaft nut and torque to 190 lbs. (use supplied thread-locking compound) and install a new provided cotter pin into the hub nut in the key way of the axle. Make sure the brake line is properly routed. SEE PHOTOS BELOW AND IN NEXT COLUMN.





56. Locate (3) supplied adel clamps and supplied 1/4" hardware. Place the adel clamps onto the brake line and attach to the lower control arm. The first clamp will attach to the flat part of the arm just before the shock. The other two attach to the tabs that are welded to the lower control arm. SEE PHOTOS BELOW & IN NEXT COLUMN.



57. Locate the Hose Clamps and poly mounts and position the shock reservoir onto the frame (as shown in photos) and attach with the new clamps. Position the reservoir so the hose does not make contact with the bottom side of the body or the firewall. (rotate / twist the reservoir in the mount) Do not over tighten the clamps or kink the reservoir hose. Use a pair of tin snips to cut excess strap of the clamp off. SEE PHOTOS BELOW & ON NEXT PAGE.





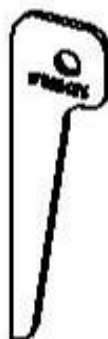
58. Rotate the rear sway bar to connect the end link to the tab on the new lower control arm using the factory hardware. Torque to 32 lbs. SEE PHOTOS IN NEXT COLUMN.



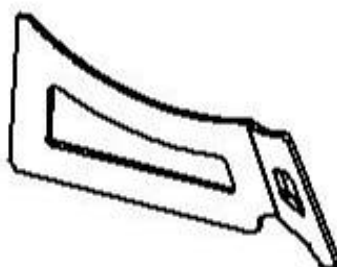
59. Repeat steps forty-nine through fifty-eight on the passenger side.
60. Re-install the rear valance with the factory hardware.
61. Check the fluid in the front and rear differentials and fill if need with factory specification differential oil to the factory specified level.
62. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. Check the toe adjustment for the front tires and adjust as necessary. **Make sure that the rack & pinion is centered before adjusting the inner and outer tie rods, and that both sides are adjusted equally for proper thread engagement on all the ends. This will ensure the correct amount of turns in the steering to both sides.** Adjust the $\frac{3}{4}$ " heim and jam nut on front upper control arm if necessary. Apply thread-locking compound and tighten after final adjustment.
63. Check the fluid level in the brake reservoir and add as necessary. Bleed the brake system as per the manufacture's specification. See owners manual.



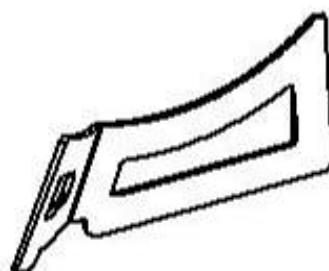
FT95170
FRONT LCA
GUSSET



FT95171
FRONT FRAME
GUSSET



FT95172
FRONT FRAME
GUSSET DRIVER



FT95173
FRONT FRAME
GUSSET PASS



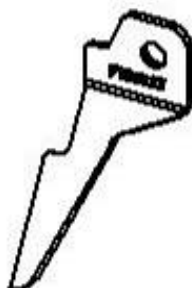
FT95174
FRONT LCA
REAR GUSSET
DRIVER



FT95175
FRONT LCA
REAR GUSSET
PASS



FT95176
FRONT UCA
GUSSET DRIVER



FT95177
FRONT UCA
GUSSET PASS



FT95178
FRONT SHOCK
GUSSET DRIVER



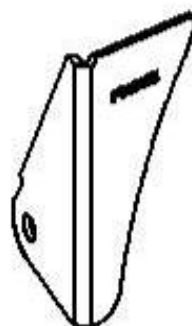
FT95179
FRONT SHOCK
GUSSET PASS



FT95180
REAR SHOCK
GUSSET
REAR DRIVER



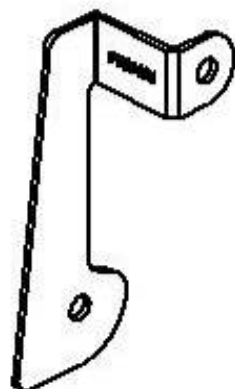
FT95181
REAR SHOCK
GUSSET
REAR PASS



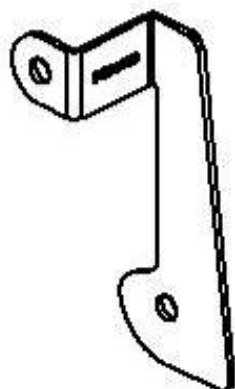
FT95182
REAR SHOCK
GUSSET
FRONT DRIVER



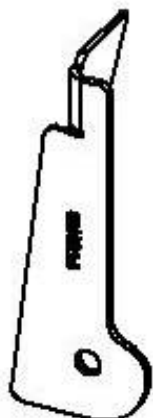
FT95183
REAR SHOCK
GUSSET
FRONT PASS



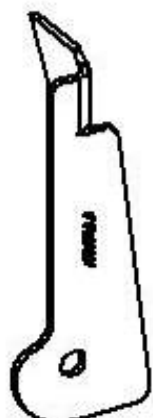
FT95184
REAR CONTROL
ARM REAR
GUSSET DRIVER



FT95185
REAR CONTROL
ARM REAR
GUSSET PASS



FT95186
REAR LCA
FRONT GUSSET
DRIVER



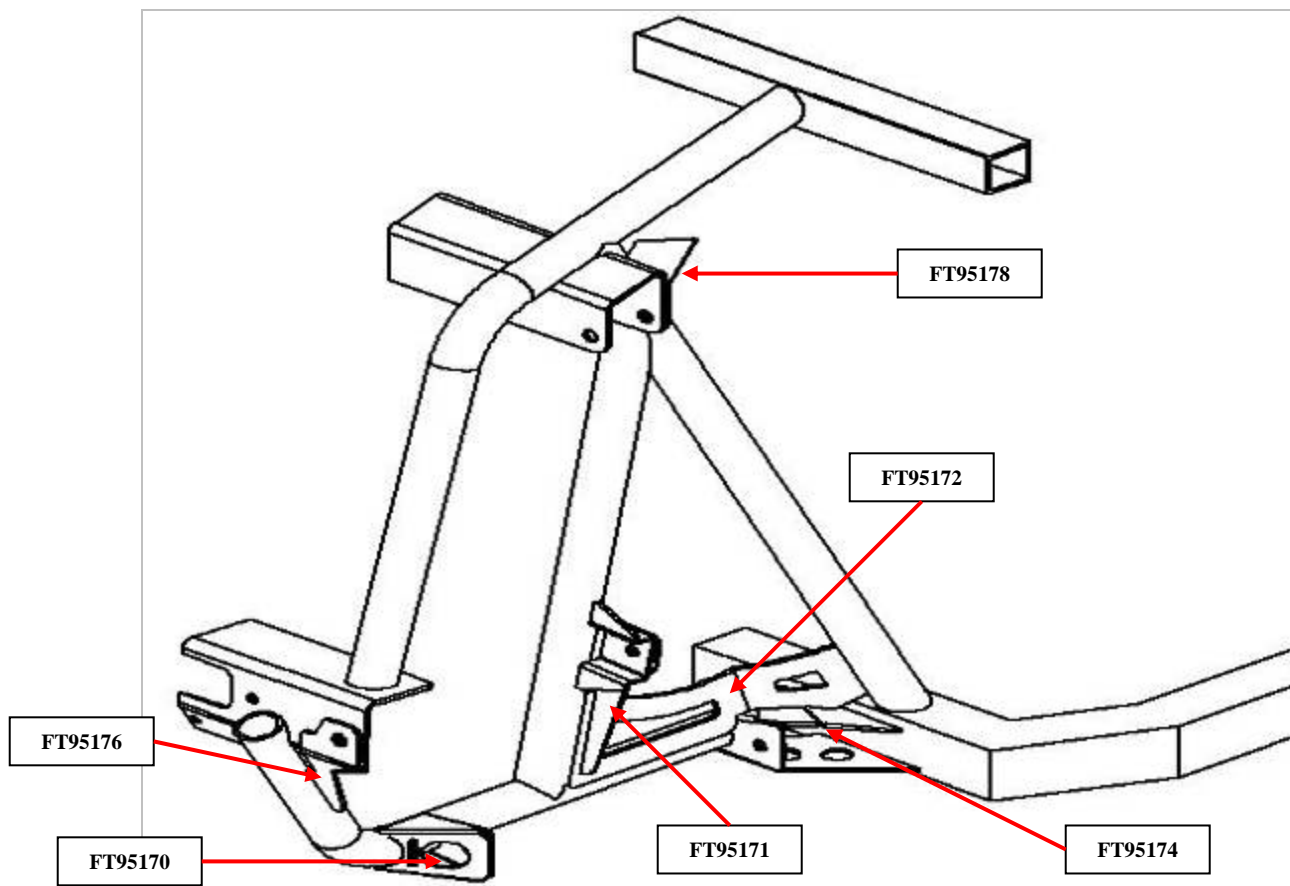
FT95187
REAR LCA
FRONT GUSSET
PASS



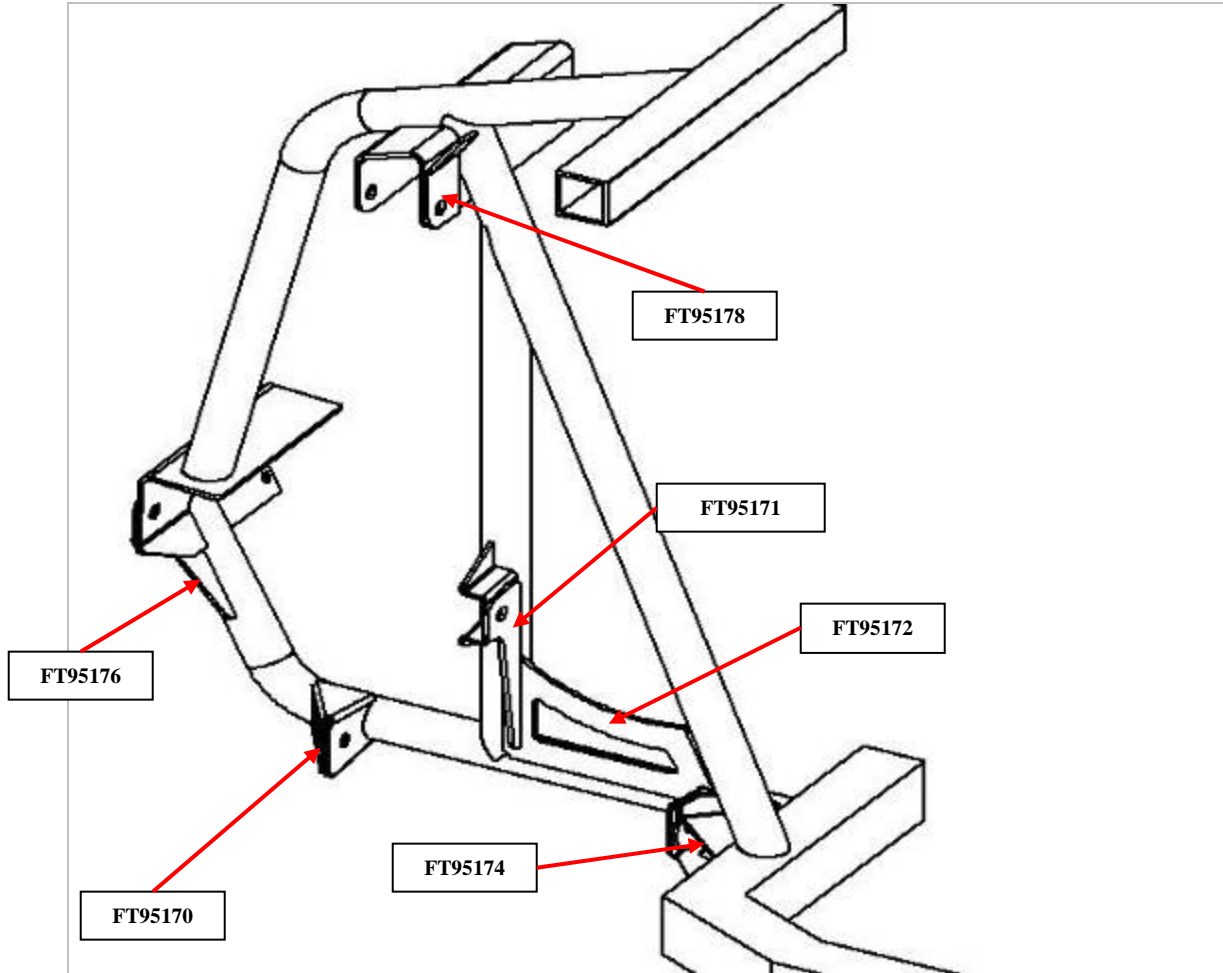
FT95188
REAR CONTROL
ARM REAR
GUSSET DRIVER



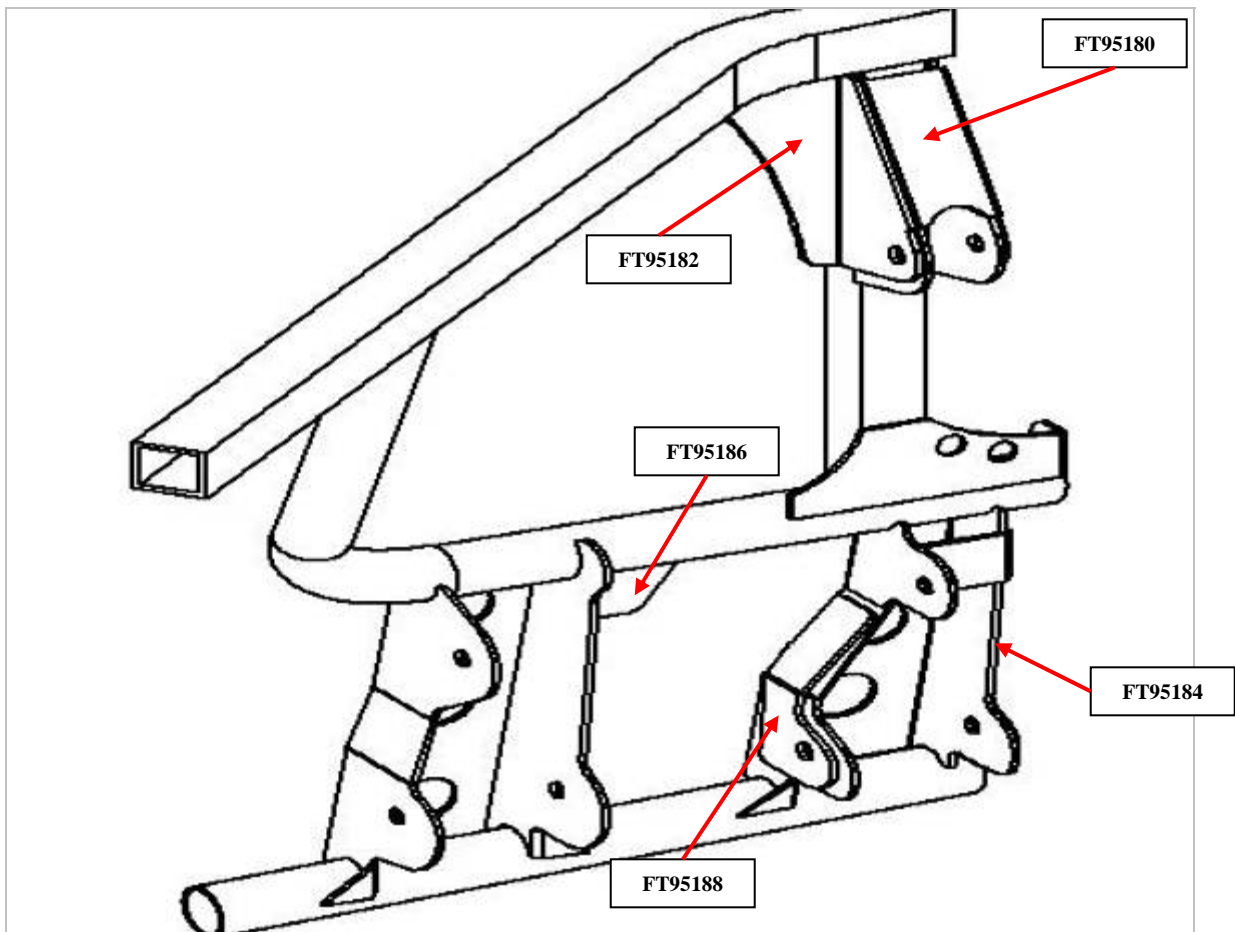
FT95189
REAR CONTROL
ARM REAR
GUSSET PASS



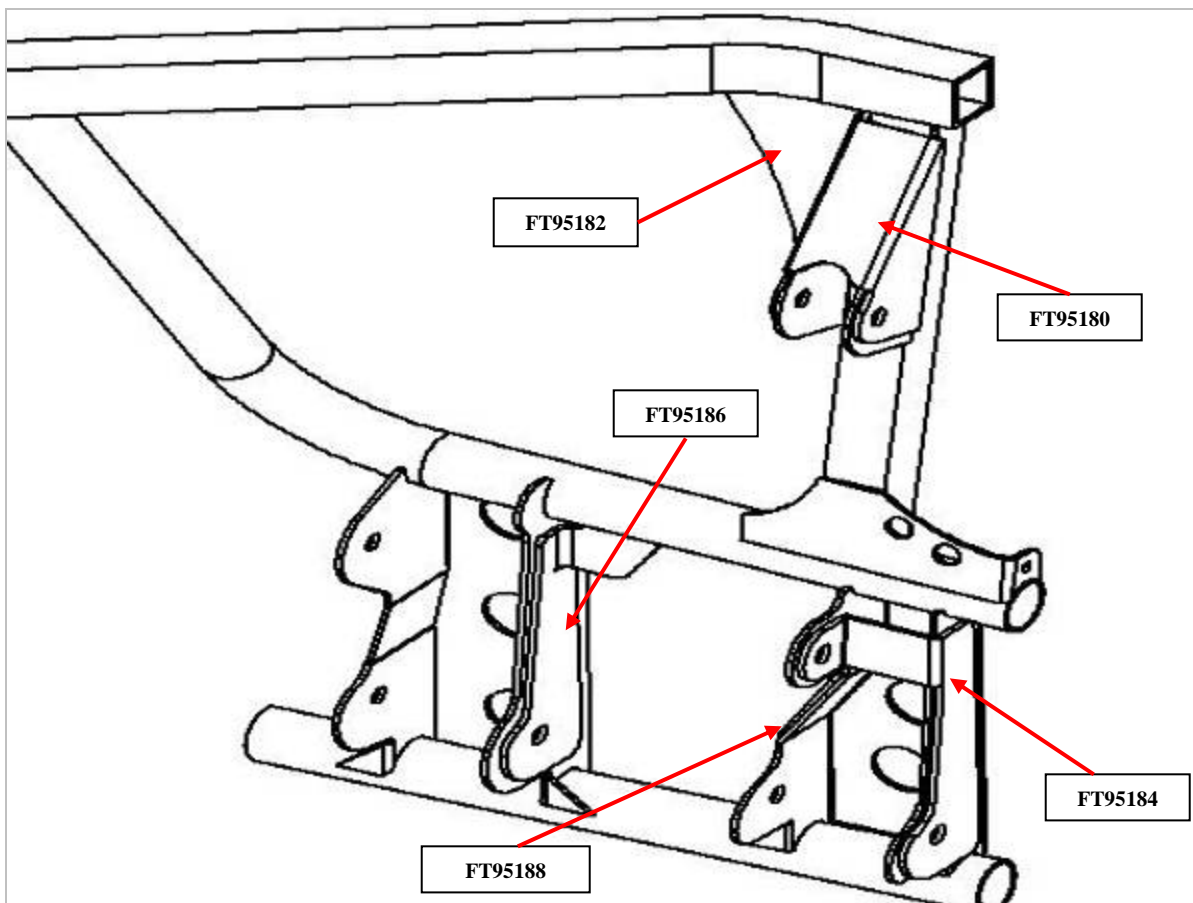
Driver Side Front View Of Front Frame Section



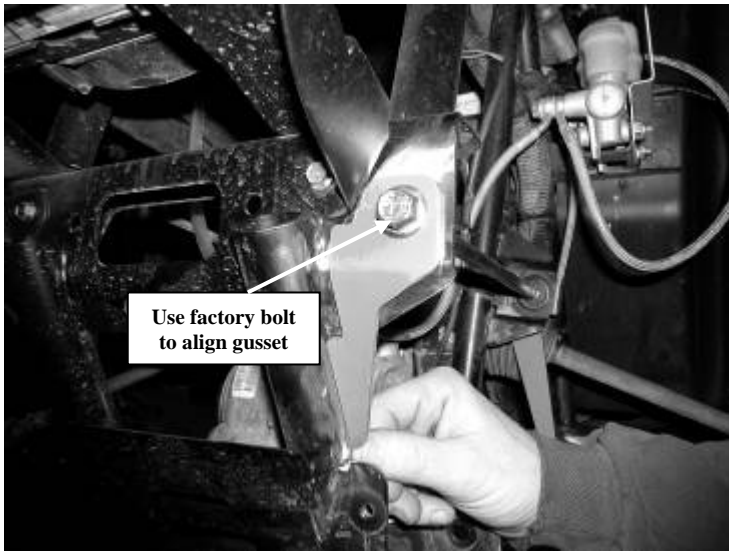
Driver Side Rear View of Front Frame Section



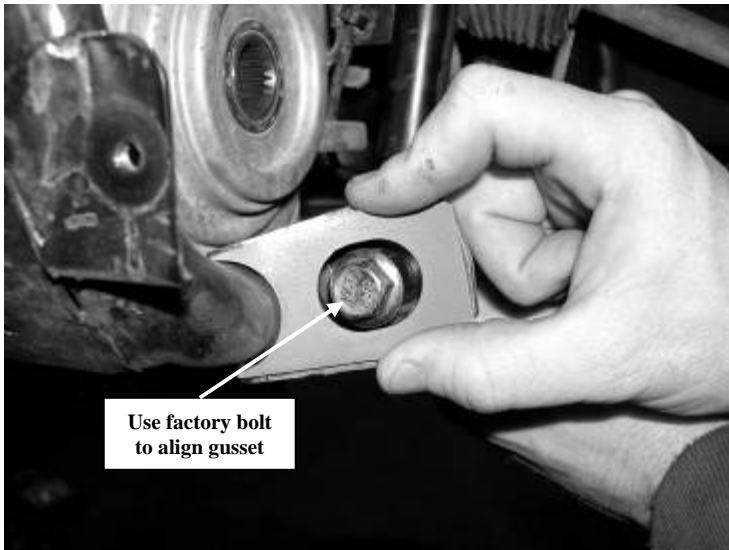
Driver Side Front View of Rear Frame Section



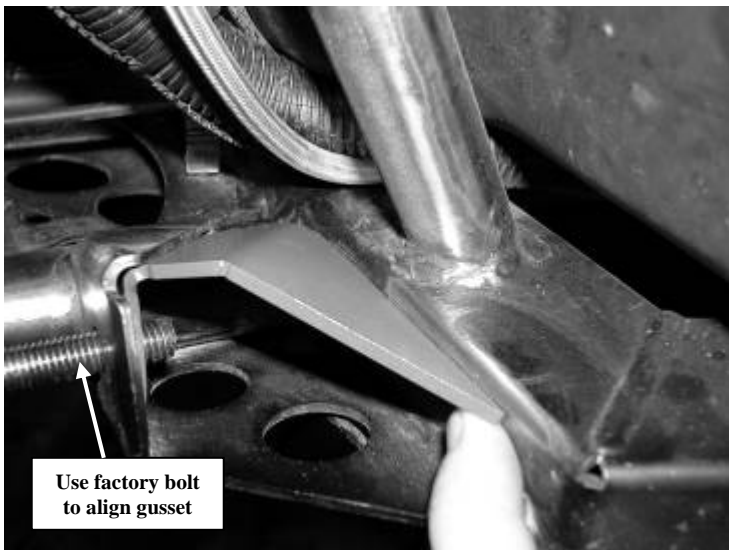
Driver Side Rear View of Rear Frame Section



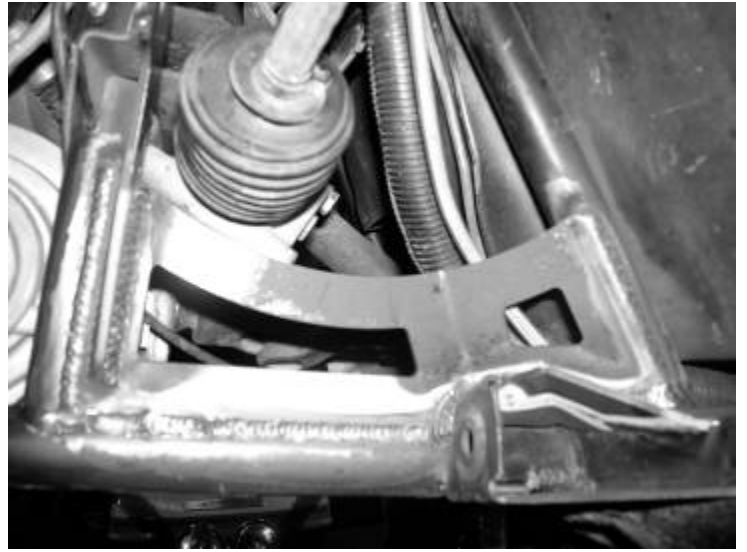
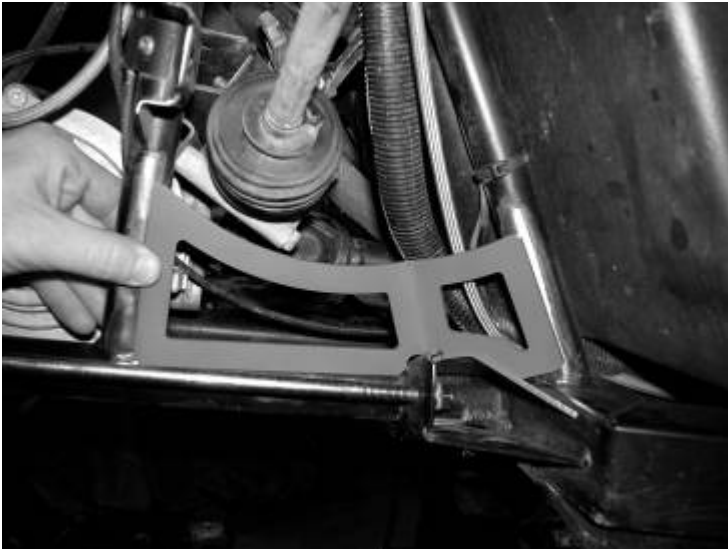
FT95176 Front Upper Control Arm Gusset



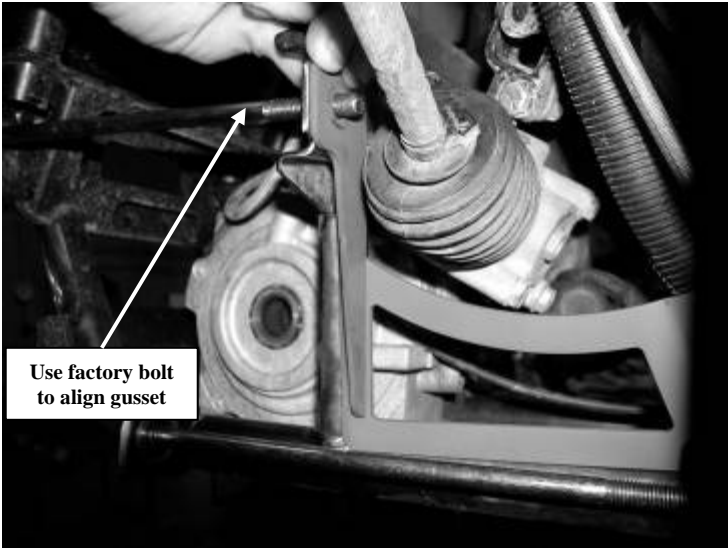
FT95170 Front Lower Control Arm Gusset



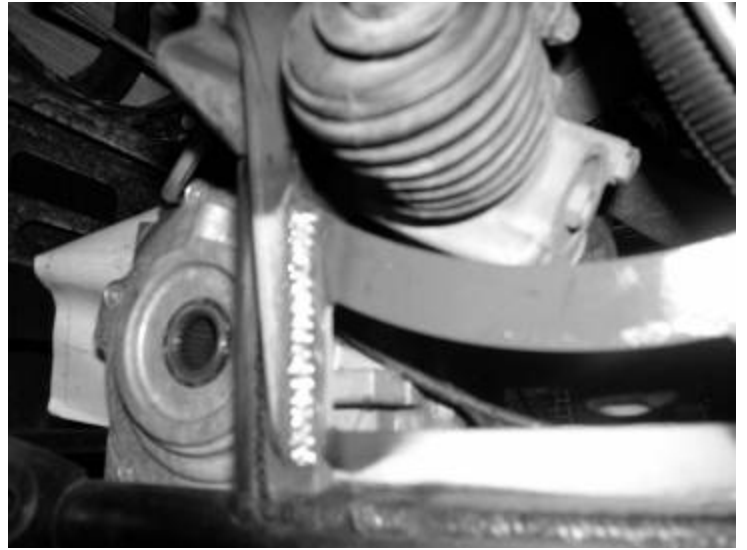
FT95174 Front Lower Control Arm Rear Gusset



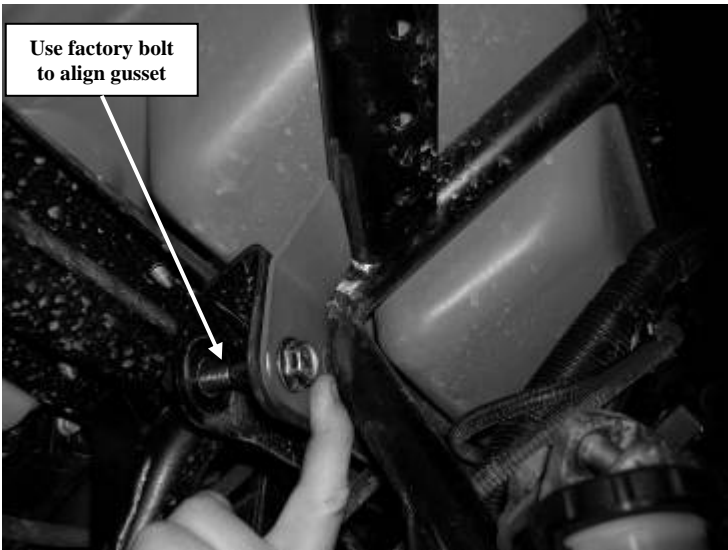
FT95712 Front Frame Gusset



Use factory bolt
to align gusset



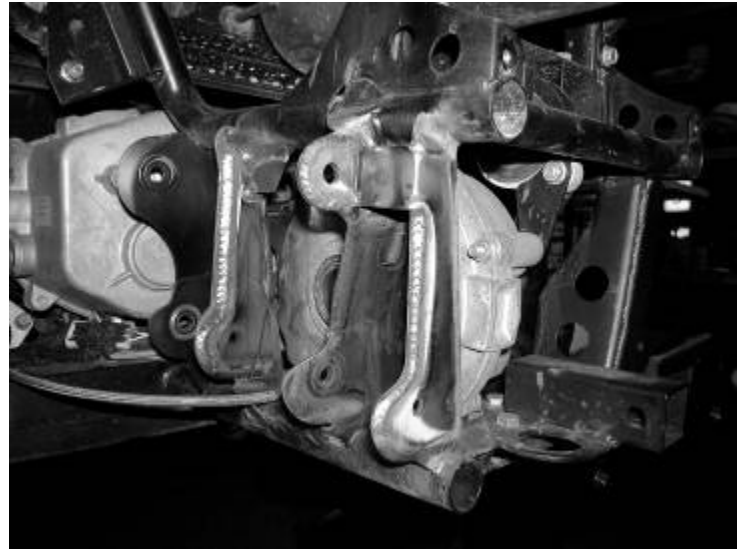
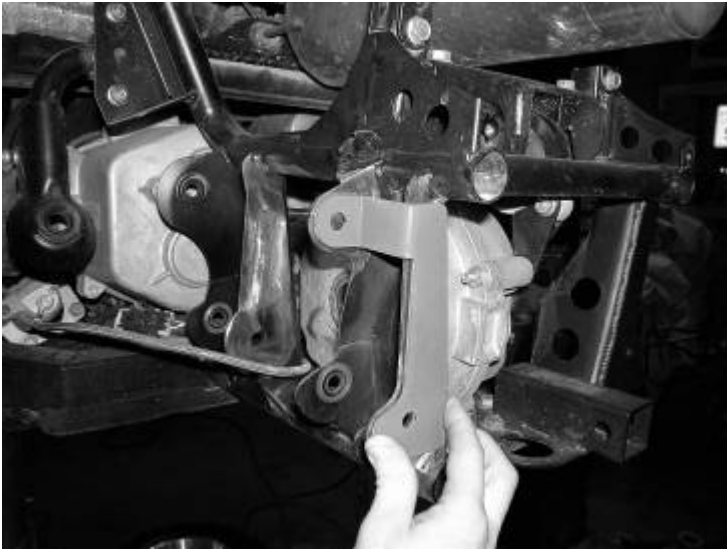
FT95171 Front Frame Gusset



Use factory bolt
to align gusset



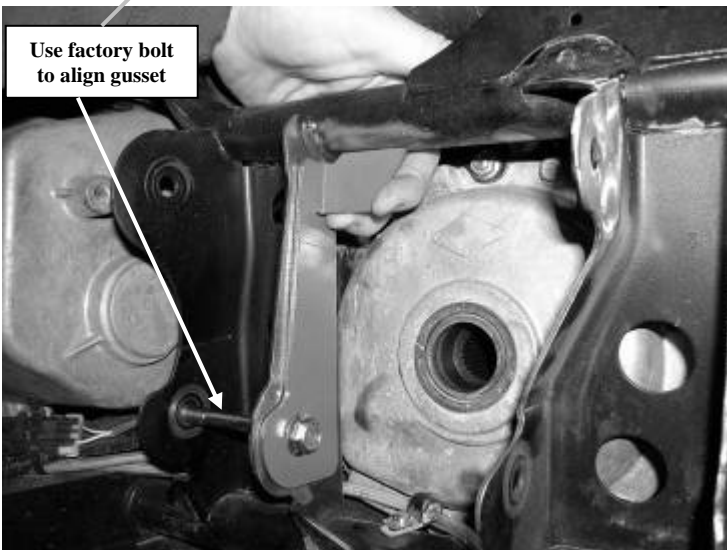
FT95178 Front Shock Gusset



FT95184 Rear Control Arm Rear Gusset



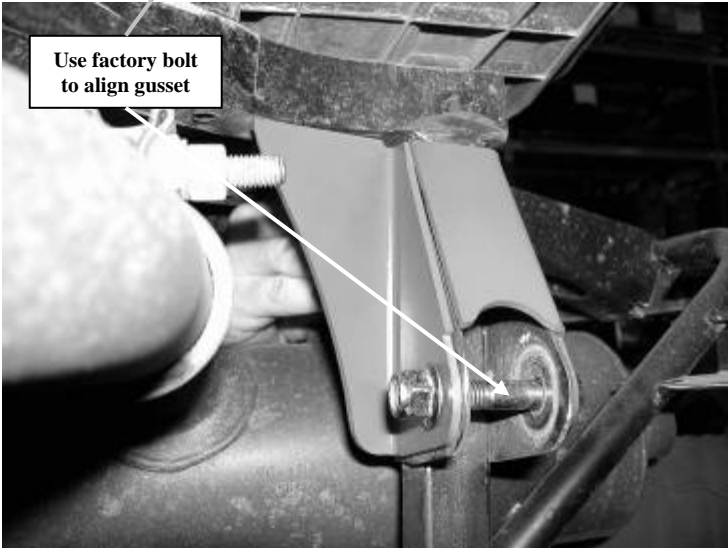
FT95186 Rear Lower Control Arm Front Gusset



FT95186 Rear Lower Control Arm Front Gusset

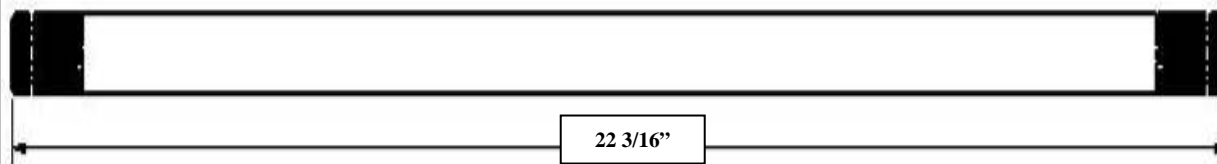


FT95180 Rear Shock Gusset

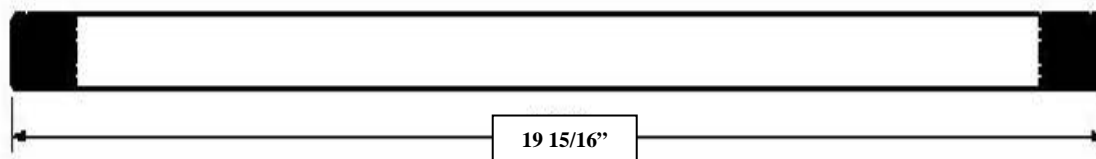


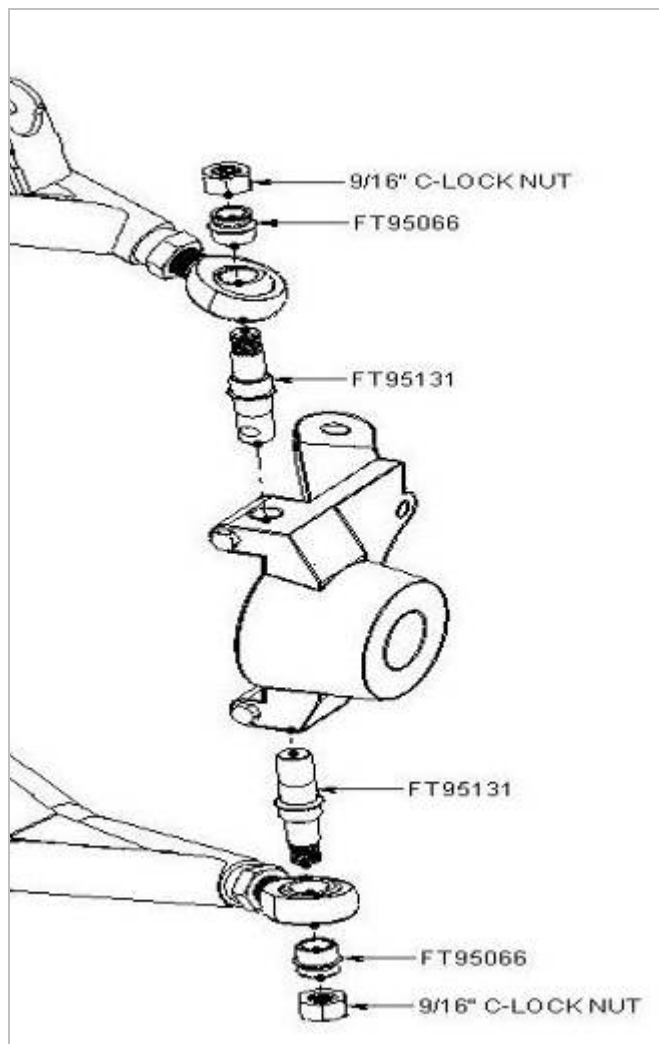
FT95182 Rear Shock Gusset Front

FT95128 - FRONT AXLE

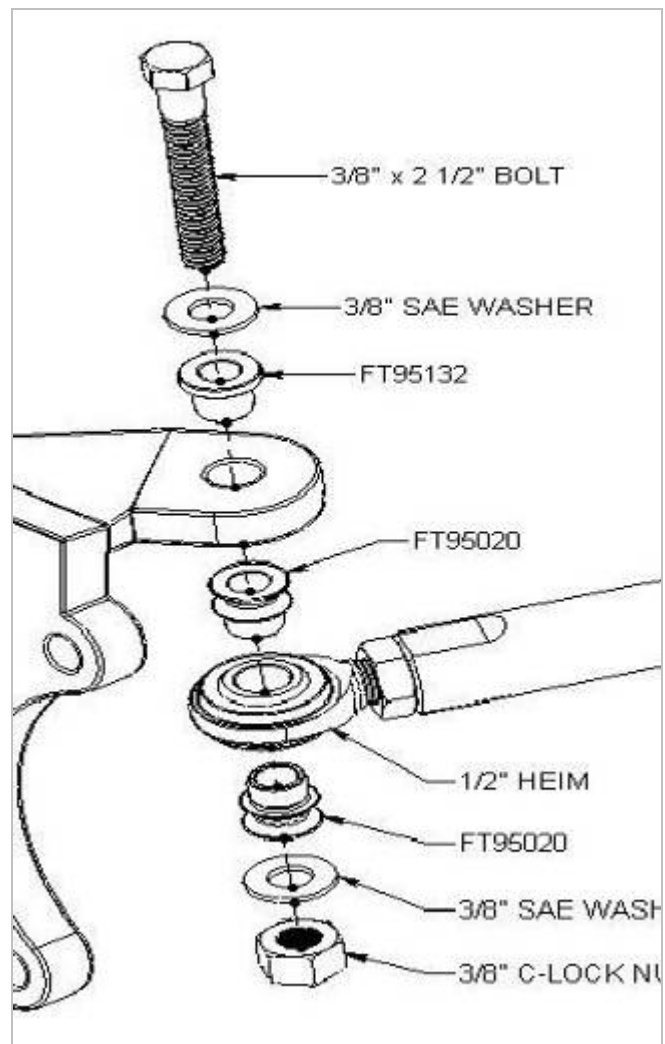


FT95129 - REAR AXLE

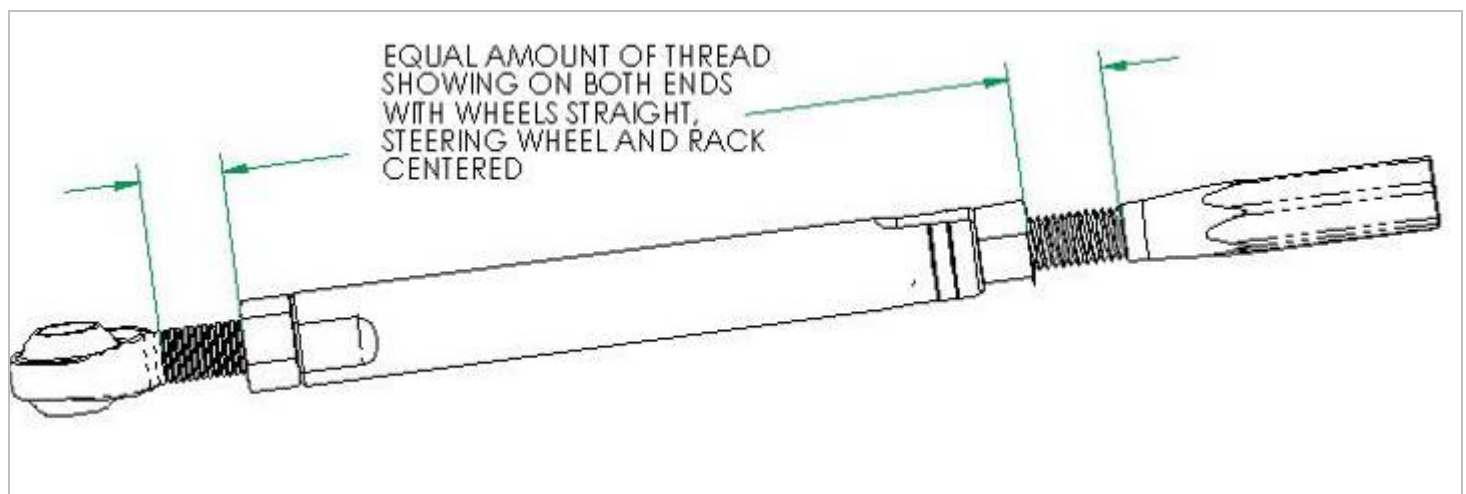




Upper and Lower Control Arm @ Knuckle



New Tie Rod Assembly @ Knuckle



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

For technical assistance call: 909-597-7800

Product Warranty and Warnings-

Fabtech provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials.

The Limited Lifetime Warranty excludes the following Fabtech items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Take apart shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Lifetime Warranty.

Fabtech does not warrant any product for finish, alterations, modifications and/or installation contrary to Fabtech's instructions. Alterations to the finish of the parts including but not limited to painting, powdercoating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

Fabtech products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America.

Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death. Fabtech front end Desert Guards may impair the deployment or operation of vehicles equipped with supplemental restraining systems/air bag systems and should not be installed if the vehicle is equipped as so.

Fabtech makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturer's 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.

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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.

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