



## Installation Instructions



***2008 Kawasaki Teryx Long Travel  
System  
FTR10084, FTR10085, FTR10086***

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## **2008 Kawasaki Teryx Long Travel System FTR10084, FTR10085, FTR10086**

	FTR10084	Teryx LT Box 1
Qu a	Part #	Description
1	FT95214GR	Driver Front UCA
1	FT95215GR	Pass Front UCA
1	FT95216GR	Driver Front LCA
1	FT95217GR	Pass Front LCA
1	FT95218GR	Driver Rear UCA
1	FT95219GR	Pass Rear UCA
1	FT95220GR	Driver Rear LCA
1	FT95221GR	Pass Rear LCA
4	FT95212	Upper/Lower Ball Joint Hat
8	FT95066	Misalignment
1	FT95235	Brake line Kit
1	FT95229	Hardware Kit
1	FTLUBE	Lube
2	FTR10084i	Instruction Sheet
1	FTREGCAR D	Registration Card
1	FTAS12	Sticker
1	FTAS16	Decal

	FTR1008 5	Teryx LT Box 2
Qu a	Part #	Description
1	FTR6016 3	Front Coilover
1	FTR6016 5	Rear Coilover
2	FT95210	Tie Rod Extension
2	FT95211	Steering Arm Hat
2	FT95023	Heim Joint 1/2x1/2
4	FT95020	Misalignments

	FTR1008 6	Teryx LT Box 3
Qu a	Part #	Description
2	FT95208	Driver/Pass Front Axle
2	FT95209	Driver/Pass Rear Axle
8	FT95237	CV Boot Clamp small
8	FT95238	CV Boot Clamp large
2	FT95222	Fr Inner Axle Ret Ring (DSH-20)
4	FT95223	Fr/Rr Outer Axle Ret. Ring (RLC-75)
2	FT95224	Rr Inner Axle Ret Ring (DSH-26)
4	FT95065	Grease Tube

### **S.A.E. Bolt Torque Specification Chart**

**\*\* USE THE SUPPLIED THREAD-LOCKING COMPOUND ON ALL HARDWARE.**

Grade 5



Grade 8



Metric



**Standard****Metric**

	<b>Grade 5</b>	<b>Grade 8</b>		<b>Grade 8.8</b>	<b>Grade 10.9</b>
SIZE	ft. lbs.	ft. lbs.	SIZE	ft. lbs.	ft. lbs.
1/4"	10	14	M-6	7	12
5/16"	21	29	M-8	17	29
3/8"	37	52	M-10	35	58
7/16"	59	83	M-12	65	100
1/2"	90	127	M-14	100	160
9/16"	129	184	M-16	150	240
5/8"	179	254	M-18	200	300
3/4"	317	450	M-20	300	400



## ***2008 Kawasaki Teryx Long Travel System FTR10084, FTR10085, FTR10086***

### **HARDWARE KIT:**

<b>FT95229 Hardware Kit</b>		
<b>Qu a</b>	<b>Description</b>	<b>Location</b>
4	9/16" - 18 X 3 1/4" Hex Bolt	Upper & Lower Arm To
4	9/16" SAE Flat Washer	Knuckle
4	9/16" - 18 C-Lock Nut	
2	3/8" - 24 X 2 3/4" Hex Bolt	Tie Rod End To Knuckle
2	3/8" SAE Flat Washer	
2	3/8" USS Flat Washer	
2	3/8" - 24 C-Lock Nut	
2	1/2"- 20 Jam Nut	Steering Heims
2	10MM - 1.50 X 60MM Hex Bolt	Front Lower Shock To
4	10MM Flat Washer	Upper A-Arm
2	10MM - 1.50 C-Lock Nut	
2	12MM - 1.75 X 135MM Hex Bolt	Rear Lower Shock To
4	12MM Flat Washer	Upper A-Arm
2	12MM - 1.75 C-Lock Nut	
8	FTCLAMP Adel Clamp	Brake Line To A-Arm & Knuckle
4	1/4" - 20 X 3/4" Hex Bolt	
2	1/4" - 20 X 1 3/4" Hex Bolt	
8	1/4" SAE Flat Washer	
6	1/4" - 20 Nylok Nut	
4	1/8" X 2" Cotter Pin	Axle Nut
3	FTLOCK Thread Locking Compound	

### **TOOL LIST:**

- Assorted Metric & Standard Wrenches
- Torque Wrench
- Floor Jack
- Jack Stands
- Drill

- Drill Bits
- 3/4" Reamer
- 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 8"x 12" TIRE IN FRONT AND A 12" x 10" WHEEL WITH A 5 + 5 OFFSET WITH A 26"x 10"x12" TIRE IN THE REAR**



## ***2008 Kawasaki Teryx Long Travel System FTR10084, FTR10085, FTR10086***

**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 TERYX TO START THIS INSTALLATION, MAKE SURE THAT THE ENTIRE STEERING ASSEMBLY (STEERING WHEEL, RACK & PINION, AND TIE ROD ASSEMBLY) OF THE TERYX IS CENTERED AND STRAIGHT. CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLTION.**

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

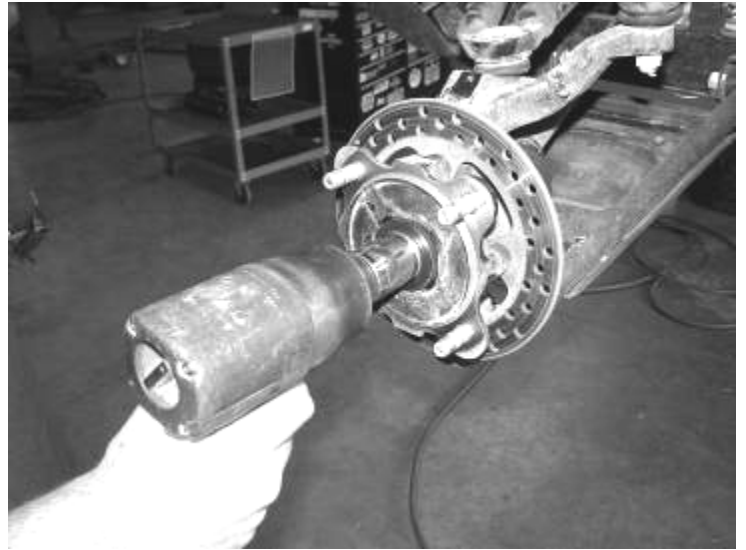


**\*\* USE THE SUPPLIED THREAD-LOCKING COMPOUND ON ALL HARDWARE.**

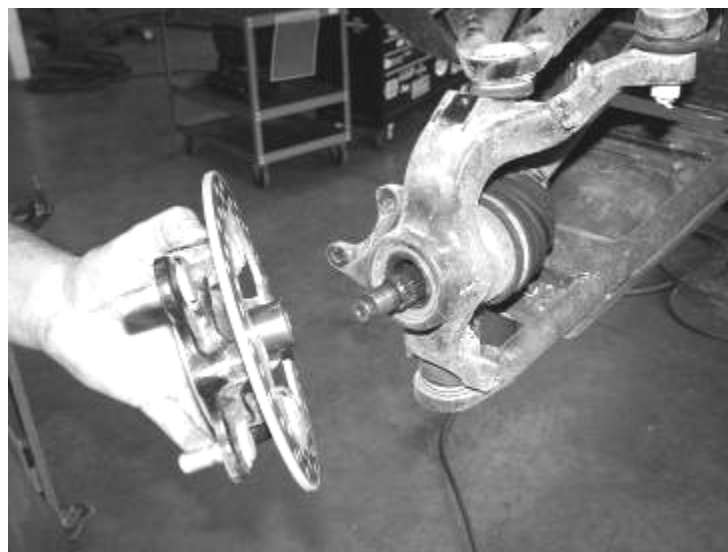
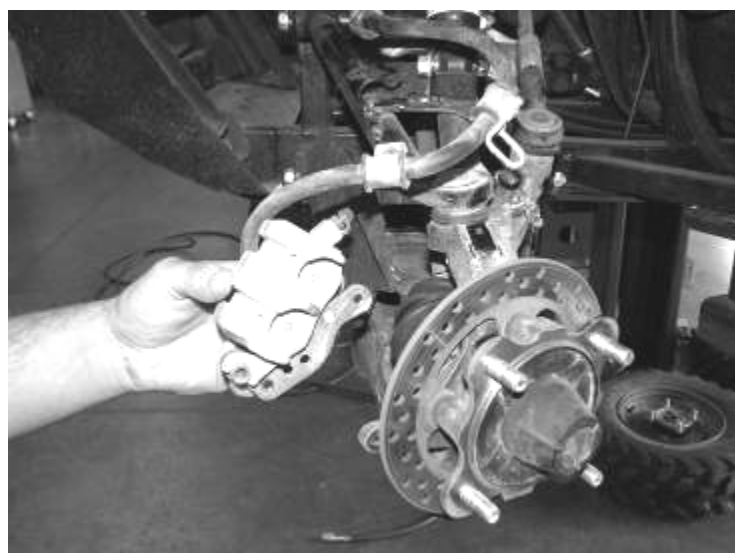
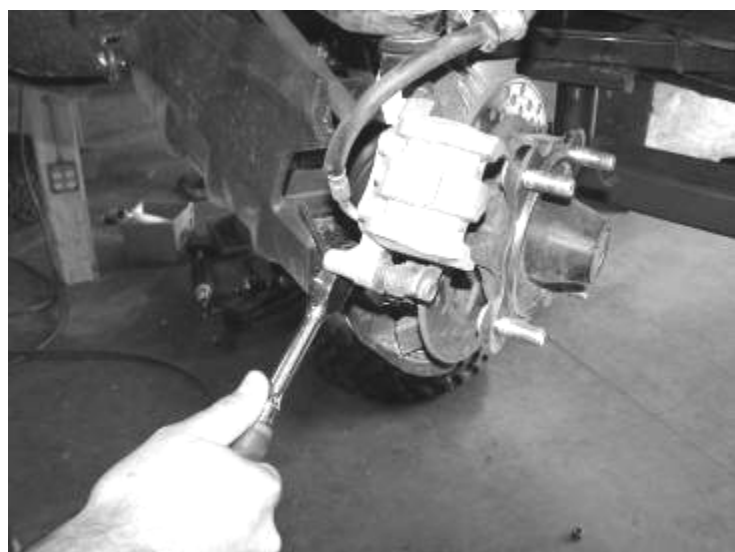
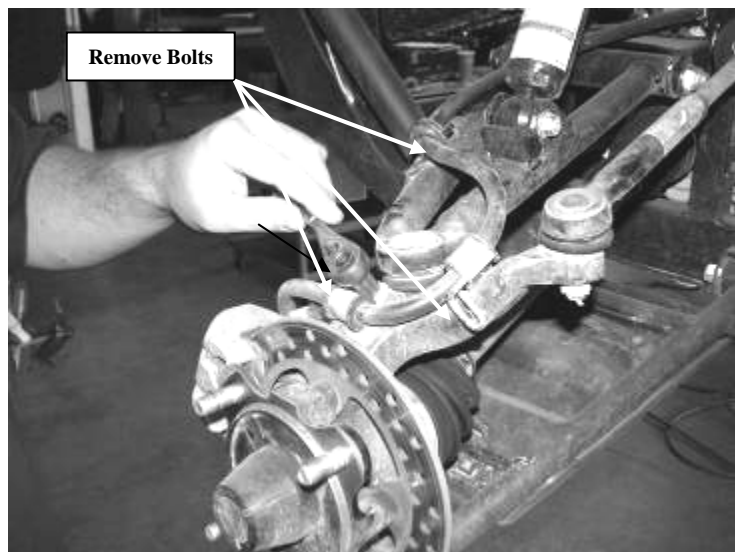
**SPANNER WRENCH IS NOT INCLUDED IN THIS KIT. IF NEEDED ORDER FTS98006.**

### **INSTALLATION INSTRUCTIONS:**

1. Disconnect the negative terminal on the battery. With the Teryx 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 Teryx 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 Dust cap, cotter pin, axle shaft nut & flat washer and save. SEE PHOTOS BELOW AND IN NEXT COLUMN.

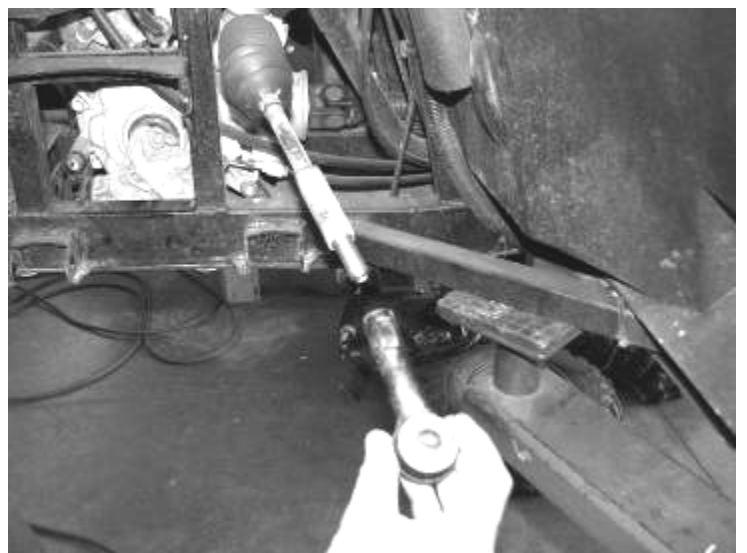


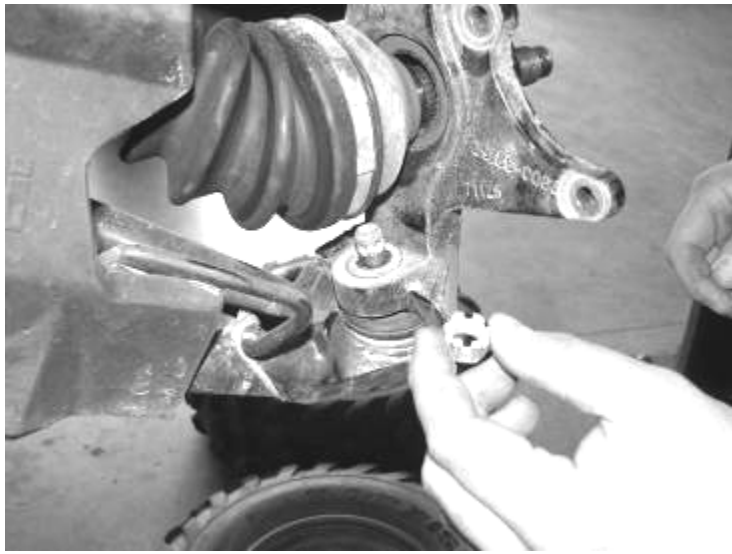
3. Remove the bolts that attach the brake line to the spindle and the upper control arm and save the hardware. Remove the brake caliper and hang on the frame. **DO NOT LET THE CALIPER HANG BY THE BRAKE HOSE.** Remove the rotor and hub assembly and save. SEE PHOTOS ON NEXT PAGE.



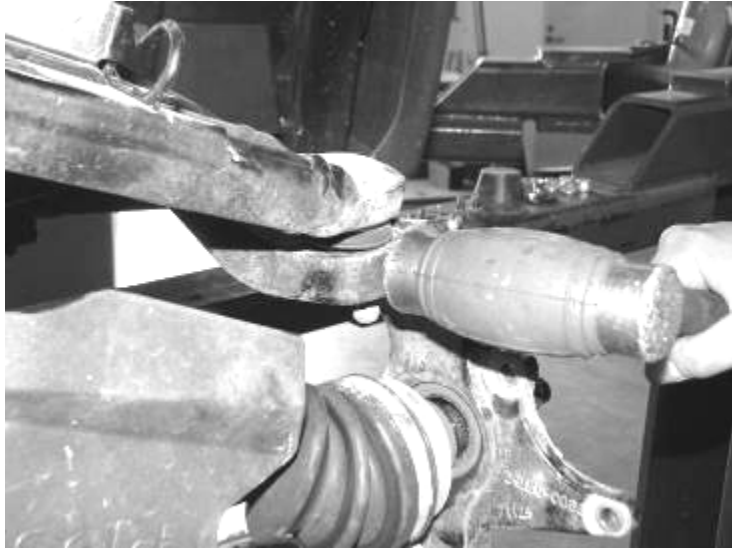
4. Loosen the tie rod adjuster. Remove the cotter pin and nut from the outer tie rod end and discard. Using a hammer strike the knuckle to separate the tie rod from the knuckle **(do not damage the end or boot, they will be re-used)**. Remove the cotter pins and nuts from the upper and lower ball joints and discard. Strike the knuckle with a hammer to separate it from the ball joints. Remove and save the knuckle. Remove the tie rod end and discard, leaving the tie rod adjuster in place. SEE PHOTOS BELOW AND ON THE NEXT PAGE.





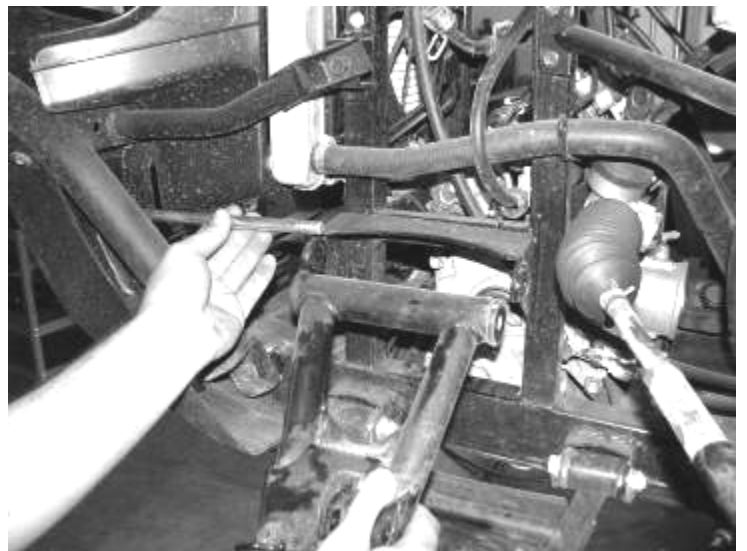
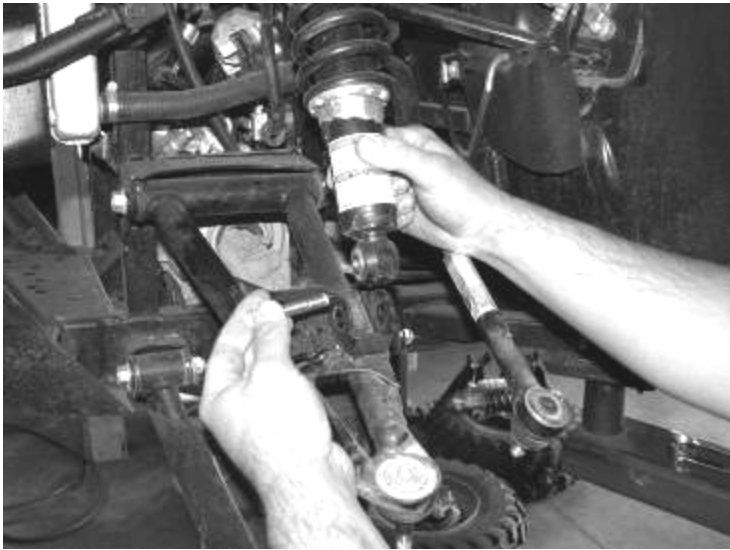
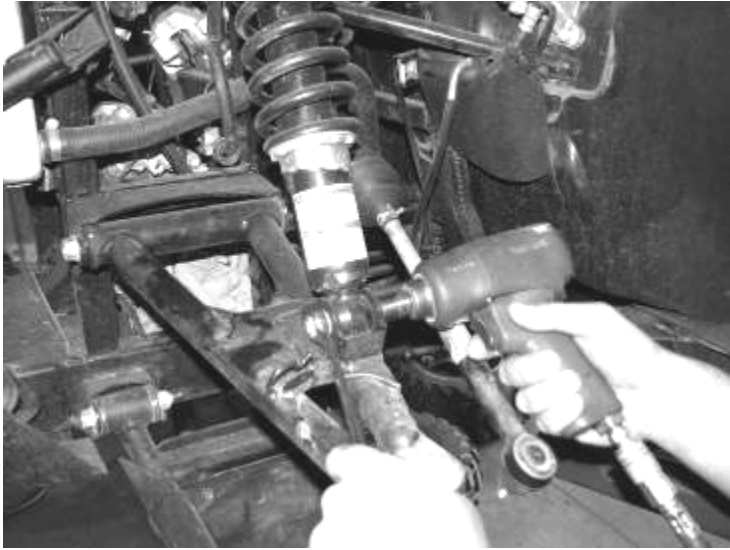


5. Remove the axle CV shaft from the front differential and insert a rag in the opening. With a paint pen, mark on the inner and outer CV's and axle where they were removed from (driver front inner / driver front outer). The CV's and axle shafts are front and rear / inner and outer specific. They **MUST** go back into the proper locations. SEE PHOTOS BELOW.

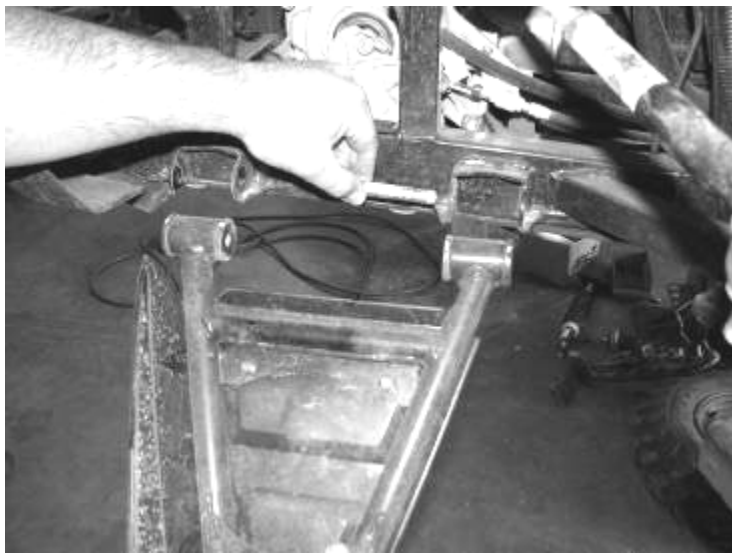
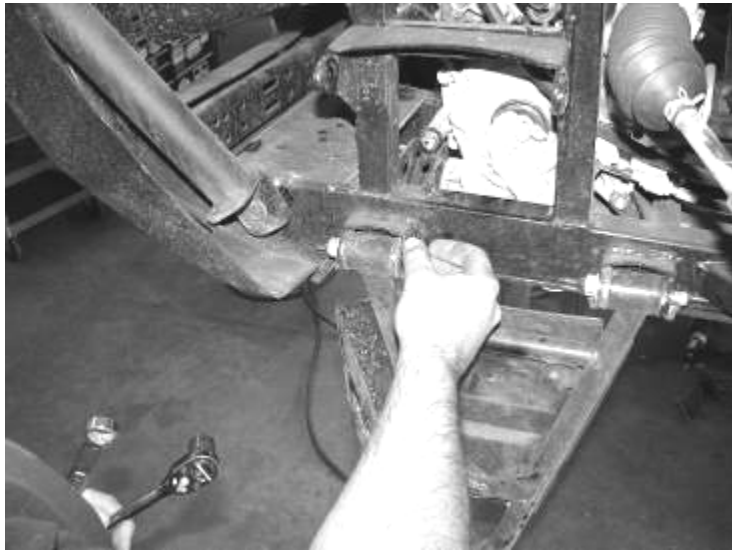
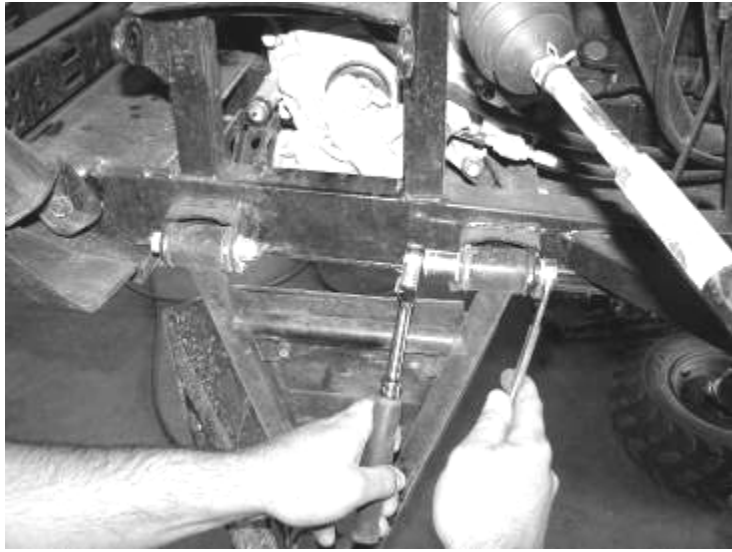




6. Remove the shock assembly and discard, save the hardware. Remove the upper control arm and save with the hardware. SEE PHOTOS BELOW & IN NEXT COLUMN.



7. Remove the lower control arm and save with the hardware. SEE PHOTOS ON NEXT PAGE.



8. Repeat steps two through seven on the passenger side

9. 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 outer 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**). SEE PHOTOS BELOW AND ON NEXT PAGE.





10. On the inner CV, slide the boot down the axle to access the inside of the CV Cup. With a pick remove the retaining ring from the inside of the cup, and then remove outer CV Cup. Save the retaining ring it will be re-used. SEE PHOTOS BELOW AND IN NEXT COLUMN.

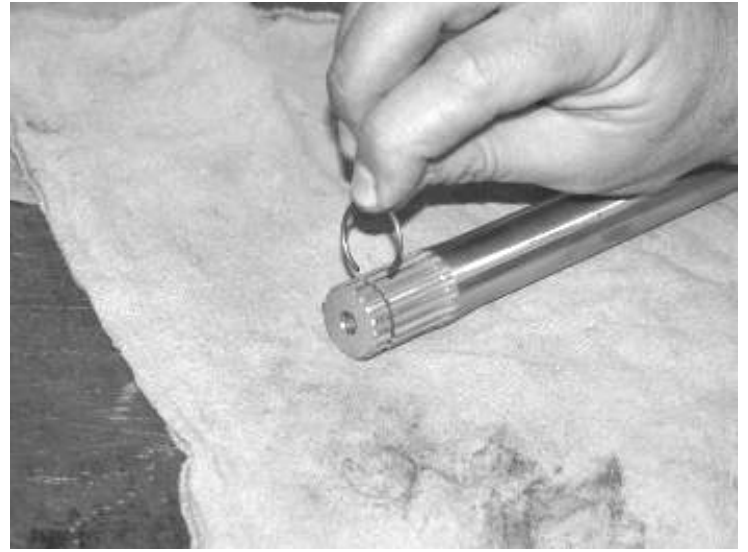


11. With a pair of snap ring pliers remove the snap ring from the end of the axle and slide off the bearing assembly and both CV boots. Save both CV boots and save all of the internal parts, discard the old CV boot clamps and axle retaining rings. SEE PHOTOS BELOW AND ON NEXT PAGE.



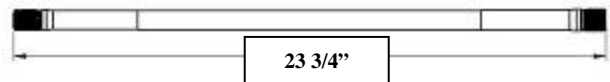


12. Locate FT95208 Front Axle, FT95223 Front Axle Retaining Rings, and the factory outer CV and Boot. Place the CV boots onto the axle and follow with the retaining ring onto the axle. (Make sure to match the boot to the CV) With the boot and C-Clip installed, insert the axle into the CV where the clip makes contact with the CV. Press the axle downward to engage the inner snap ring into the CV. Slide boot down over the CV. SEE PHOTOS BELOW AND IN NEXT COLUMN.

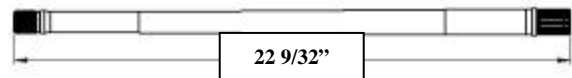


13. On the inner CV, slide the bearing assembly onto the new axle and install the snap ring. Reinstall the outer CV cup and the retained large retaining ring. SEE PHOTOS & DIAGRAM BELOW AND ON NEXT PAGE.

**FT95208 FRONT AXLE**



**FT95209 REAR AXLE**



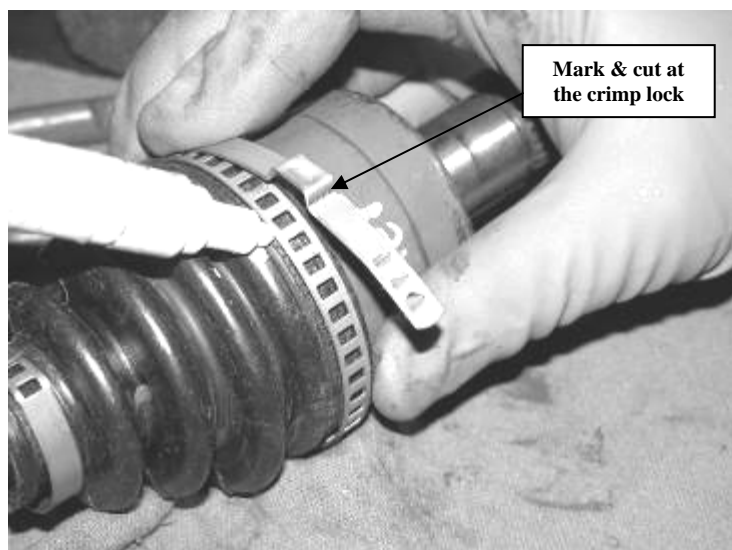




14. Locate one of the supplied CV boot grease bags (**4 bags are provided with this kit, one for each axle, one half of a bag for each CV**). Carefully pull back the boot from the inner CV and insert **HALF** of the bag into one inner CV boot. Re-install the boot onto the CV. SEE PHOTOS BELOW.



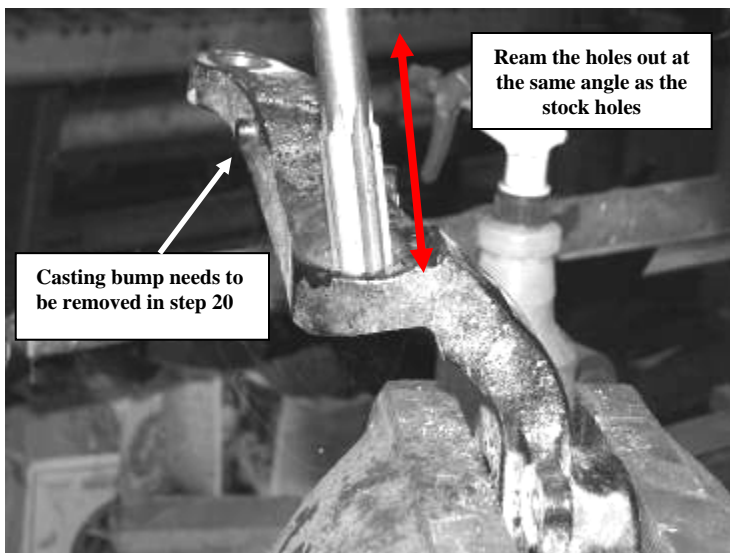
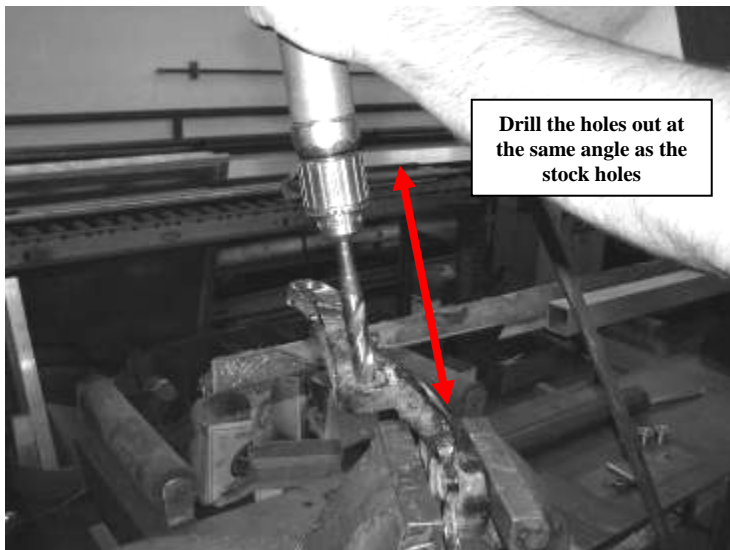
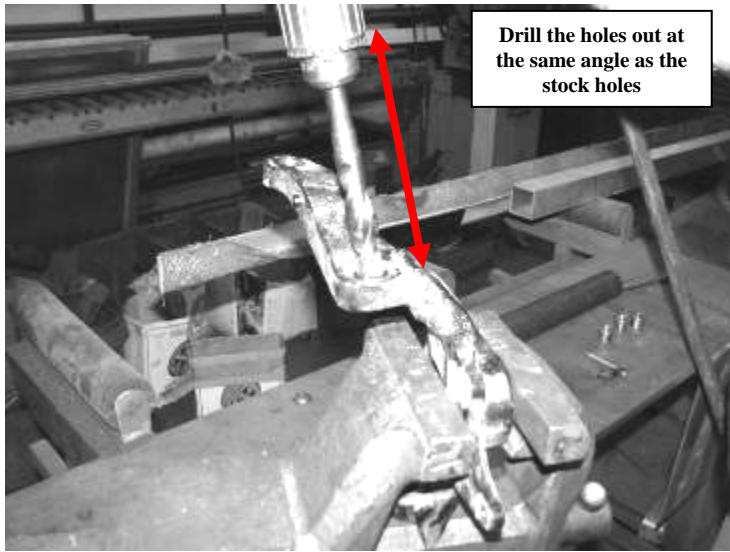
15. Locate two large and two small CV boot clamps from the FT95060 clamp kit. Position the large clamp around the boot and C.V. Pull the clamp tight around the boot and mark the clamp where it overlaps at the crimp lock with a paint pen. Remove the clamp from the boot and cut the excess from the strap.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



16. Using a CV boot band clamp tool, clamp the inner boot clamps. Repeat this step for the outer CV. SEE PHOTOS IN NEXT COLUMN.



17. Repeat steps ten through Seventeen for the driver side CV axle.
18. Place the knuckle into the vise with aluminum or soft jaws and use care not do damage. Use a drill starting with a 9/16" drill bit and drill out the knuckle at the tie rod and the upper and lower ball joint locations. Switch drill bits to 11/16" and drill the same locations. Go back over the same locations one final time with a 3/4" reamer (**MAKE SURE TO DRILL AND REAM THE HOLES ON THE SAME ANGLE AS THE FACTORY HOLES, DO NOT DRILL THESE HOLES STRAIGHT UP & DOWN**) . SEE PHOTOS ON NEXT PAGE.



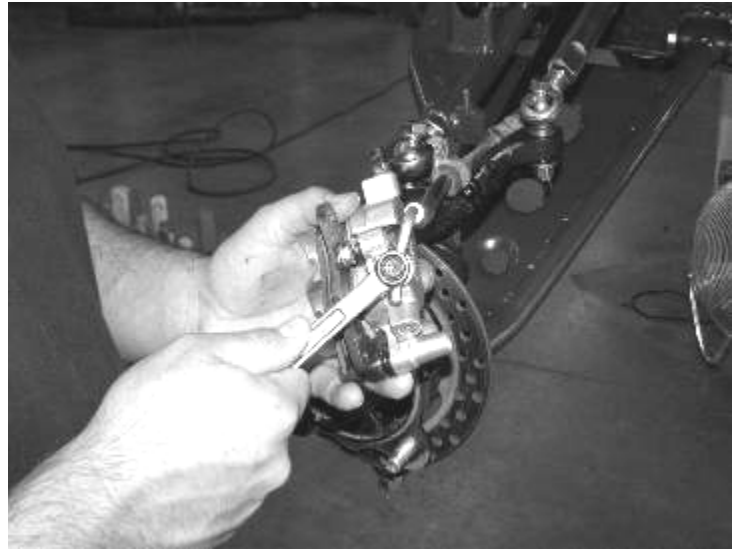
19. With a die grinder and sanding disk, clean the upper and lower surfaces that you just drilled out. With the sanding disk remove the casting bump between the tie rod end and upper ball joint. SEE PHOTOS IN NEXT COLUMN AND ON NEXT PAGE.



20. Locate and insert FT95211 & FT95212 Steering Arm and Upper & Lower Ball Joint hats into holes in the knuckle (The hat with the smaller ID is the tie rod hat) SEE PHOTO BELOW.



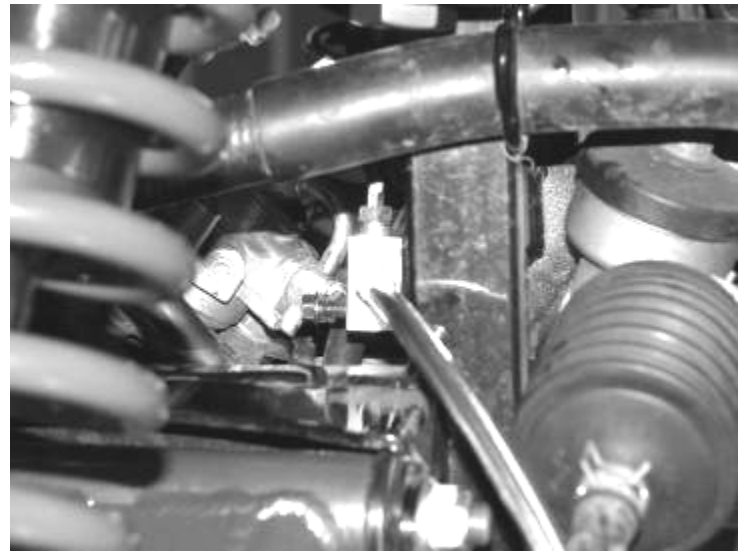
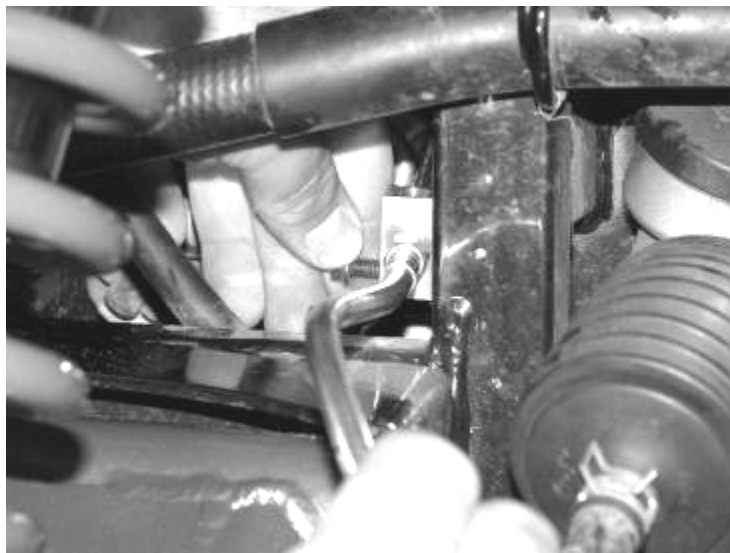
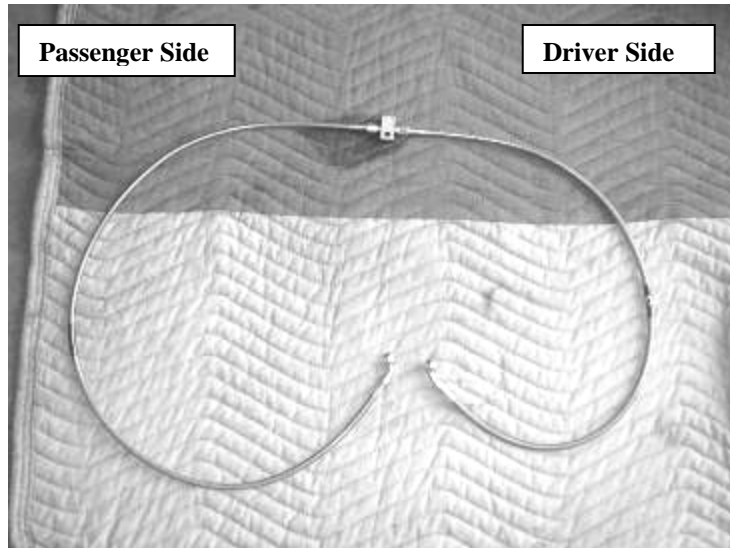
21. Locate and open the supplied brake line kit. Lay the hoses out and inspect them. The Driver Front line is shorter and the Passenger Front line is longer.
22. Disconnect the front brake lines from the brake calipers and then disconnect the factory hard line from the distribution block. Save the factory banjo bolts. Discard the factory crush washers. Remove the bolt securing the factory distribution block and save the bolt. Discard the block and the factory rubber lines. SEE PHOTOS IN NEXT COLUMN.

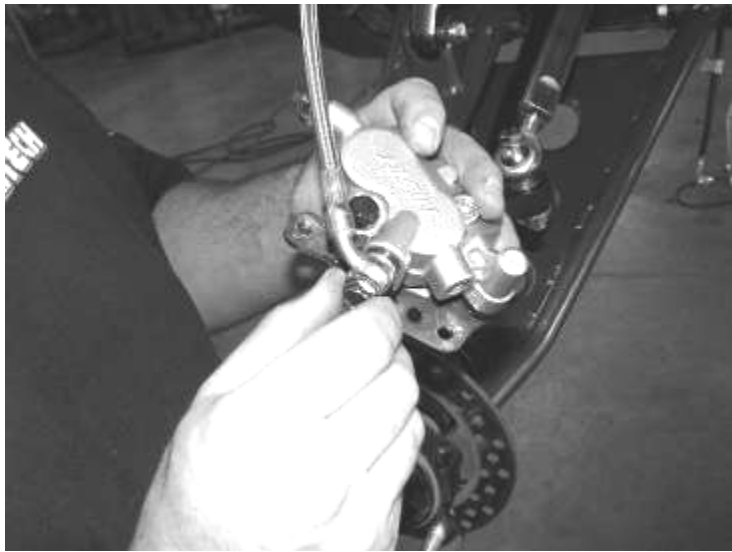


Photos shows coilover installed for brake line block only

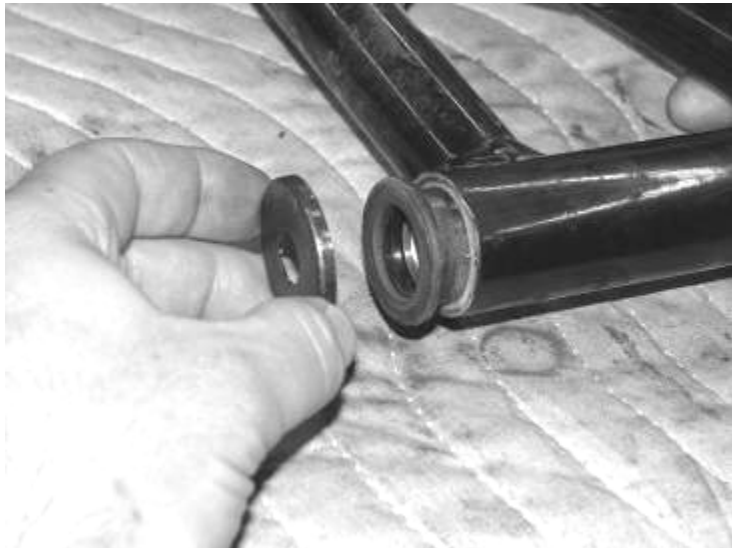
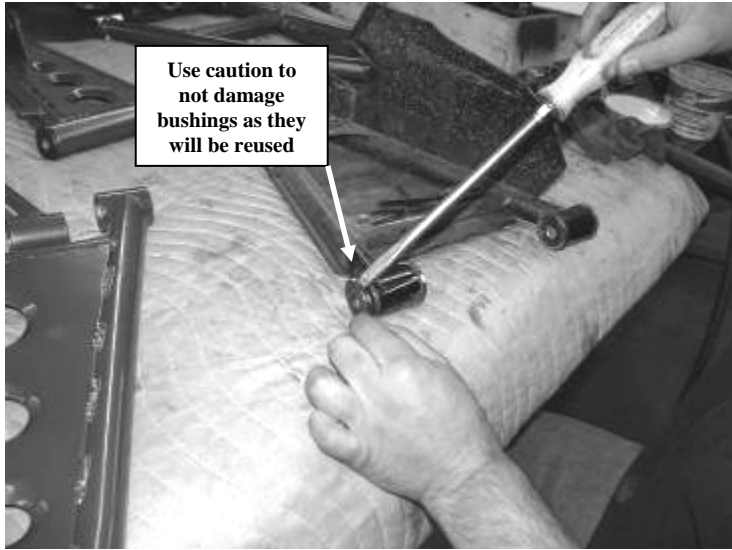


23. Locate the two new front lines, supplied distribution block, supplied crush washers, and the factory banjo bolts. Install the lines onto the block and mount the block in the factory position with the saved bolt (the passenger side line is the longer one). Reconnect the factory hard line to the top of the block. Place one crush washer on the saved banjo bolt and insert the bolt through the fitting on the brake line. Place another washer on the bolt and reconnect to the calipers. SEE PHOTOS BELOW AND IN NEXT COLUMN. SEE PHOTO ON NEXT PAGE FOR BRAKE LINE ORIENTATION.





24. Locate FT95214GR (driver upper), FT95216GR (driver lower), FT95215GR (pass. upper), and FT95217GR (pass. lower) control arms and the supplied bushing lube. Carefully remove the factory bushings and sleeves from the upper and lower control arms. Save the bushings and sleeves, discard the factory arms. SEE PHOTOS BELOW AND IN NEXT COLUMN.

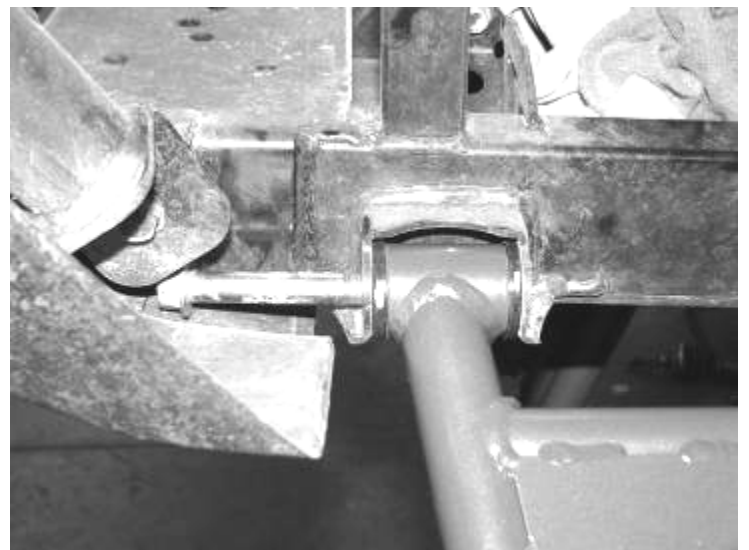
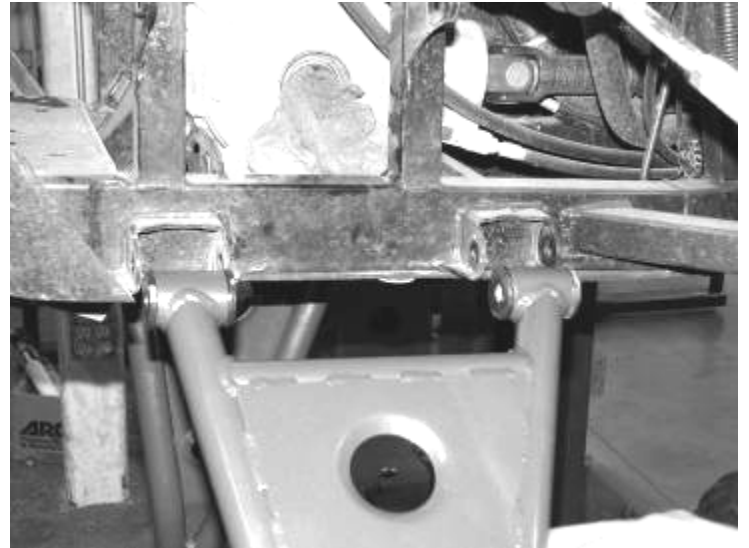


25. Place a small amount of lube onto each of the bushings and the sleeves and insert into the arms. If necessary use a rubber mallet to tap in the bushings and sleeves. Reinstall the outer bushing washers. SEE PHOTOS BELOW AND ON NEXT PAGE.



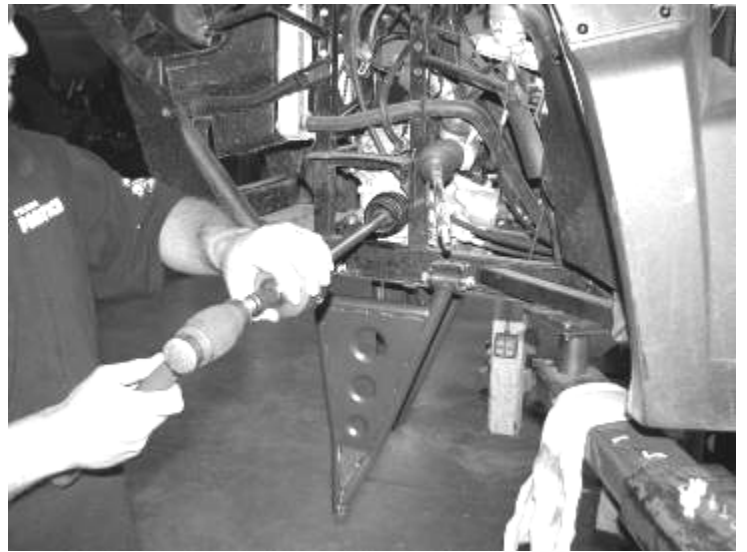
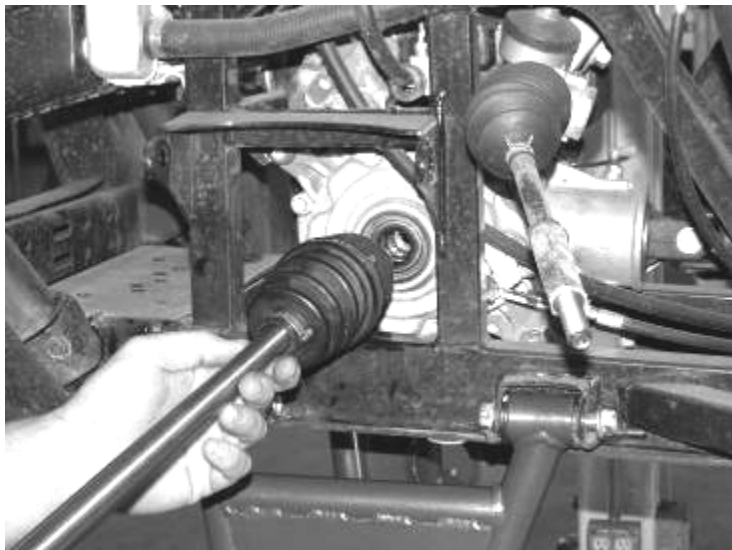


26. Working from the driver side, install the lower a-arm (with pre-installed 3/4" heim and jam nut) into the factory a-arm mounts and attach with the factory hardware. Torque to \*\*135lbs. Leave loose. SEE PHOTOS BELOW AND ON NEXT PAGE.

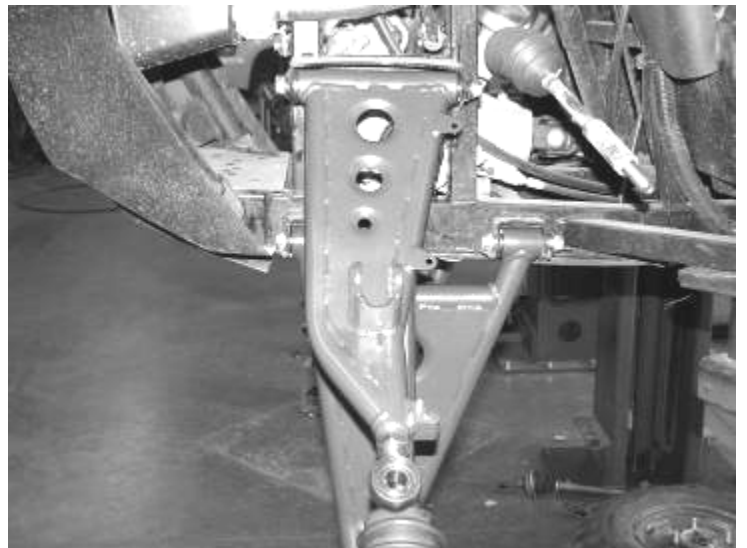
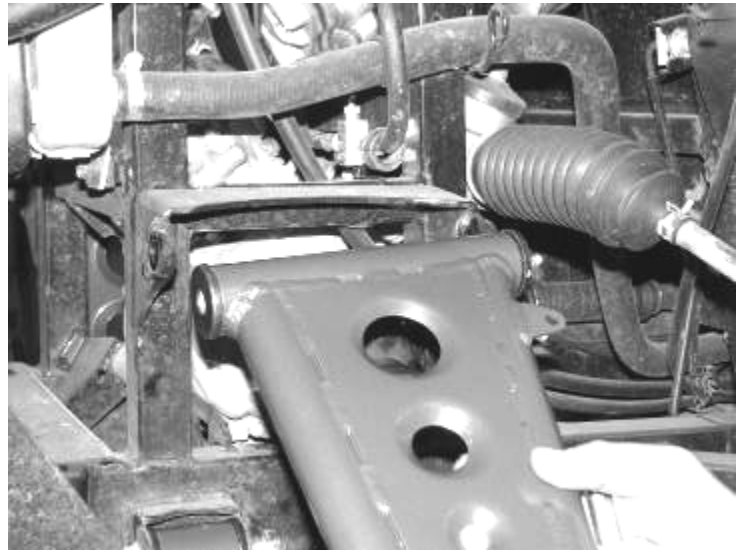




27. Locate and install the assembled CV axle shaft. Use a large rubber mallet and tap the outer end of the axle shaft. SEE PHOTOS BELOW AND IN NEXT COLUMN.



28. Install the driver upper a-arm with pre-installed 3/4" heim and jam nut into the factory a-arm mounts and attach with the factory hardware. Torque to \*\*135lbs. Leave loose. SEE PHOTOS BELOW.



29. Repeat steps twenty six through twenty nine on the passenger side.



30. Install the knuckle assembly onto the CV shaft. Insert the misalignments into the 3/4" heim in the upper control arm. Insert the 9/16" bolt, washer and lock nut leave loose. Insert misalignments in lower control arm and repeat. Torque to\*\*184 lbs. The 3/4" heim and jam nut are set at just a starting point, final adjustment can be made during the toe set if necessary. Leave loose. SEE PHOTOS BELOW AND IN NEXT COLUMN.

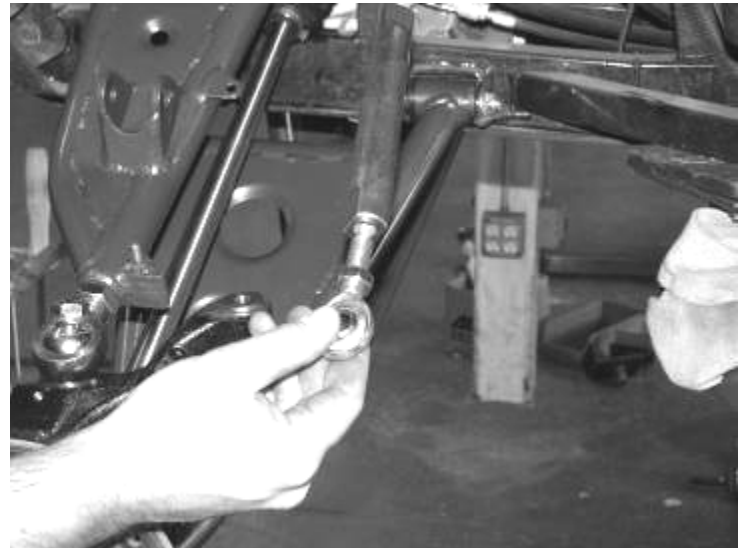
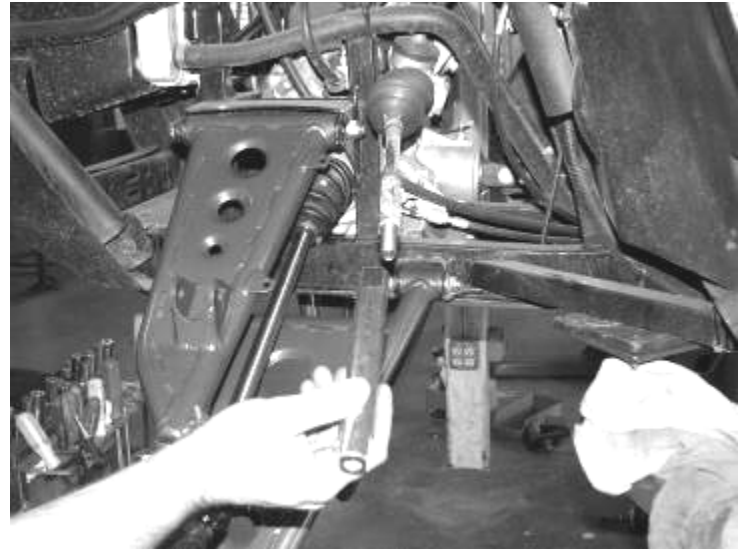


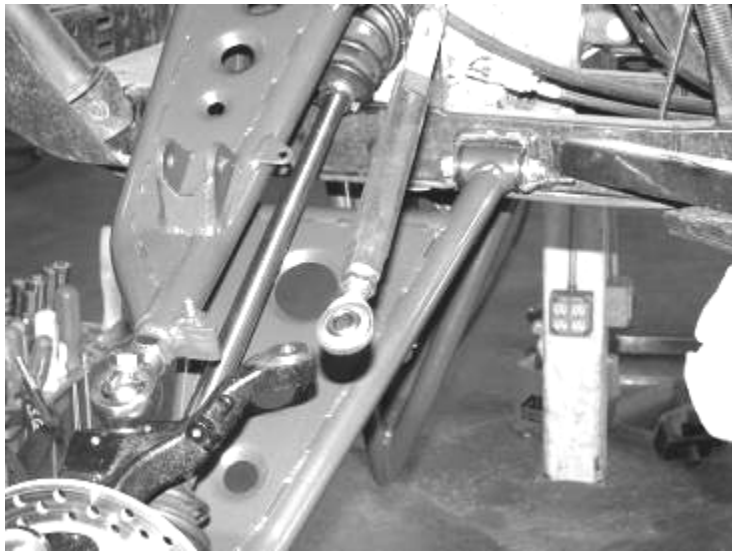
31. Locate and install the factory hub assembly onto the knuckle and axle shaft. Install the factory washers & axle shaft nut and torque to 190 lbs. Use the supplied cotter pin and install into the nut in the key way of the axle. Re-install the dust cap. SEE PHOTOS BELOW AND ON NEXT PAGE.



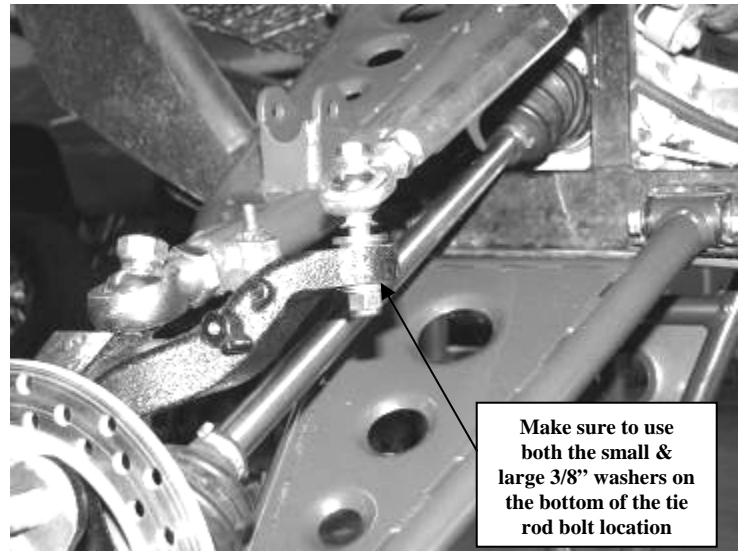


32. Locate FT95210 Tie Rod Extension, FT95023 1/2" Male Heim, and supplied 1/2" jam nut. Thread the tie rod extension all the way onto the inner tie rod and tighten. Thread the supplied 1/2" jam nut onto the 1/2" heim and insert into the tie rod extension. Adjust the heim so there is 1/2" of thread showing on the heim and tighten the jam nut. SEE PHOTOS BELOW AND ON NEXT PAGE.



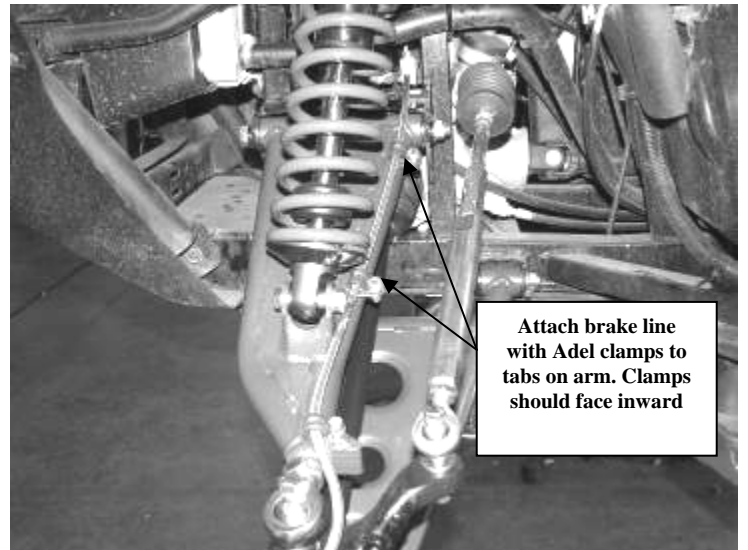


33. Locate two 1/2" misalignments and the supplied 3/8" hardware. Insert the misalignments into the top and bottom of the 1/2" heim in the new extended steering shaft. Install with the supplied 3/8" hardware (use large washer first and smaller washer second). Torque to \*\* 52 ft. lbs. SEE PHOTOS BELOW AND IN NEXT COLUMN.

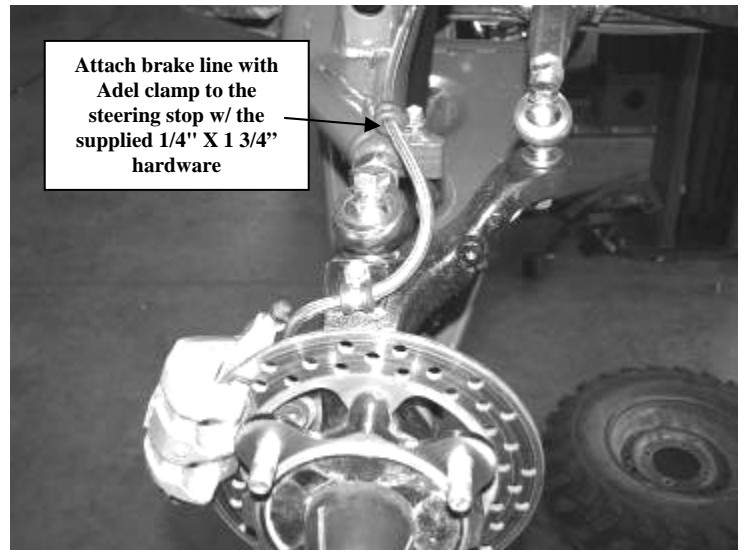


Make sure to use both the small & large 3/8" washers on the bottom of the tie rod bolt location

34. Locate the factory brake caliper bolts and re-attach the caliper. Torque to \*\*75 ft. lbs. Locate the four supplied Adel clamps and the 1/4" hardware. Position the Adel clamps over the brake hose and attach to the tabs on the upper control arm and knuckle, use the retained factory bolt in the stock position on the knuckle. SEE PHOTOS BELOW.

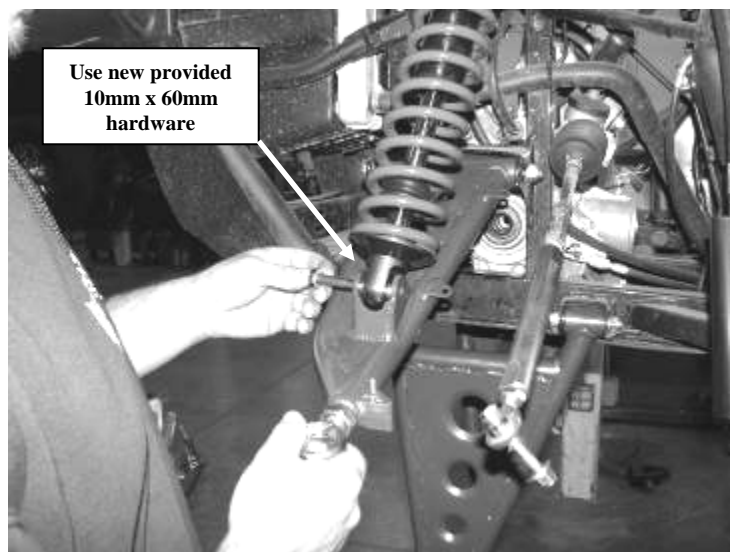
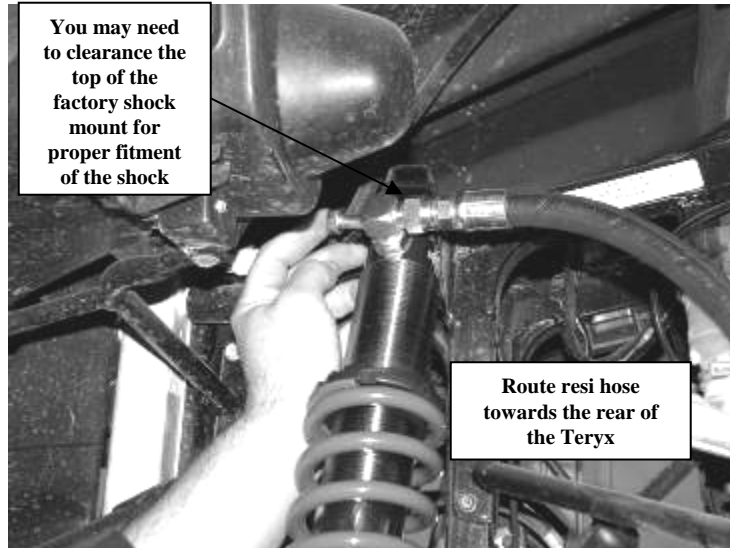


Attach brake line with Adel clamps to tabs on arm. Clamps should face inward



Attach brake line with Adel clamp to the steering stop w/ the supplied 1/4" X 1 3/4" hardware

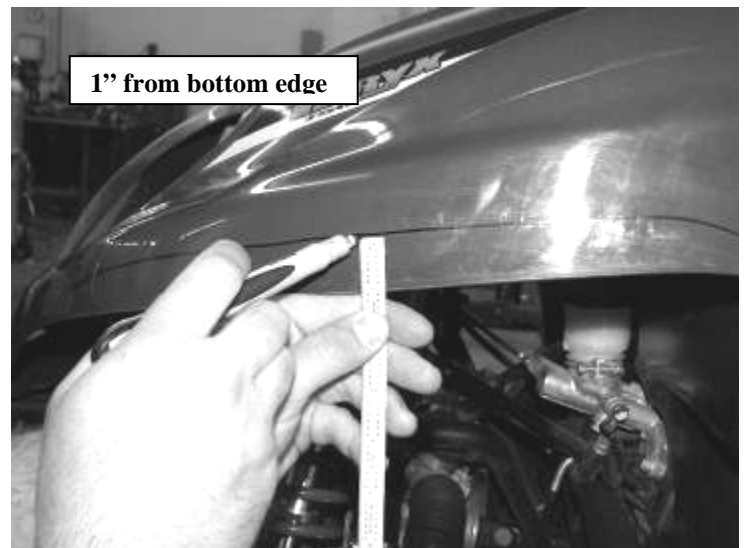
35. Locate FTR60163 Front Shock, provided shock misalignments, and the factory shock hardware. Insert the misalignments into the top of the shock and mount into the stock upper mount with the factory hardware. Insert the misalignments into the heim on the bottom of the shock. Mount the bottom of the shock to the upper control arm mounts with the **SUPPLIED** 10mm x 1.50 x 60mm bolts and hardware. Torque to \*\*75 ft. lbs. SEE PHOTOS BELOW.



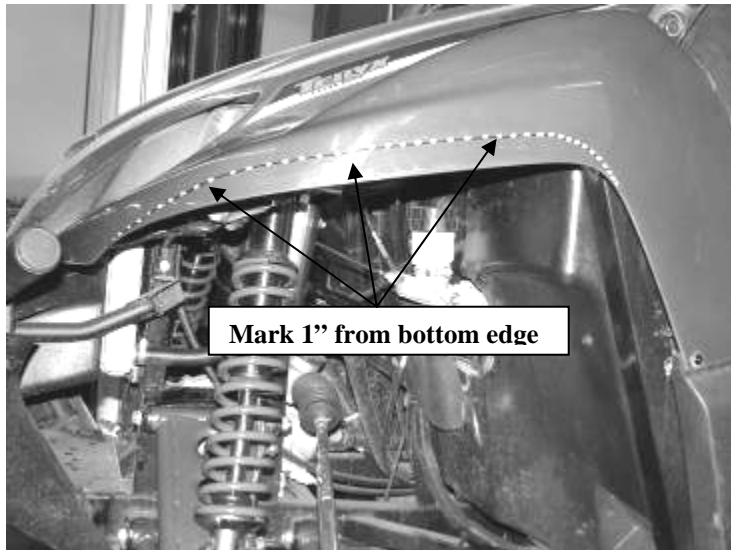
36. Locate the supplied Hose Clamps and poly mounts and position the shock reservoir onto the frame (as shown in photos) and attach with the new clamps. Position the reservoir so the hose does not make contact with the bottom side of the hood or the firewall. (rotate / twist the reservoir in the mount)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



37. Tighten all hardware including the jam nuts on the pre-installed 3/4" heims in the upper & lower control arms. SEE TORQUE CHART AT THE FRONT OF THIS INSTRUCTION SHEET.
38. Repeat steps thirty one through thirty eight on the passenger side.
39. Next, the wheel wells need to be trimmed for adequate tire clearance during suspension travel. Apply masking tape to the lower 4" of the entire flared portion of the fender. Starting from the rear, mark a 1 " line above the lower edge. At the front of the wheel well, the distance needs to be gradually reduced starting at the radius to meet the existing front corner. SEE PHOTOS BELOW AND ON NEXT PAGE.







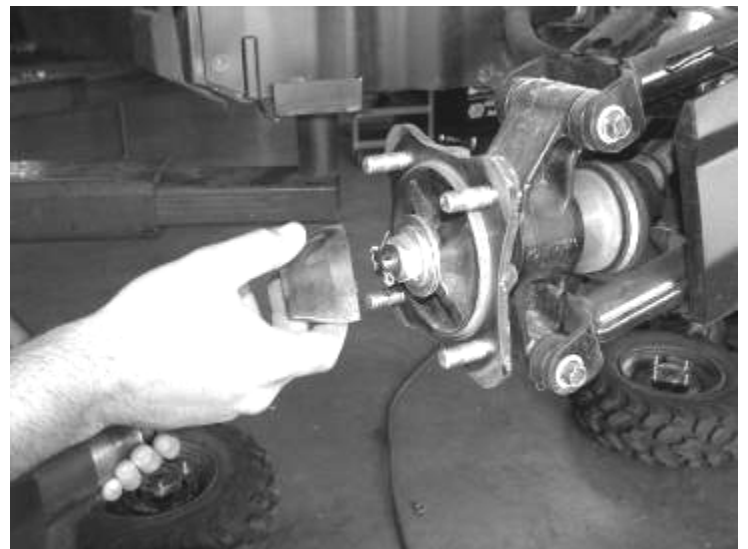
40. Using an air saw, carefully cut the fender following the mark. Follow with a die grinder with a sanding disc to smooth out any rough edges or other imperfections. SEE PHOTOS BELOW.

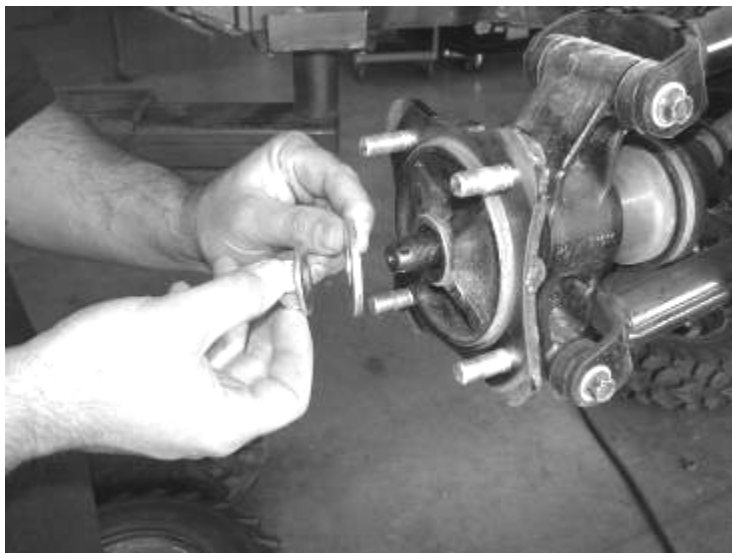
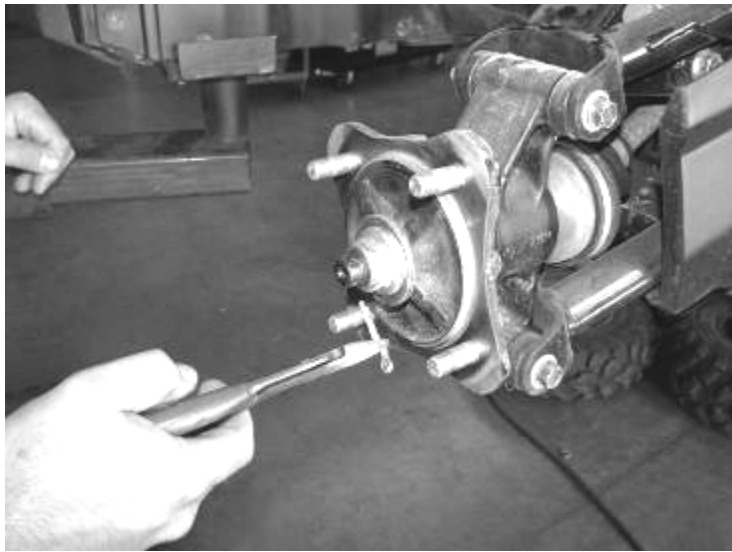


41. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. Check the toe adjustment for the front tires and adjust as necessary. **Make sure that the rack & pinion is centered before adjusting the inner 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.
42. 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.

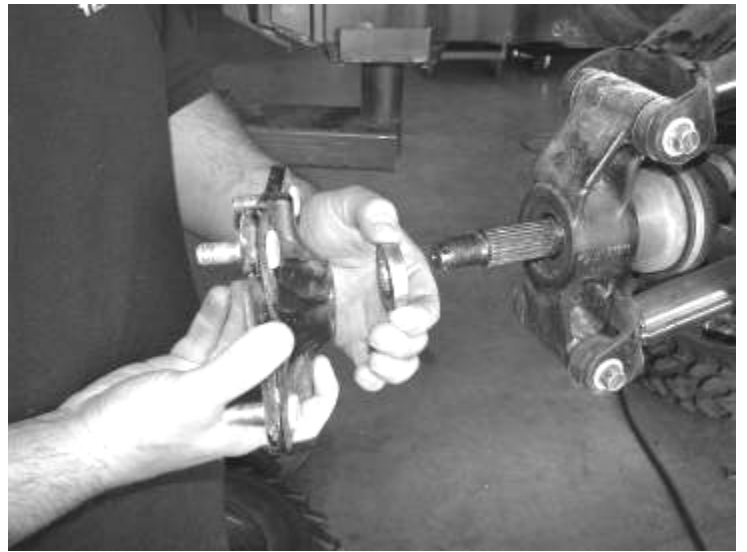
## REAR INSTRUCTIONS

43. With the Teryx 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.
44. Working from the driver's side, remove the Dust Cap, Cotter pin, Axle shaft nut and the flat washer and save. SEE PHOTOS BELOW AND ON NEXT PAGE.

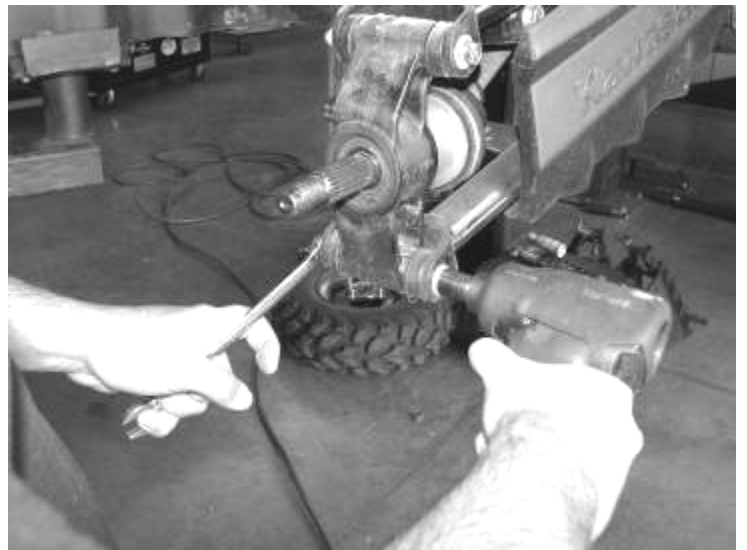
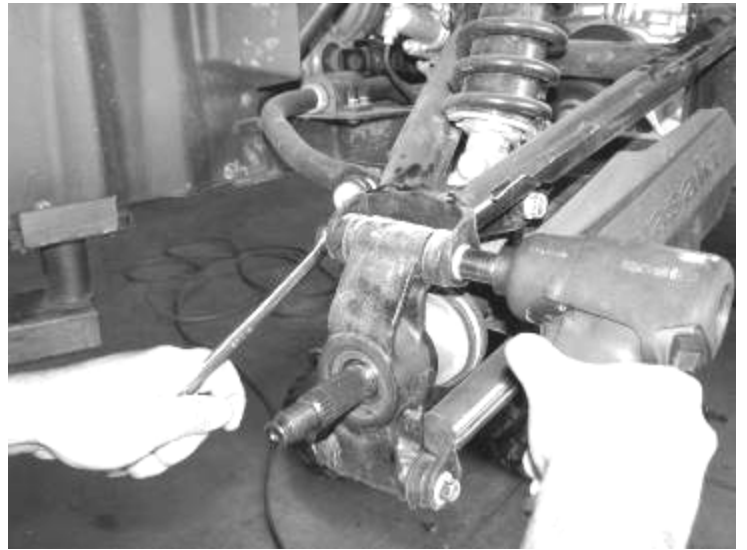


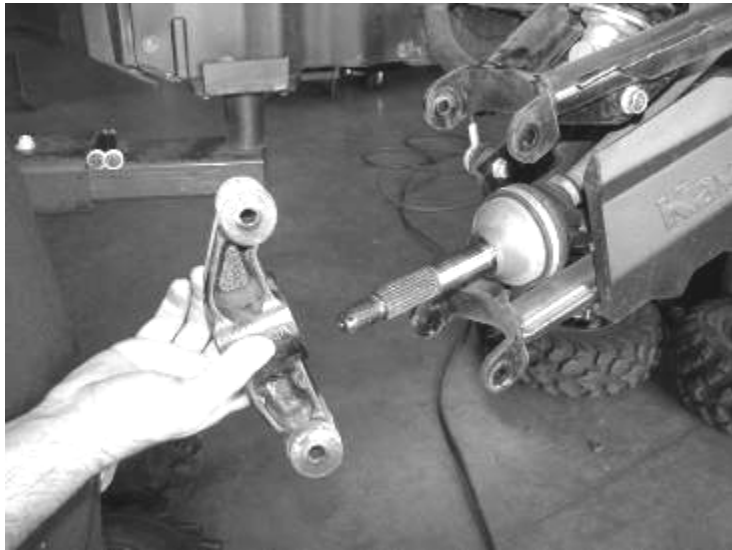
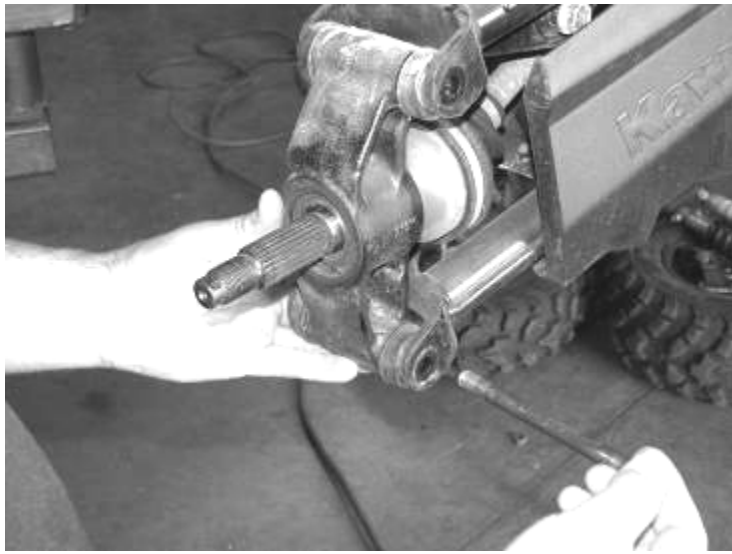


45. Remove the hub and the hub spacer and save. SEE PHOTO IN NEXT COLUMN.

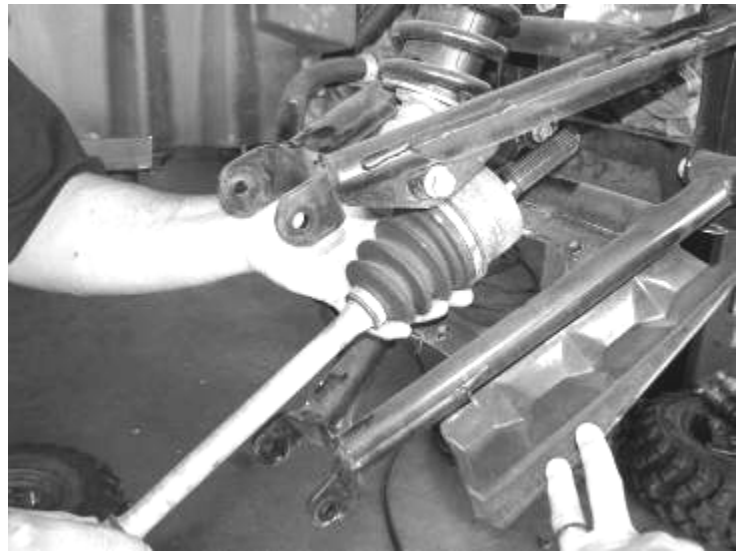
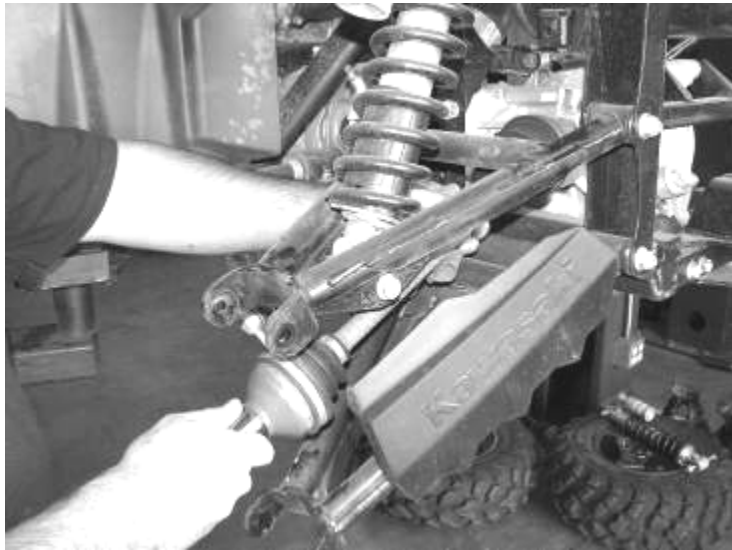


46. Remove the upper and lower knuckle hardware and remove the knuckle. Save the knuckle and the hardware. SEE PHOTOS BELOW AND ON NEXT PAGE.



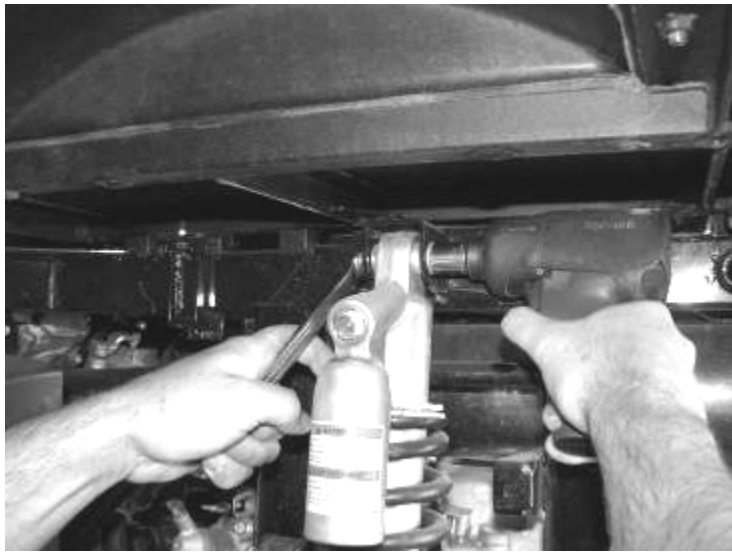


47. Remove the CV Axle shaft from the rear differential. With a paint pen, mark on the inner and outer CV's and axle where they were removed from (driver rear inner / driver rear outer). Remove the sway bar end link from the lower control arm and save the hardware. SEE PHOTOS BELOW AND IN NEXT COLUMN.

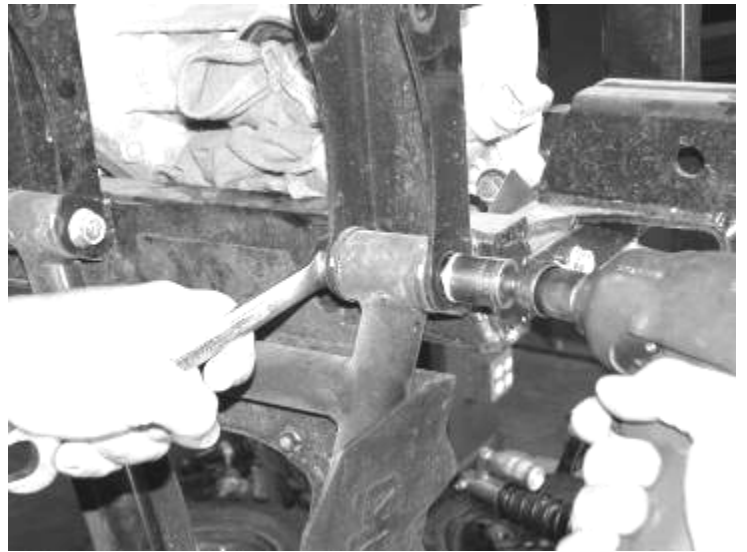
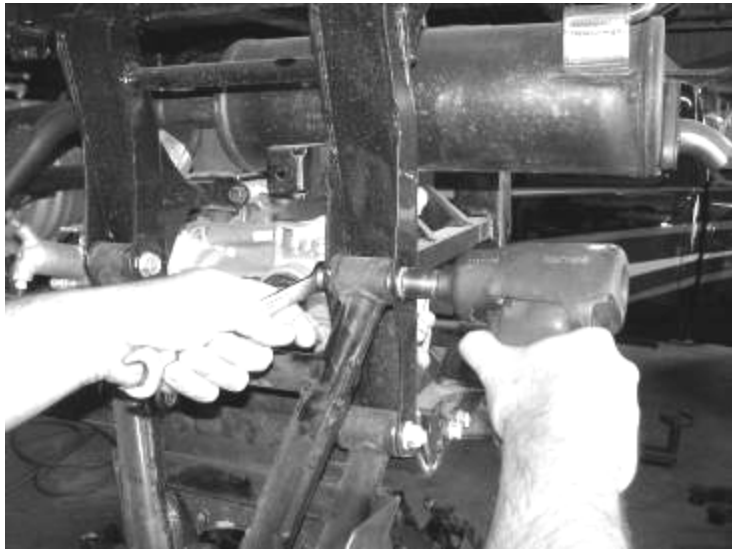


48. Remove the shock assembly and discard, save the hardware. SEE PHOTOS BELOW AND ON NEXT PAGE.



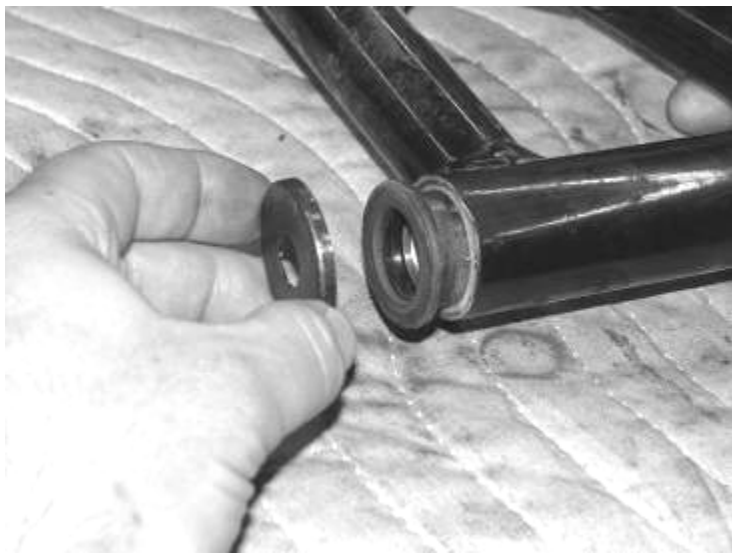


49. Remove the upper and the lower control arms and set aside, save the hardware. SEE PHOTOS BELOW AND IN NEXT COLUMN.



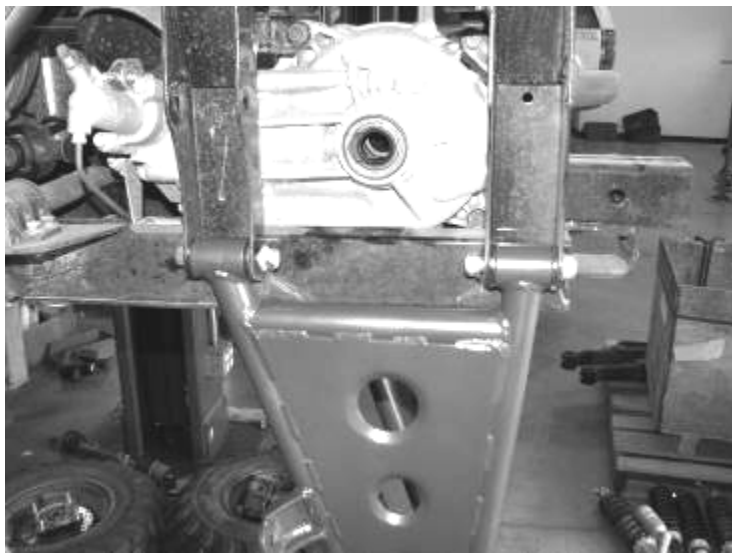
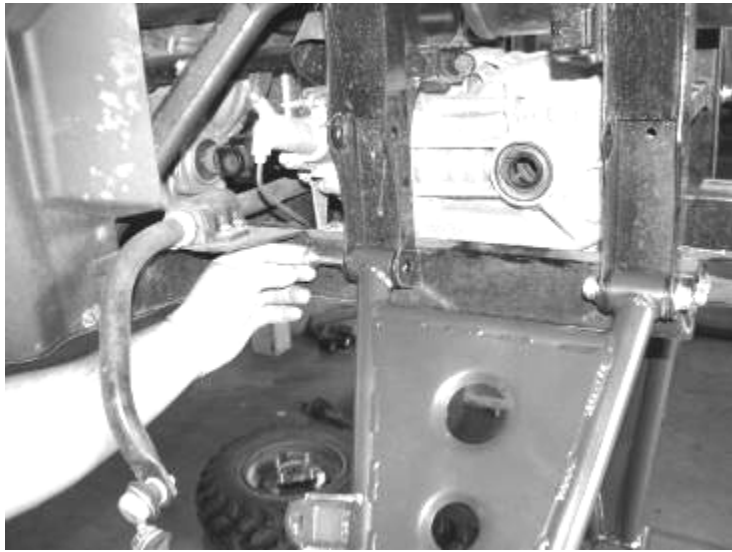
50. Repeat steps forty five through fifty on the passenger side of the vehicle.
51. Repeat steps ten through seventeen for both driver and passenger rear CV axle assemblies.
52. Locate FT95218GR (driver upper), FT95220GR (driver lower), FT95219GR (pass. upper), and FT95221GR (pass. lower) control arms and the supplied bushing lube. Carefully remove the factory bushings and sleeves from the upper and lower control arms. Save the bushings and sleeves, discard the factory arms. SEE PHOTOS ON NEXT PAGE.



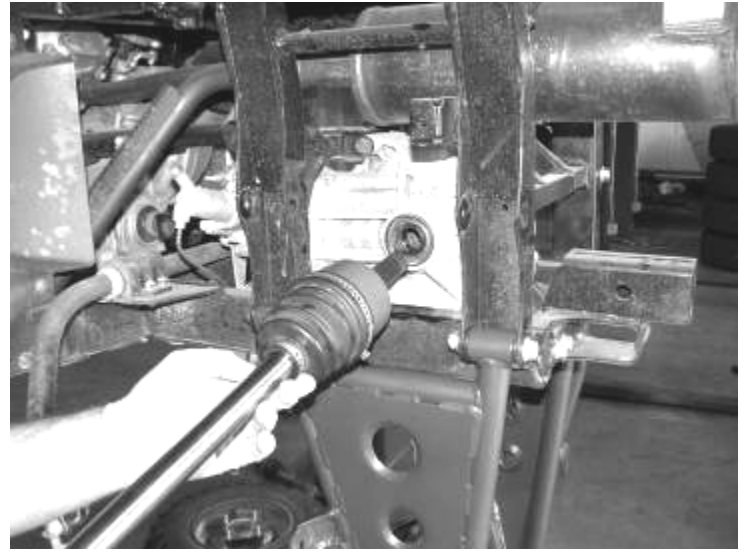


53. Place a small amount of lube onto each of the bushings and the sleeves and insert into the arms. If necessary use a rubber mallet to tap in the bushings and sleeves. Reinstall the outer bushing washers. SEE PHOTOS IN NEXT COLUMN.

54. Install the driver lower a-arm into the factory a-arm mounts and attach with the factory a-arm hardware. Leave loose. SEE PHOTOS ON NEXT PAGE.



55. Working from the driver side, locate the assembled rear 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 PHOTOS IN NEXT COLUMN.



56. Install the driver upper a-arm into the factory mounts and attach with the factory hardware. Leave loose. SEE PHOTOS BELOW AND ON NEXT PAGE.

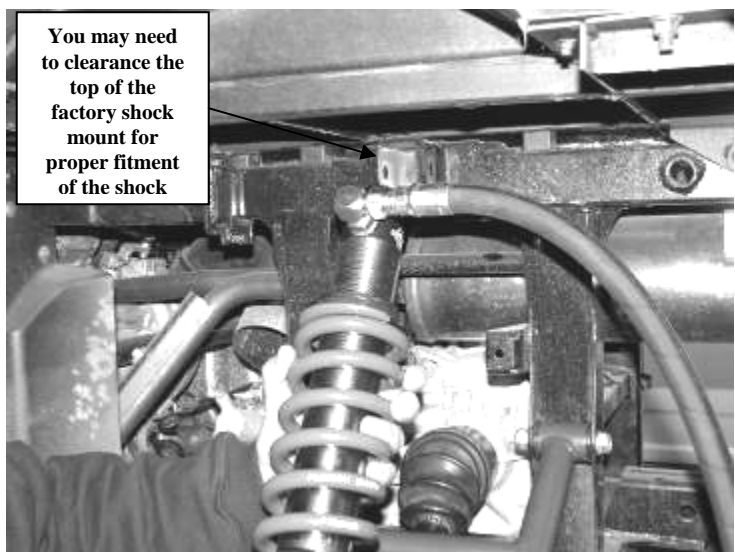




57. Locate FTR60165 Rear Shock, the provided shock mis-alignments, and supplied 12MM hardware. Insert the mis-alignments into the top of the shock. The longer mis-alignment goes to the rear of the vehicle. Mount the top of the shock to the stock upper shock mount with the factory hardware. Leave loose. Mount with the shock reservoir facing to the rear of the Teryx. SEE PHOTO BELOW.

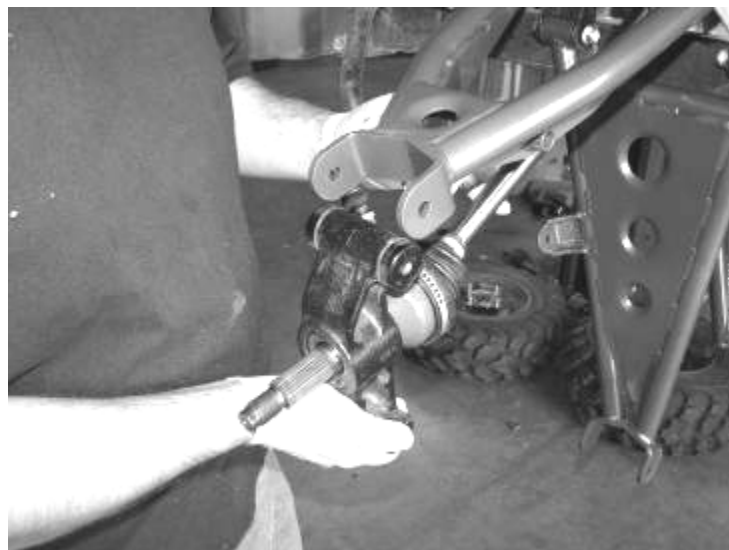


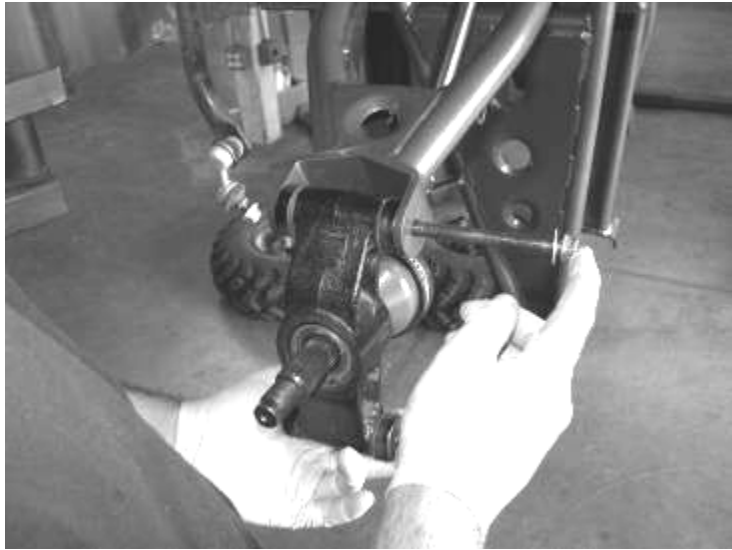
59. Locate the factory knuckle assembly and hardware. Position the assembly onto the CV shaft and attach to the upper control arm with the factory hardware. SEE PHOTOS BELOW AND ON NEXT PAGE.



You may need to clearance the top of the factory shock mount for proper fitment of the shock

58. Insert the mis-alignments into the bottom of the shock and mount to the upper control arm with the supplied 12MM hardware (DO NOT INSTALL ANY WASHERS ON THE LOWER SHOCK BOLTS). Torque the upper and lower shock bolts to \*\*135lbs. SEE PHOTO IN NEXT COLUMN.



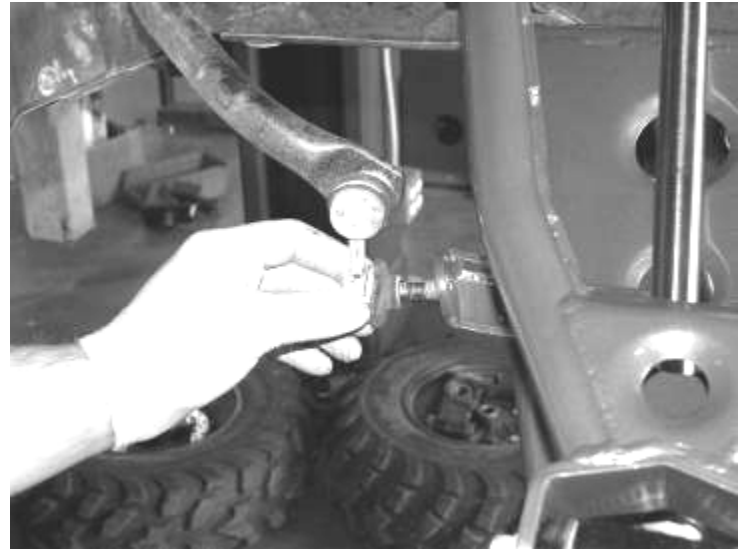


60. Attach factory knuckle to lower control arm with factory hardware. Leave loose. SEE PHOTOS BELOW.



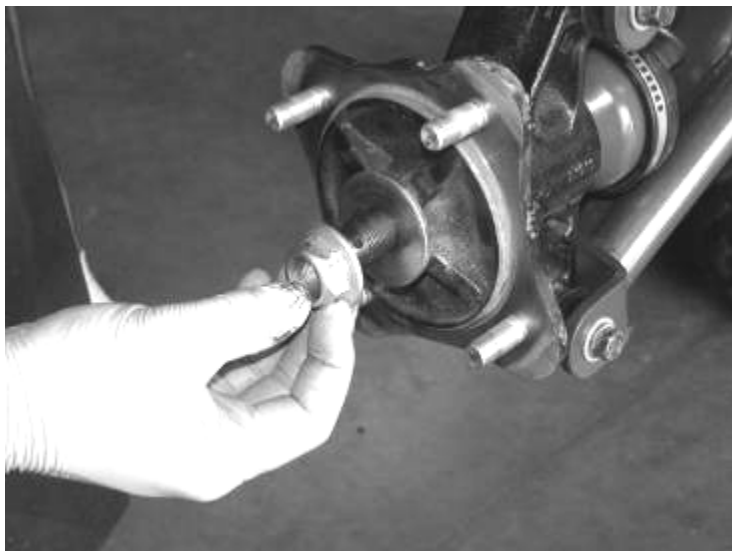
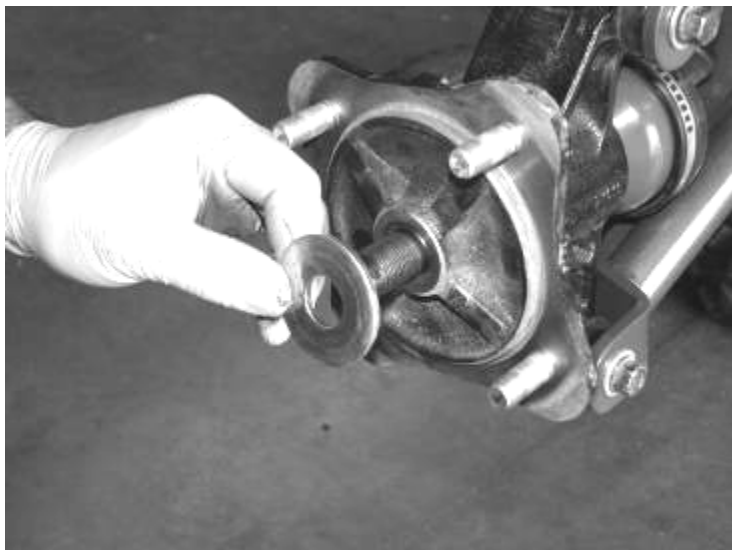
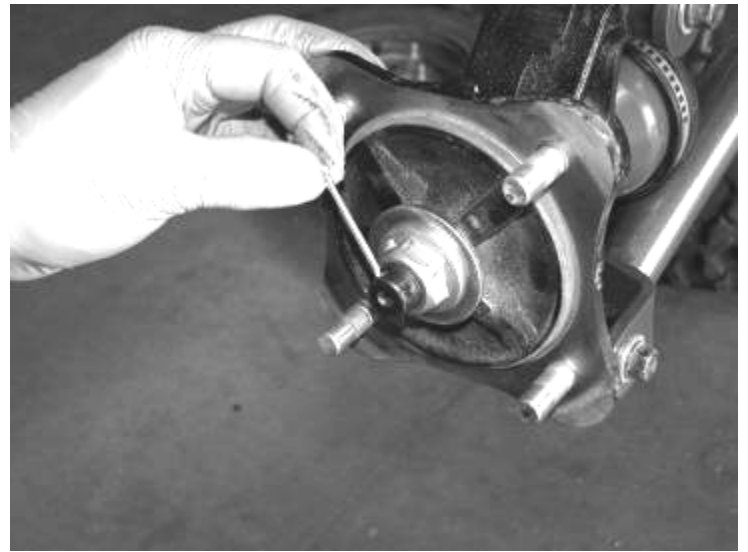
61. Repeat steps fifty five through sixty one on passenger side of vehicle.

62. Re-attach the Sway Bar end links to the upper control arms with the factory hardware. SEE PHOTOS BELOW.

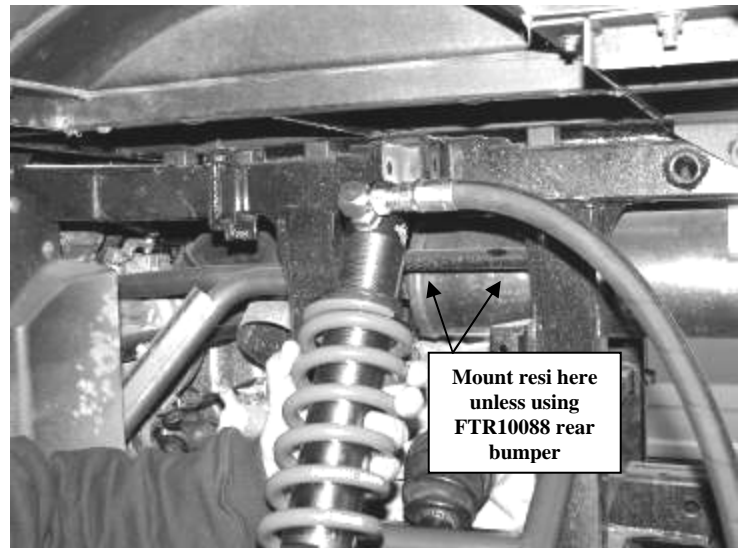


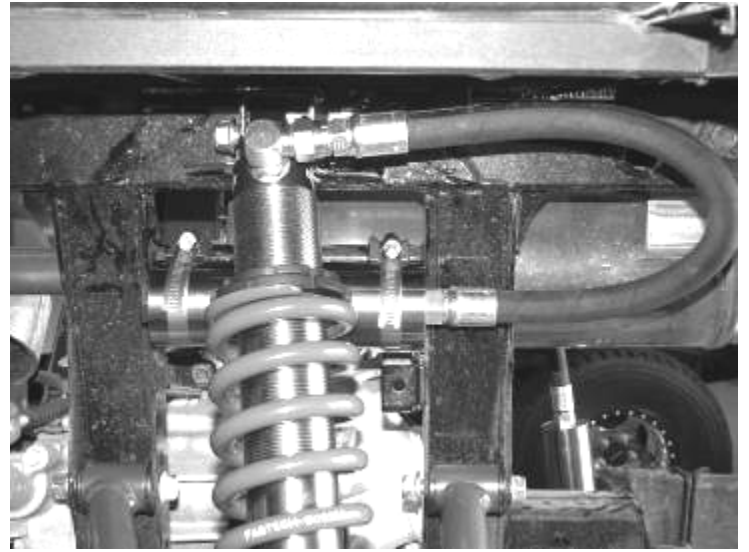
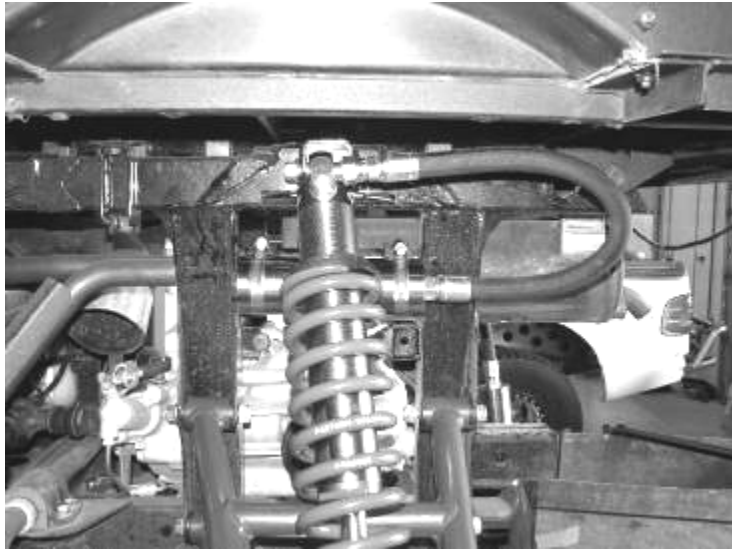
63. Re-install the factory hub spacer and hub assembly onto the knuckle and axle shaft. Install the factory axle shaft washer and nut and torque to 190 lbs. Insert the supplied cotter pin into the hub nut in the key way of the axle. Re-install the factory dust cover. Repeat on the passenger side of vehicle. SEE PHOTOS ON NEXT PAGE.





64. 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 the excess strap off of the clamp. SEE PHOTOS BELOW & ON NEXT PAGE.





65. Install tires and wheels and torque lug nuts to wheel manufacturer's specifications.
66. Check the fluid in the front and rear differentials and fill if need with factory specification differential oil to the factory specified level.

**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.

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.