Installation Instructions

8" Performance Suspension System

2001-06 GM 2WD & 4WD K2500HD P/U ONLY

Fabtech Motorsports 4331 Eucalyptus Ave. Chino, CA 91710
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8" 2001-06 GM 2WD & 4WD K2500HD P/U ONLY
FTS21011 / FTS21012 / FTS21013

PARTS LIST

	FTS21011	8" Box Kit 1
Qty	**Part #**	**Description**
1	FTS20246D	Spindle –Driver side
1	FTS20246P	Spindle - Passenger side
2	FT20247	CV Spacers
1	FT20093	Differential Drop Bracket (pass.)
1	FT20094	Differential Drop Bracket (driver)
1	FT20075	Weld in Plate
1	FT20096	Frt. Bump Stop Bracket (pass.)
1	FT20097	Frt. Bump Stop Bracket (driver.)
1	FT20126	Skid Plate
1	FT20388	Hdwr Sub-Assembly
1	FT20076	Hardware
1	FT20321	Hardware

	FT20387	Hdwr Sub-Assembly Kit
Qty	**Part #**	**Description**
2	FTS60235	Bump Stop
1	FT20121	Hardware Kit
2	50000005081	WASHER 1/2 SAE G8
4	FT84	Grease Fitting
1	FT58H	U Bolt Hardware
2	CB-06X5	Add A leaf Center bolt
2	37240003952	Center Pin Hex Nut
1	FT90032	Ball Joint Hdwr. Kit
1	FTAS7	Sticker

	FT90118	Bushing Kit
Qty	**Part #**	**Description**
1	FTLUBE	Bushing Lube
4	FT1500-6-101	Sleeve
4	FT1001	Bushing
4	FT1002	Bushing

	FTS21012	8" Box Kit 2
Qty	**Part #**	**Description**
1	FT20090	Front Crossmember
1	FT20091	Rear Crossmember
2	FT20284BK	Crossmember Support Tube
2	FT20065	Impact Strut
2	FT20322	Impact Strut Rear Mount
2	FT20067	Strut Mount Tab Nut
2	FT20092	Torsion Bar Drop Bracket
2	FT20099	Rear Bump Stop
1	FT20078	Hardware Kit

	FTS21013	8" Box Kit 3
Qty	**Part #**	**Description**
1	FT20100	Upper Control Arm - pass.
1	FT20101	Upper Control Arm - drv.
2	FT20155	Ball Joints
1	FT20073	Carrier Bearing Spacer
2	FTBK4	4" Blocks
4	FT726U	U Bolts
2	FT20743	Add a Leafs
1	FT90118	Bushing Kit
1	FT20387	Hdwr Sub-Assembly

	FT20388	Hdwr Sub-Assembly Kit
Qty	**Part #**	**Description**
2	FT20098	Brake Hose Bracket
1	FT1044	Bushing Kit
1	FT90085	Bushing Kit
1	FT90086	Bushing Kit
2	FT21011i	Instruction Sheet
1	FTAS12	Sticker 10x4 Die Cut
1	FTAS16	Driver Warning Decal
1	FTREGCARD	Registration Card

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HARDWARE LIST:

	FT20076 Hardware Kit
Qty	**Description**
2	5/8-11x 6-1/4" Bolt
2	5/8-11x 5" Bolt
4	5/8-11 Steel Lock Nut
8	5/8" SAE Flat Washer
2	1/2-13 x 1-1/4" Bolt
2	1/2-13 Nylock Lock Nuts
4	1/2 SAE Flat Washer
2	3/8-16 x 1" Bolt
4	3/8-13 Nylock Lock Nut
8	3/8" SAE Flat Washer
1	9/16-12 x 5" Bolt
2	9/16-12 x 1-3/4"
5	10mm x 1.5 x 60mm
6	9/16" SAE Flat Washer
5	10mm Flat Washer
3	9/16-12 Steel Lock Nut

	FT20121 Hardware Kit
Qty	**Description**
8	5/16-18 x 1-1/4" Bolt
8	5/16-18 Steel Lock Nut
8	5/16" SAE Flat Washer
4	1/4-20 x 1" Bolt
4	1/4-20 Nylock Lock Nut
8	1/4" SAE Washer
2	4" Tyrap
2	3/8-16 Nylock Lock Nut
2	3/8" SAE Flat Washer

	Hardware Kit FT20321
Qty	**Description**
12	10mm x 1.5 x 60mm Bolt
12	10mm Flat Washer
1	Thread Locking Compound
1	1/2"-13 x 1 1/4" Bolt
1	1/2" 13 Steel Lock Nut
2	1/2" SAE Flat Washer
2	1/4"-20 x 3/4" Bolt
2	1/4" SAE Flat Washer
2	1/4" Split Lock Washer

	FT20078 Hardware Kit
Qty	**Description**
4	7/16-14 x 3-1/2" Bolt
2	1/2-13 x 1-1/4" Bolt
12	7/16-14 x 1-1/4" Bolt
12	7/16-14 Nylock Lock Nut
2	1/2-13 Steel Lock Nut
28	7/16" SAE Flat Washer
4	1/2" SAE Flat Washer
2	9/16-12 x 2-1/2" Bolt
2	9/16-12 Steel Lock Nut
4	9/16" SAE Flat Washer
2	3/8-16 x 2" Bolt
8	3/8-16 Nylock Lock Nut
16	3/8" SAE Washer
4	3/8-16 x 1-1/2" Bolt
4	3/8-16 x 1-1/4" Bolt

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TOOL LIST: (NOT INCLUDED)

Floor Jack & Jack Stands	Die Grinder or Sawzall
Large C Clamp	Torsion Bar Removal Tool
Torque Wrench	MIG Welder
Misc. Metric & SAE Sockets & Wrenches	

READ BEFORE BEGINNING INSTALLATION

INSTALLATION OF THIS SUSPENSION SYSTEM WILL NOT ALLOW THE USE OF THE FACTORY WHEELS OR SPARE TIRE ON THE FRONT SUSPENSION

WITH THE ISTALLATION OF THIS KIT YOU MUST RUN A 16X8 OR 17X8 RIM WITH A 4 5/8" BACK SPACING.

KIT DOES NOT FIT STANDARD CAB MODEL TRUCKS

NOTE- THIS SUSPENSION SYSTEM REQUIRES WELDING FOR INSTALLATION. ALL WELDING MUST BE PERFORMED BY A CERTIFIED WELDER. ONLY WELD THE SINGLE COMPONENT CALLED OUT IN THESE INSTRUCTIONS. DO NOT WELD ANY OTHER COMPONENTS IN THIS SYSTEM.

INSTALLATION SHOULD BE PERFORMED BY TWO PROFESSIONAL MECHANICS.

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

SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS

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

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

EXHAUST MODIFICATION IS REQUIRED TO INSTALL THIS SYSTEM AND CAN BE PERFRORMED BY A MUFFLER SHOP

NOTE- READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.

NOTE- PRIOR TO THE INSTALLATION OF THIS SUSPENSION SYSTEM A FRONT END ALIGNMENT MUST BE 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 INSTALLATION.

THIS SYSTEM IS DESIGNED TO FIT BOTH TWO (2wd) AND FOUR (4wd) WHEEL DRIVE TRUCKS.
ON TWO WHEEL DRIVE MODELS, DISREGUARD ANY AND ALL STEPS INVOLVING THE FRONT DIFFERENTIAL AND C.V. SHAFT REMOVAL AND INSTALLATION

SUSPENSION SYSTEM WILL NOT WORK ON VEHICLES EQUIPPED WITH FACTORY AUTO RIDE SUSPENSION

VERIFY DIFFERENTIAL FLUID IS AT MANUFACTURES RECOMMENDED LEVEL PRIOR TO KIT INSTALLATION. INSTALLATION OF THE KIT WILL RE-POSITION THE DIFFERENTIAL AND THE FILL PLUG HOLE MAY BE IN A DIFFERENT POSITION. (FOR EXAMPLE, IF THE MANUFACTURE RECOMMENDS 3 QUARTS OF FLUID, MAKE SURE THE DIFF HAS 3 QUARTS OF FLUID). CHECK YOUR SPECIFIC MANUAL FOR CORRECT AMOUNT OF FLUID.

FRONT SUSPENSION INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. With the vehicle on level ground set the emergency brake and block the rear tires. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.

2. Locate the torsion bar adjusting cams and threaded bolts. Measure exposed threads of torsion bar adjusting bolts and record for reinstallation. Mark torsion bars indicating driver and passenger. Using a torsion bar removal tool unload the torsion bars and remove the crossmember and bars. Retain the hardware for reinstallation. NOTE- Do not attempt to unload or remove torsion bars without the proper torsion bar tool. Torsion Bars are under extreme spring load.

3. Remove the sway bar link ends from the sway bar and lower control arm. Retain links and bushings fro reinstallation.

4. Remove the stock shocks and discard.

5. Remove the stock lower rubber bump stops from the frame and retain.

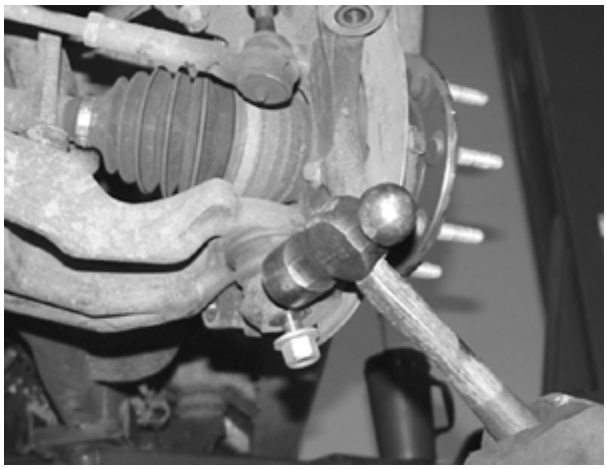
6. Remove front factory differential skid plate and splash shield and discard. Retain hardware for front crossmember installation.

7. Disconnect the tie rod ends from the steering knuckle by striking the knuckle to dislodge the tie rod end. Use care not to damage the tie rod end when removing. SEE PHOTO BELOW.

8. Remove the brake hose bracket from the top of the steering knuckle. Unplug the ABS brake connection from the frame and control arm. Remove the caliper from the rotor and place above the upper control arm during this portion of the installation.

9. Remove brake rotor from the steering knuckle. Remove axle nut, washer and the four hub bolts on backside of knuckle. Remove bearing hub assembly including O ring from knuckle. Retain parts and hardware for reinstallation.

10. Remove the upper and lower ball joint nuts. Disconnect the upper and lower ball joints from the steering knuckle by striking the knuckle with a large hammer next to each ball joint on the knuckle to dislodge the ball joints. Use care not to hit the ball joints when removing. Retain nuts and discard knuckle. SEE PHOTO BELOW



11. Disconnect CV axles from differential housing and remove axle assembly.

12. Remove the lower control arms from the frame and retain the arms and hardware for reinstallation.

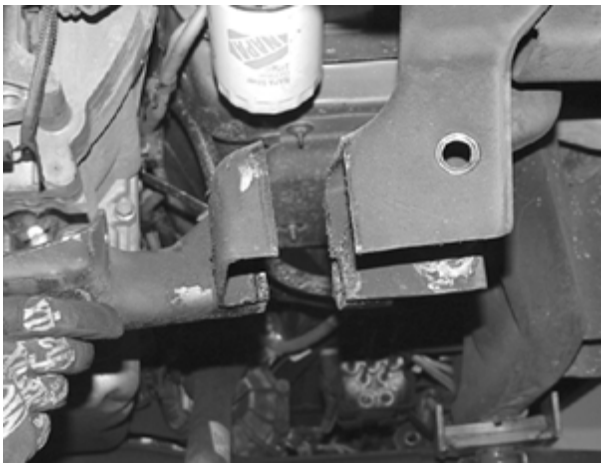
13. Disconnect the ABS line and brake hose from the upper control arms. Remove and discard the entire upper control arm from the frame pocket. Retain the bushing hardware and eccentric cam hardware for reinstallation of new arms.

14. Disconnect front driveshaft from differential housing and retain bolts and u joint clamps for reinstallation.

15. Disconnect the differential housing electrical connection and vacuum line from differential housing.

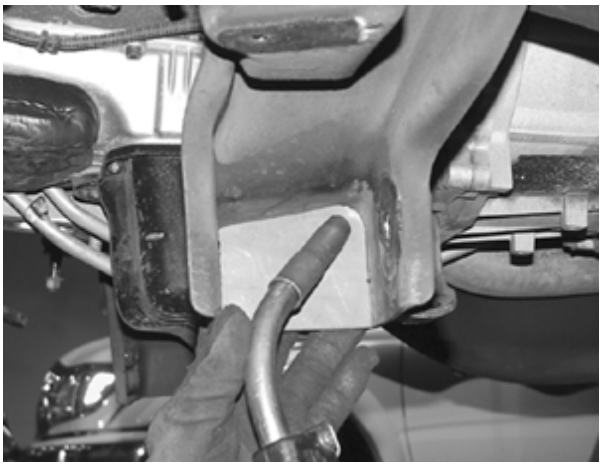
16. Remove the stock differential rear crossmember and discard. Remove the differential housing assembly from vehicle. To ease removal turn the steering wheel to the left for centerlink clearance. Note- Some diesel models may require step 17 first in order to remove housing. Retain hardware for reinstallation.

17. Locate the driver-side lower control arm pocket closest to the rear of the vehicle, measure 1-3/4” from the backside of the pocket and mark a vertical cut line around entire pocket. Using a Sawzall or die grinder cut the backside of the pocket and rear differential crossmember off the frame. SEE PHOTO BELOW.

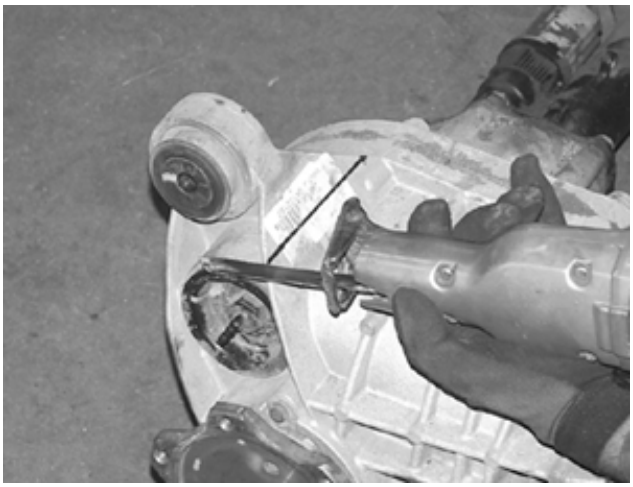


VIEW IS FROM FRONT OF TRUCK ON DRIVERSIDE

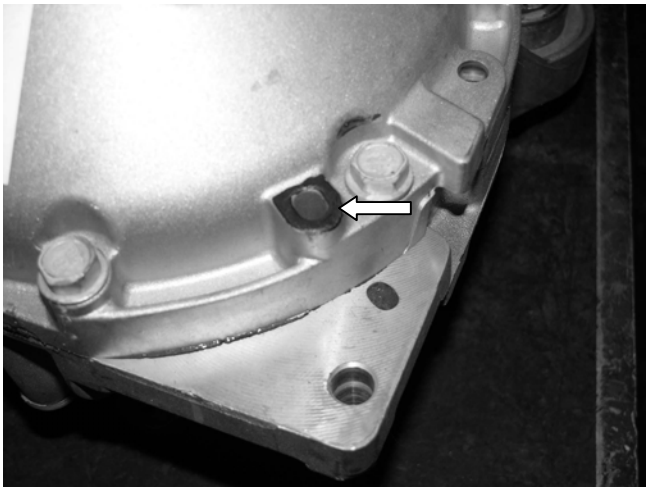
18. With the back of the pocket now removed place the FT20075 plate up to the frame and weld in place. Let the plate cool and paint with a corrosive resistant paint or undercoating. SEE PHOTO BELOW



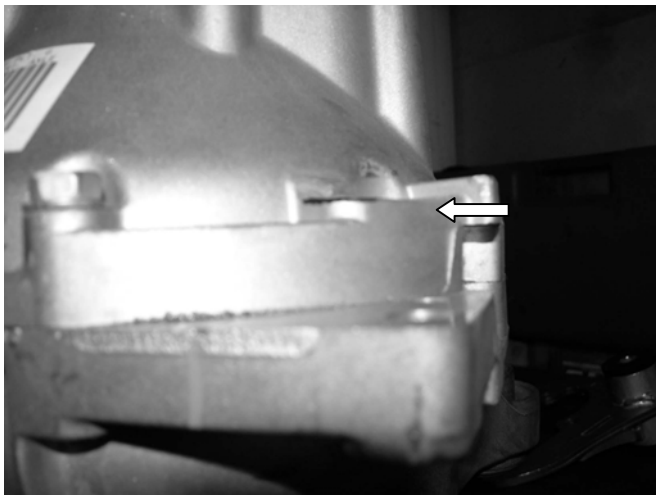
19. Locate the bushing eye on the upper front side of the differential housing and mark the housing with a cut line smooth to the housing. Using a sawzall cut the entire ear off the housing. Take care not to cut into the flat portion of the housing. SEE BELOW PHOTOS IN NEXT COLUMN.



20. **On some 2006 model** trucks, the differential has a small area the needs to be sanded down level with the boss to allow the supplied FT20094 Drv. Diff bracket to fit flush against the diff. Using a sanding disc, sand the differential as shown in the following two pictures. **USE CARE TO NOT SAND TO FAR, YOU WILL ONLY NEED TO APPROX. 1/4”.** SEE PHOTOS BELOW.



Before Sanding



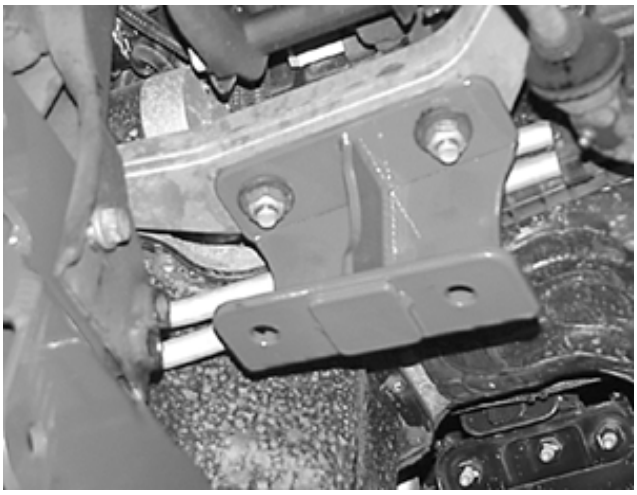
After Sanding

21. Locate the C shaped Fabtech differential bracket and install bushings and sleeve in bracket from Bushing Kit FT90085.

22. Place differential bracket to the differential housing and remove the appropriate 5 housing bolts. Bracket should be positioned with the bushing eye to the top side of the housing. Using provided the 10mm x 1.5 x 60mm bolts and washers in hardware kit FT20076 attach the differential bracket to housing using thread lock compound and torque to 30 ft-lbs. Note- Some leakage of the differential oil is normal during this process. Recheck and fill diff housing oil once differential is mounted in vehicle. SEE PHOTO BELOW

23. Locate and install the Fabtech rear crossmember into the factory lower control arm pockets using the stock hardware with the nuts to the rear of the truck. Leave loose SEE PHOTO IN NEXT COLUMN

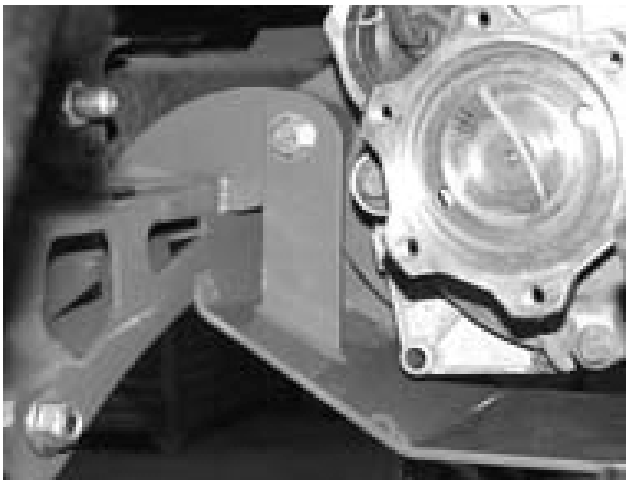
24. Locate and install the FT20093 passenger side Diff bracket to the bottom of the factory frame mount, with the wide end of the bracket to front of the vehicle. Attach using the stock hardware. Torque to 70 ft-lbs. SEE PHOTO BELOW.



25. Place the differential housing assembly into the Fabtech rear crossmember using the stock hardware on the driver side and 9/16”-12 x 1-3/4” bolts, nuts and washers on the passenger side from hardware kit FT20076, leave loose. SEE PHOTO BELOW

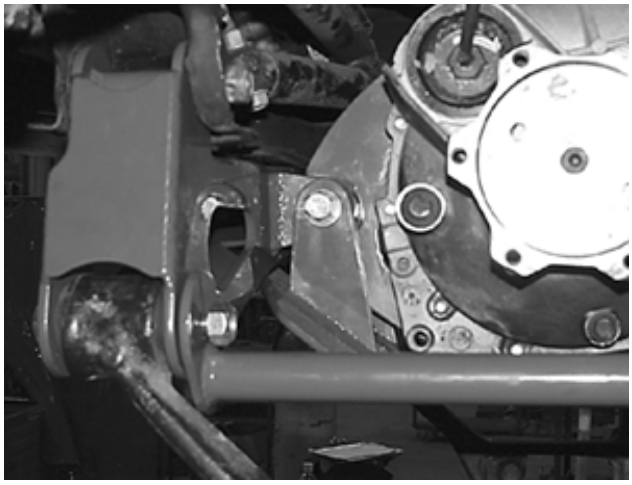
26. Attach the Fabtech front crossmember into the lower control arm pockets using the stock hardware. Leave loose. SEE PHOTO BELOW

27. Position the front differential urethane bushing mount into the front crossmember tabs. Locate and install the differential skid plate around the differential housing bushing using 9/16”x 5” bolt, nut and washers from hardware kit FT20076. Leave loose. SEE PHOTO BELOW



28. Reconnect the electrical connection and the vacuum line to the differential housing.

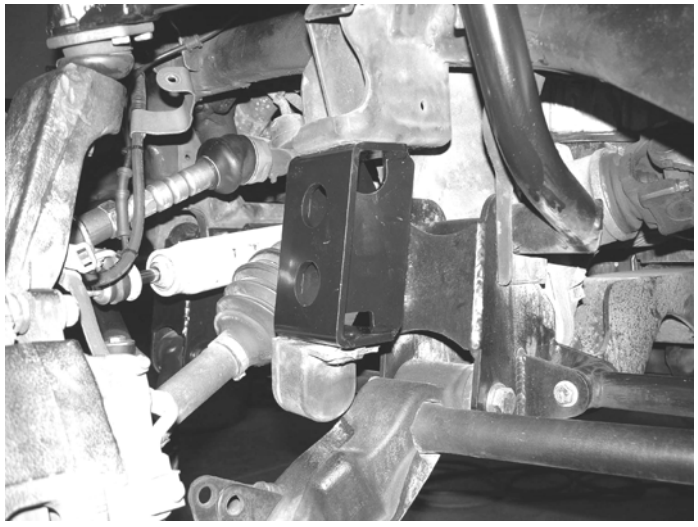
29. Install the lower control arms into the new crossmembers with the FT20284BK support tubes placed over the pivot bolts between the crossmembers. Using 5/8” washers and the 5/8” x 5” bolts to the front control arm pocket and the 5/8” x 6-1/4” bolts to the rear pockets. Place the direction of the bolts with the nuts to the rear of the vehicle. SEE PHOTO IN NEXT COLUMN.



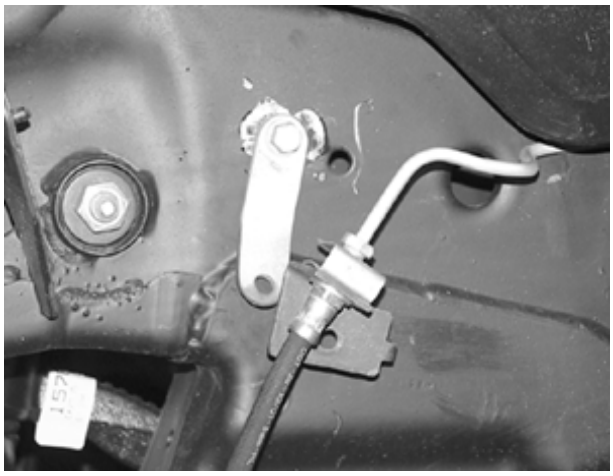
30. Using 1/2” x 1-1/4” bolt, nut and washers, attach the rear of the skid plate to the bottom of the rear crossmember and torque to 50 ft-lbs.

31. Locate and torque the following bolts – Front and rear driver side differential bushing bolts to 70 ft-lbs and the passenger side differential housing mount bolts to 70 ft-lbs.

32. Locate the two front bump stop brackets, FT20096 for passenger and FT20097 for the driverside. Attach to the rear crossmember using 1/2” x 1-1/4” bolts, nuts and washers and to the stock frame mount using 3/8” x 1” bolts, nuts and washers. Torque the 3/8” to 20 ft-lbs and 1/2” to 35 ft-lbs. Attach the stock rubber bump stop to the bottom of new bracket and torque to 15 ft-lbs. SEE PHOTO BELOW



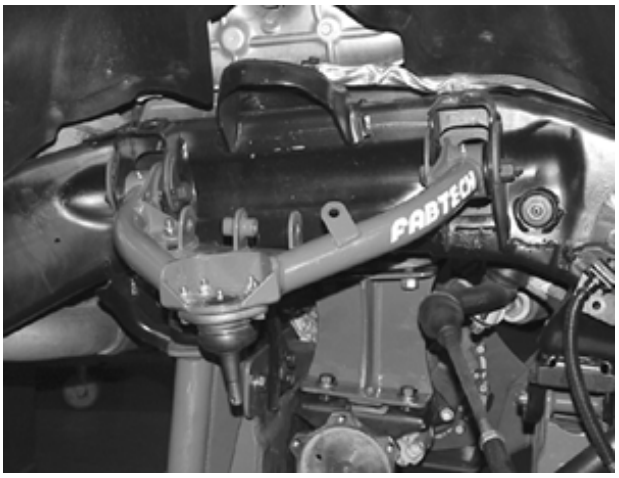
33. Remove the factory frame mounted brake hose bracket. Carefully bend the hard brake line down and reattach using the extended bracket FT20098 with stock hardware and 1/4” x 1” bolts, nuts and washers. Torque to 5 ft-lbs. SEE PHOTO ON NEXT PAGE.



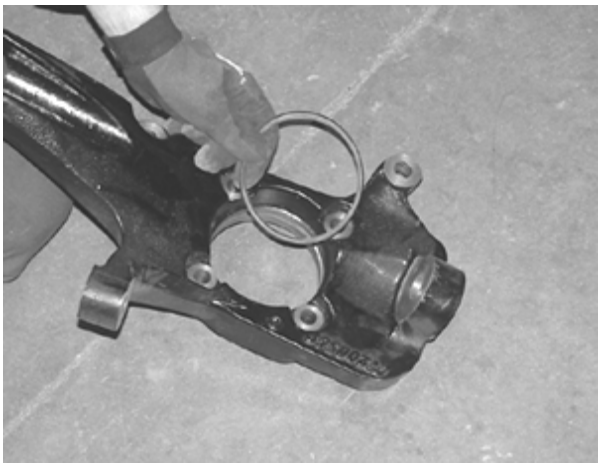
34. Locate the passenger side upper control arm FT20100 and driverside upper control arm FT20101. Attach ball joints FT20155 under the new control arms using 5/16" x 1-1/4" bolts, nuts and washers from hardware kit FT20121. Attach with the bolt head down and the nuts up using thread-locking compound. Torque to 25 ft-lbs. Lube ball joint.

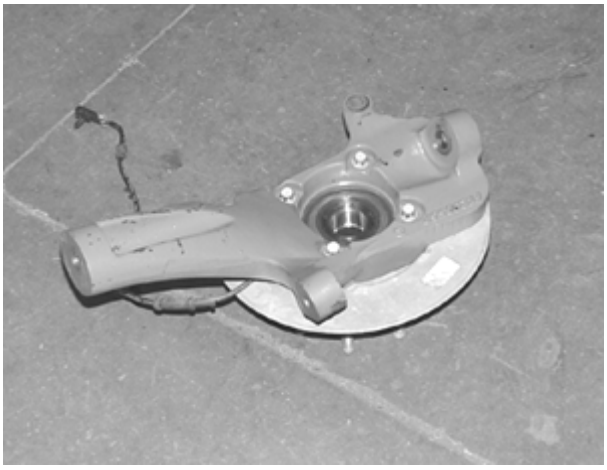
35. Install the bushings and sleeves into the new upper control arms using the provided lube assembly. Carefully thread in the provided zerk fittings into the new arms. Locate FTS60235 Bumpstops and install to the rear side of the upper control arms and torque to 5 ft-lbs.

36. Place the upper control arms into the factory upper frame pockets and attach using the stock hardware. Set eccentric cams in the center position of the slots. Leave loose SEE PHOTO BELOW.

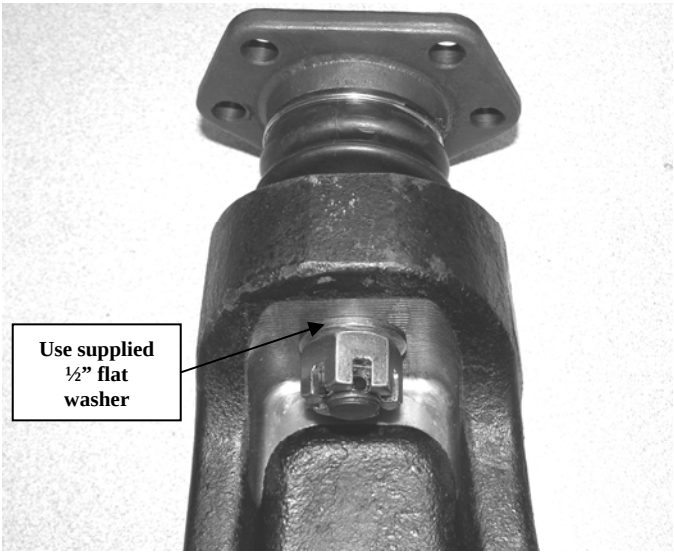


37. Locate the FT20246D & P steering knuckle and install the stock hub bearing assembly taking care to place O-ring in the proper position. Apply thread lock compound to the stock hardware torque the flange bolts to 130 ft-lbs. SEE PHOTOS IN NEXT COLUMN.





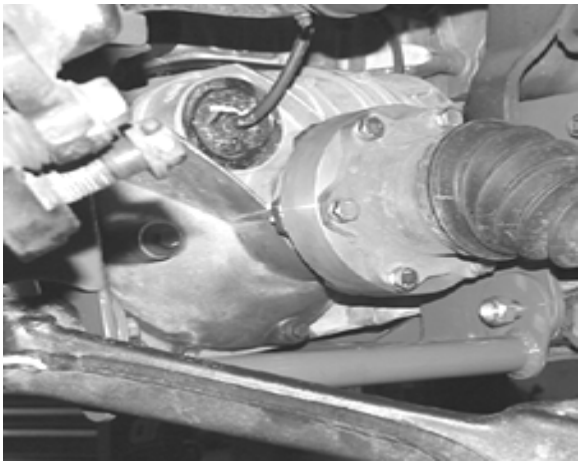
38. Attach the steering knuckle FT20246D for the driver side and FT20246P for passenger to the upper control arm using the provided 1/2" SAE flat washer from box kit FTS21013 over the new ball joint threaded stud between the knuckle and the ball joint nut. SEE PHOTO BELOW.



39. Torque the upper ball joint to 75 ft-lbs and install cotter key. Torque the lower ball joint stud to 70 ft-lbs. Reattach the tie rods and torque to 30 ft-lbs.

40. Torque the crossmember frame pocket bolts to 105 ft-lbs, control arm bolts to 105 ft-lbs and crossmember tab bolts to 25 ft-lbs. Recheck all bolts on the front end for proper torque before proceeding to next step.

41. Reinstall axle shaft through new knuckle and attach nut and washer. Locate and install the Fabtech CV spacers between the CV axle and the differential housing using 10mm x 40mm bolts and washers from Hardware kit FT20231 with the provided thread lock compound and torque to 55 ft-lbs. in a cross pattern. Torque axle nut to 150 ft-lbs and install hub cover plate SEE PHOTO BELOW.



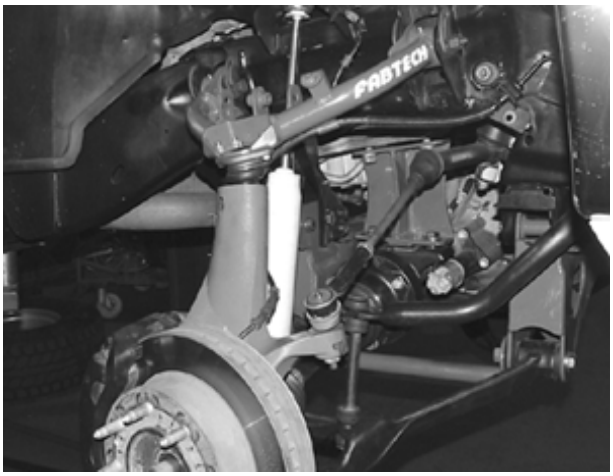
42. Install Fabtech shock part number FTS7192 (not included) using factory hardware. Torque the upper stem bushing to 15 ft-lbs and the lower bolt to 35 ft-lbs. NOTE - Use only Fabtech FTS7192 front shocks for this suspension system installation.

43. Reinstall brake rotor and caliper. Torque caliper bolts to 70 ft-lbs. Route the brake hose and ABS line to the steering knuckle using the factory steel guide clamp to the side of the steering knuckle and to the control arm bracket with 1/4" x 1” bolts, nuts and washers. Torque to 5 ft-lbs.

44. Check to make sure that the brake hose and ABS line is routed as to allow full turning radius to the steering without tire or suspension component contact. Use provided plastic tyraps to secure line and hose to the upper control arm and knuckle away from the tire and wheel. SEE PHOTOS IN NEXT COLUMN

45. The exhaust pipe will have to be rerouted around the front driveshaft to allow the reattachment of the driveshaft to the differential yoke. A local muffler shop can perform the rerouting after the pipe has been cut to allow the driveshaft to be bolted in place. Attach the front yoke using the stock hardware and torque u-joint straps to 19 ft-lbs. Do not drive vehicle with driveshaft removed as oil will leak and cause damage.

46. Remove the sway bar from the frame and turn upside down and reattach using the stock bushings and hardware. Torque U-strap bolts to 25 ft-lbs. Reusing the stock sway bar link attach to sway bar and to the lower control arm. Torque link bolts to 10 ft-lbs. SEE PHOTO ON NEXT PAGE.



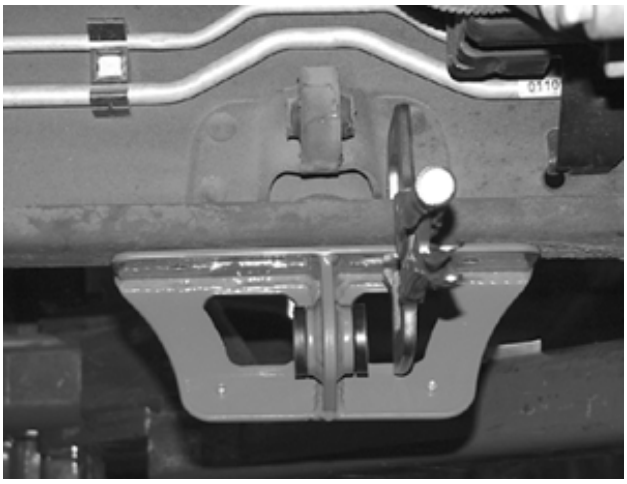
47. Recheck all bolts on front end for proper torque before proceeding to next step.

48. Locate FT1044 Bushing Kit and install the bushings into the Impact Strut bars. Attach the Impact Struts into the tabs on the back side of the lower control arm crossmember using 7/16” x 3-1/2” bolts, nuts and washers from Hardware kit FT20078. Leave loose. When attaching the impact tube to the crossmember the end of the impact tube with the angle barrel will attach to the crossmember so the impact tube will angle inboard of the truck.

49. Locate and attach the Impact Strut mount to the other end of the strut, with the flair of the bracket to the rear of the vehicle. For vehicles with Allison transmissions place the bushing eye in the forward position, vehicles with all other transmissions use the rear position with 7/16” x 3-1/2” bolts, nuts and washers, leave loose.

50. Swing mount up to bottom of crossmember, mark and drill holes to 7/16” diameter. Note - Some models may require cutting of the transfer case skid plate to allow the strut mount to become flush with the bottom of the crossmember. Locate and insert long tab nut bracket inside of crossmember and thread 7/16” x 1-1/4” bolts and washers though the impact mount into the tab nut bracket. Torque mounting bolts and bushing pivot bolts to 30 ft-lbs. SEE PHOTO BELOW.

51. Locate the torsion bar drop down mounts FT20092 and install FT90086 bushings and sleeves. Placing the mount with the bushing eye directly below the factory torsion bar bushing eye, clamp the mount to the bottom and side of the frame. **NOTE = MOUNT BOTH BRACKETS TO THE CROSSMEMBER THEN CLAMP TO FRAME BEFORE YOU DRILL THE WHOLES.** Center punch and drill out frame to 7/16” diameter. Attach torsion bar mounts using 7/16” x 1-1/4” bolts, nuts and washers from hardware kit FT20078. Torque to 65 ft-lbs. Repeat same procedure for the opposite side. SEE PHOTO BELOW (Actual 8” Bracket maybe different)

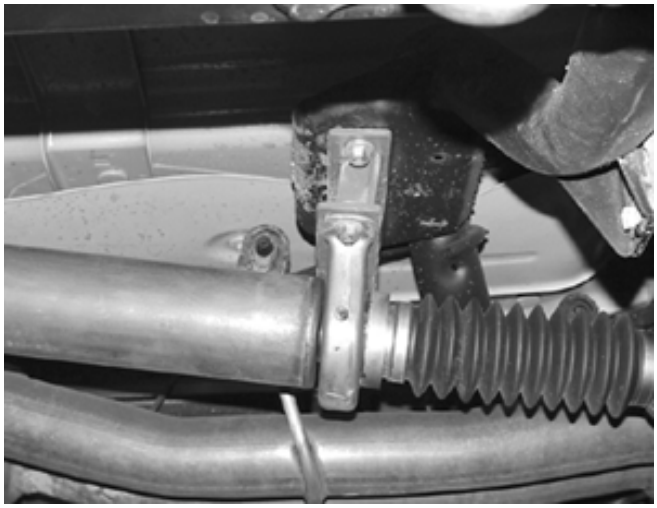


52. Attach the factory torsion bar crossmember into the new Torsion Bar mounts using the factory hardware and torque to 70 ft-lbs. Reinstall the driver and passenger side torsion bars into the lower control arms and to the crossmember using the stock adjusters.

53. Set torsion bar adjusters to the pre-recorded thread measurement from the disassembly. DO NOT ADJUST TORSION BARS HIGHER THAN 32” FROM BOTTOM OF FENDER LIP TO CENTER OF FRONT WHEEL HUB WITH VEHICLE ON THE GROUND.

REAR SUSPENSION INSTRUCTIONS:

54. For vehicles with a two-piece rear driveshaft locate and install FT20073 spacer between the carrier bearing and frame, using 3/8” x 1-1/4” bolts, nuts and washers. Place bracket with wide angle of bracket to rear. Torque to 30 ft-lbs. SEE PHOTO BELOW



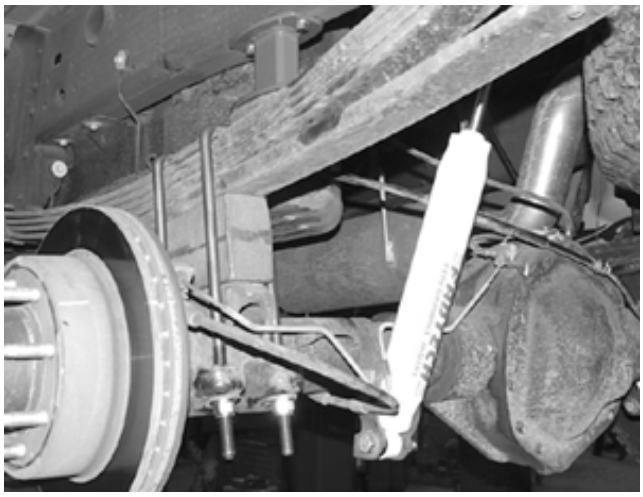
55. Jack up the rear end of the vehicle and support the frame rails with jack stands. Supporting the rear differential remove and discard the rear shocks and u bolts. Lower axle down slowly. Use care not to over extend the brake hose.

56. Remove rear rubber bump stops and install extension bracket between frame and rubber bump stops using 3/8” x 1-1/2” bolts, nuts and washers, torque to 20 ft-lbs.

57. Clamp the leaf spring in the middle of the spring and remove the center bolt.

58. Separate the individual leafs and install the provided add a leafs with the new center bolt in a pyramid pattern smallest on the bottom graduating to the longest on top. The factory flat overload leaf should remain on the bottom of the pack. Clamp the spring and tighten the center bolt as not to leave a gap between the springs. Cut the thread of the bolt smooth with the nut. The nut should be on the top of the leaf spring pack.

59. Locate and install the rear lift blocks with the provided short center pin on the bottom of the block, to the axle. The short end of the block should face to the front of the vehicle. Using the provided U bolts, nuts and washers align axle, lift blocks, and springs and torque to U-bolts to 90 ft-lbs. SEE PHOTO BELOW



60. Install Fabtech shock part number FTS7266 (not included) with the factory hardware and torque bolts to 65 ft-lbs.

61. Recheck all bolts for proper torque. Recheck brake hoses and lines for proper clearances.

62. Check the fluid in the front differential and fill if need with factory specification differential oil. Grease upper control arm grease fittings and ball joints.

63. 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. Note- Some oversized tires may require trimming of the front bumper & valance.

64. Check front end alignment and set to factory specifications. Readjust headlights.

INSTALLATION OF THIS SUSPENSION SYSTEM WILL NOT ALLOW THE USE OF THE FACTORY WHEELS OR SPARE TIRE ON THE FRONT SUSPENSION

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 inconstancies 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.