



## FABTECH K1015 Performance Shocks 8 Inch Performance System Instruction Manual

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### Installation Instructions



**8" Performance Suspension System  
2001-06 GM 2WD & 4WD K2500HD P/U ONLY  
FTS21011 / FTS21012 / FTS21013**

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## 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	Frnt. Bump Stop Bracket (pass.)
1	FT20097	Frnt. Bump Stop Bracket (driver.)
1	FT20126	Skid Plate
1	FT20388	Hdwr Sub-Assembly
1	FT20076	Hardware
1	FT20321	Hardware

	<b>FT20387</b>	<b>Hdwr Sub-Assembly Kit</b>
<b>Qty</b>	<b>Part #</b>	<b>Description</b>
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

	<b>FT90118</b>	<b>Bushing Kit</b>
<b>Qty</b>	<b>Part #</b>	<b>Description</b>
1	FTLUBE	Bushing Lube
4	FT1500-6-101	Sleeve
4	FT1001	Bushing
4	FT1002	Bushing

	<b>FTS21012</b>	<b>8" Box Kit 2</b>
<b>Qty</b>	<b>Part #</b>	<b>Description</b>
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

	<b>FTS21013</b>	<b>8" Box Kit 3</b>
<b>Qty</b>	<b>Part #</b>	<b>Description</b>
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

	<b>FT20388</b>	<b>Hdwr Sub-Assembly Kit</b>
<b>Qty</b>	<b>Part #</b>	<b>Description</b>
2	FT20098	Brake Hose Bracket
1	FT1044	Bushing Kit
1	FT90085	Bushing Kit
1	FT90086	Bushing Kit
2	FT21011i	Instruction Sheet
1	FTAS12	Sticker 10×4 Die Cut
1	FTAS16	Driver Warning Decal
1	FIREGUARD	Registration Card

## **HARDWARE LIST:**

	<b>FT20076 Hardware Kit</b>
<b>Qty</b>	<b>Description</b>
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

	<b>FT20121 Hardware Kit</b>
<b>Qty</b>	<b>Description</b>
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

	<b>Hardware Kit FT20321</b>
<b>Qty</b>	<b>Description</b>
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

	<b>FT20078 Hardware Kit</b>
<b>Qty</b>	<b>Description</b>
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

#### **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 INSTALLATION OF THIS KIT YOU MUST RUN A 16X8 OR 17X8 RIM WITH A 4 5/8" BACKSPACING. 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, FOR EXAMPLE- CHROMING, ZINC PLATING, OR PAINTING. CHANGING THE FINISH CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

THE SUSPENSION SYSTEM MUST BE INSTALLED WITH FINTECH SHOCK ABSORBERS 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 ROD ENDS, AND IDLER ARM EVERY 2500-5000 MILES FOR WEAR AND REPLACEMENT AS NEEDED EXHAUST MODIFICATION IS REQUIRED TO INSTALL THIS SYSTEM AND CAN BE PERFORMED 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, DISREGARD 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 THE 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 MANUFACTURER RECOMMENDS 3 QUARTS OF FLUID, MAKE SURE THE DIFF HAS 3 QUARTS OF FLUID). CHECK YOUR SPECIFIC MANUAL FOR THE CORRECT AMOUNT OF FLUID.

## **FRONT SUSPENSION INSTRUCTIONS:**

1. Disconnect the negative terminal on the battery. With the vehicle on the 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 cross member 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.

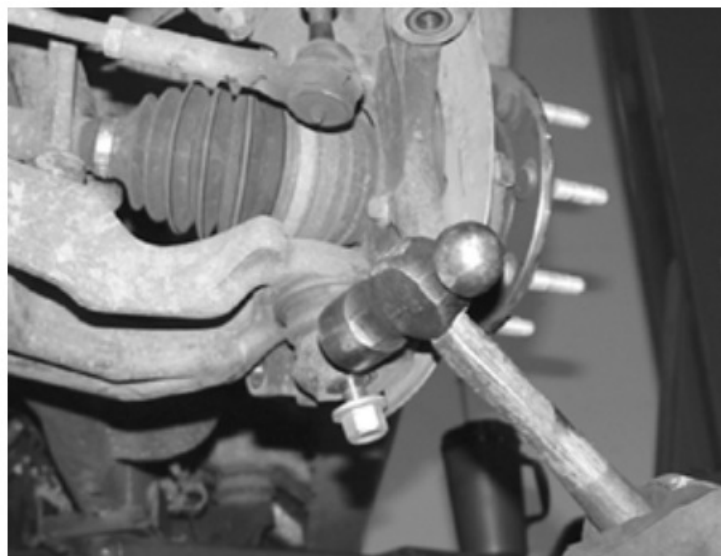
3. Remove the sway bar link ends from the sway bar and lower control arm. Retain links and bushings for reinstallation.
4. Remove the stock shocks and discard them.

5. Remove the stock lower rubber bump stops from the frame and retain them.
6. Remove the front factory differential skid plate and splash shield and discard. Retain hardware for front cross-member 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 THE 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 it above the upper control arm during this portion of the installation.
9. Remove the brake rotor from the steering knuckle. Remove the axle nut, washer, and four hub bolts on the backside of the knuckle. Remove the bearing hub assembly including O rings from the 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 the knuckle. SEE PHOTO BELOW

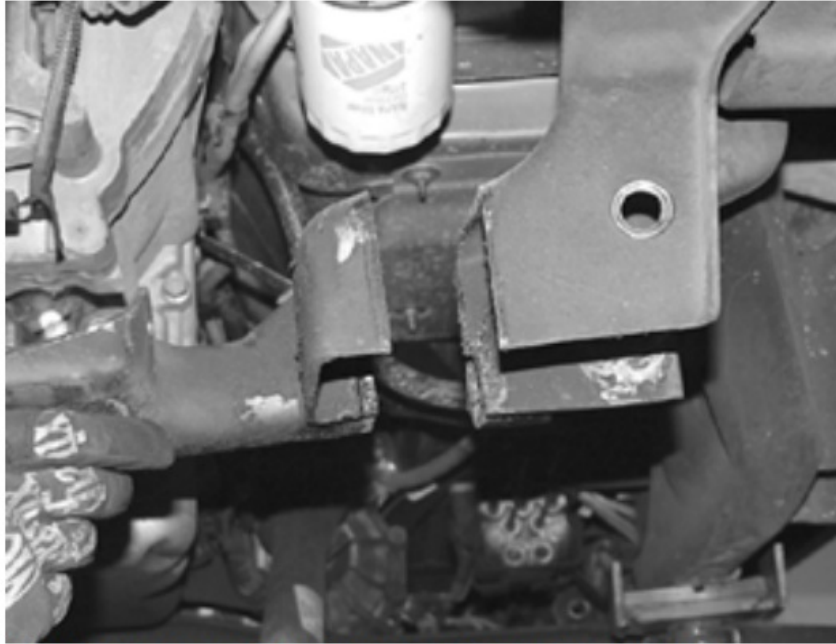


11. Disconnect CV axles from differential housing and remove axle assembly.
12. Remove the lower control arms from the frame and retain the arms and hardware for reinstallation.
13. Disconnect the ABS line and brake hose from the upper control arms. Remove and discard the entire upper



control arm from the frame pocket. Retain the bushing hardware and eccentric cam hardware for the reinstallation of new arms.

14. Disconnect the front driveshaft from the differential housing and retain bolts and u-joint clamps for reinstallation.
15. Disconnect the differential housing electrical connection and vacuum line from the differential housing.
16. Remove the stock differential rear cross member and discard. Remove the differential housing assembly from the vehicle. To ease removal turn the steering wheel to the left for Centrelink clearance. Note- Some diesel models may require step 17 first in order to remove the 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 the entire pocket. Using a Sawzall or die grinder cut the backside of the pocket and a rear differential cross member off the frame. SEE THE PHOTO BELOW.



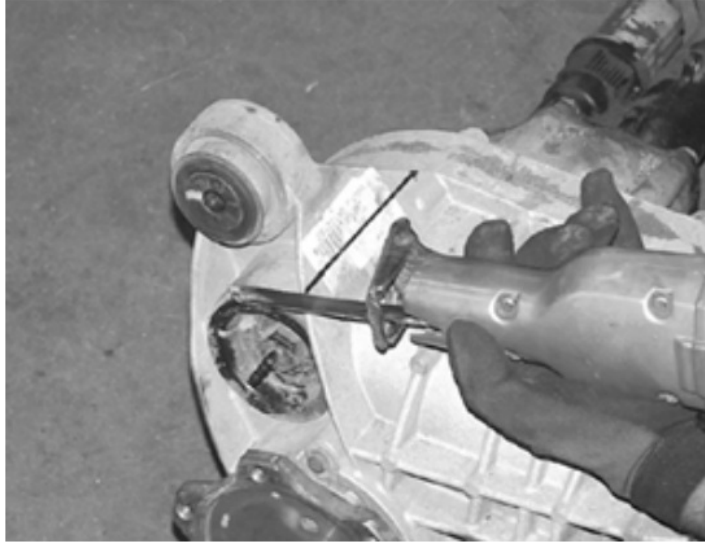
**VIEW IS FROM FRONT OF TRUCK ON DRIVERSIDE**

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

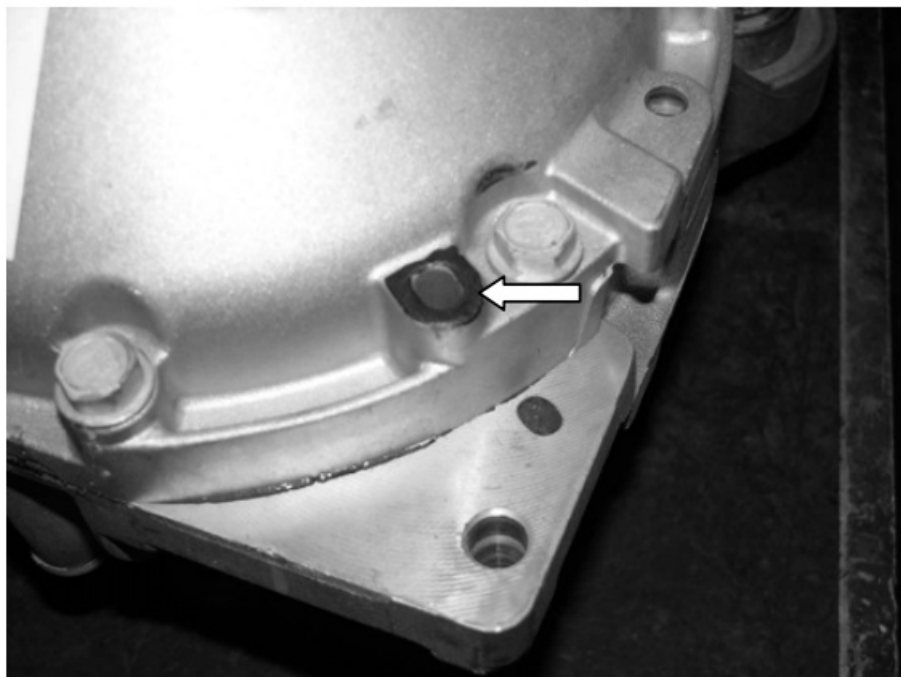


19. Locate the bushing eye on the upper front side of the differential housing and mark the housing with a cut line smooth to the housing. Using a Sawzall cut the entire ear off the housing. Take care not to cut into the flat

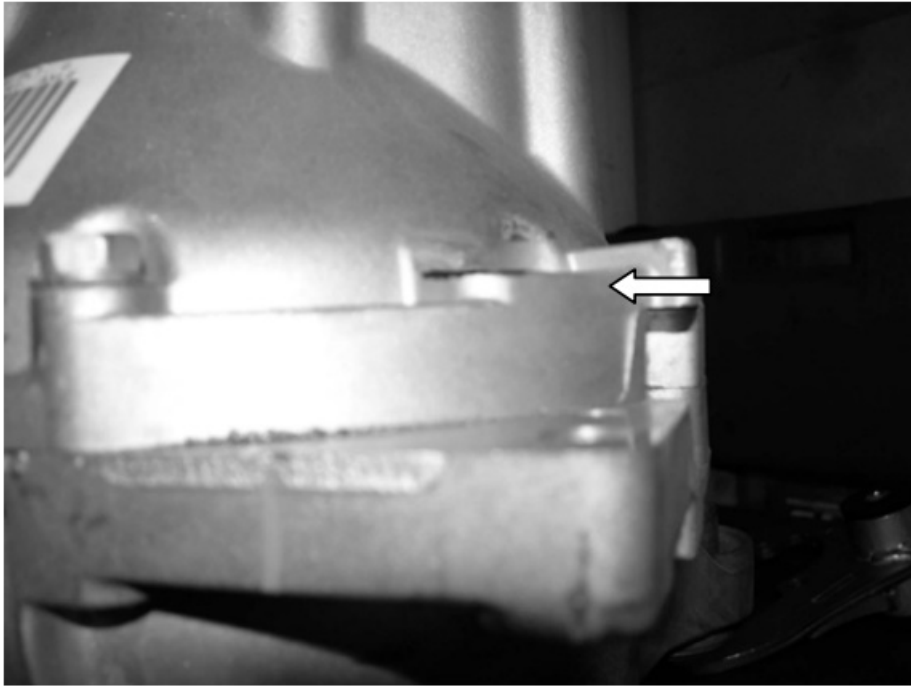
portion of the housing. SEE THE BELOW PHOTOS IN THE NEXT COLUMN.



20. On some 2006 model trucks, the differential has a small area that 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 TOO FAR, YOU WILL ONLY NEED TO APPROX. 1/4". SEE THE PHOTOS BELOW.



**Before Sanding**



### **After Sanding**

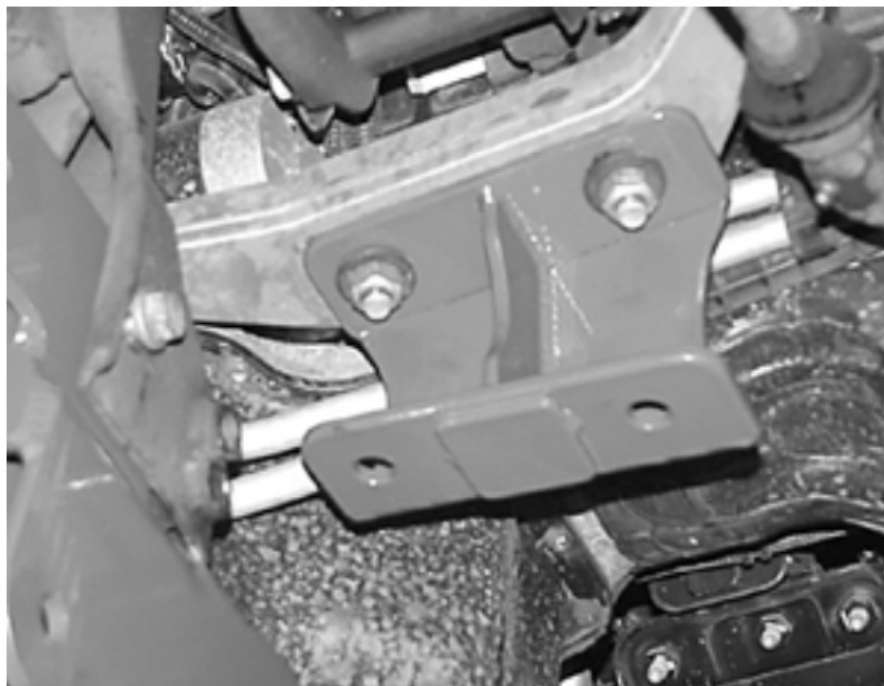
21. Locate the C-shaped Fabtech differential bracket and install bushings and sleeves in the bracket from Bushing Kit FT90085.
22. Place the differential bracket to the differential housing and remove the appropriate 5 housing bolts. The bracket should be positioned with the bushing eye to the top side of the housing. Using provided the 10mm x 1.5 x 60mm bolts and washers in hardware kit FT20076 attach the differential bracket to the 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 the differential is mounted in vehicle. SEE PHOTO BELOW



23. Locate and install the Fabtech rear cross member 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 THE PHOTO BELOW.



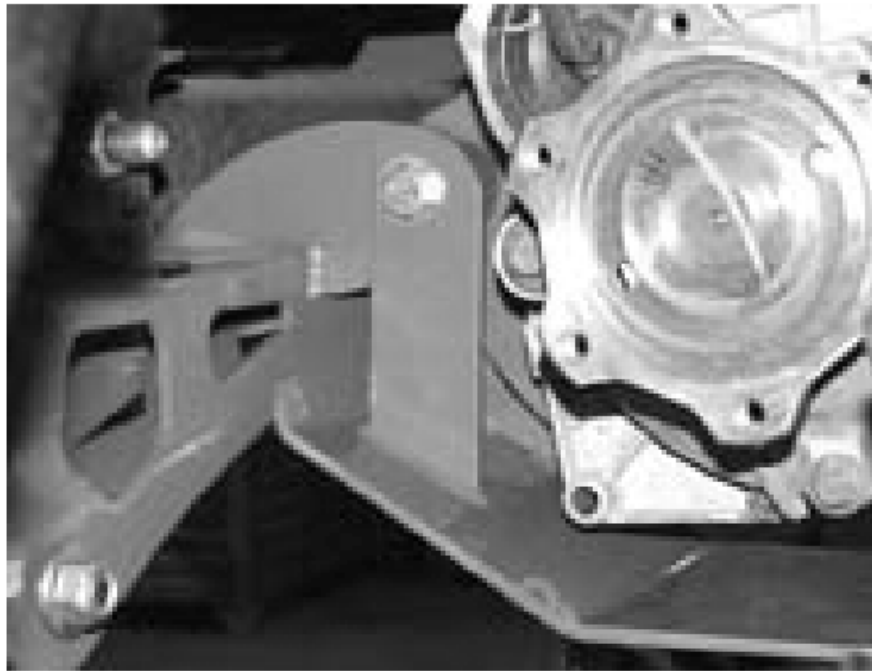
25. Place the differential housing assembly into the Fabtech rear cross member using the stock hardware on the driver side and 9/16"-12 x 1-3/4" bolts, nuts, and washers on the passenger side from hardware kit FT20076, leave loose. SEE PHOTO BELOW



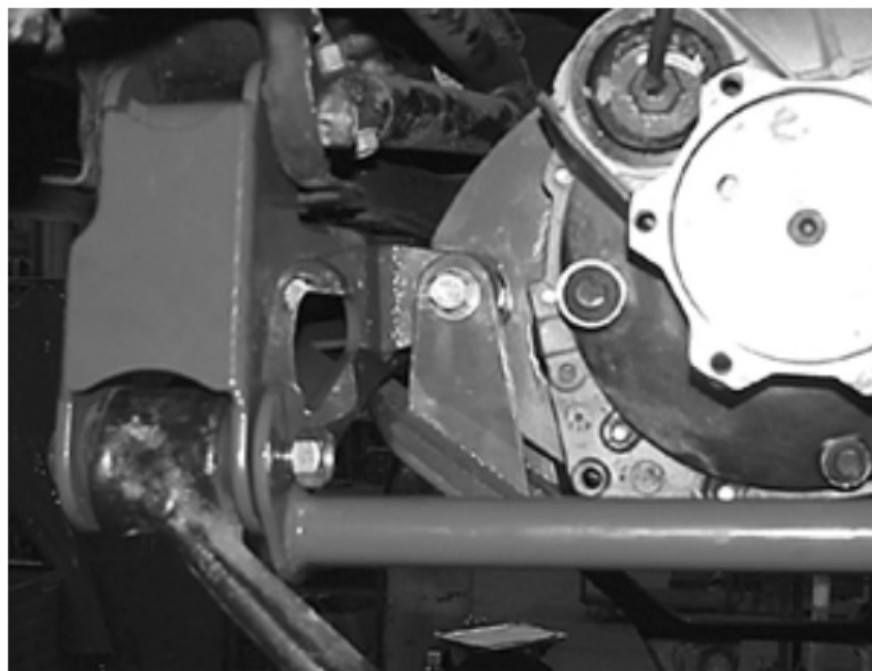
26. Attach the Fabtech front cross member into the lower control arm pockets using the stock hardware. Leave loose. SEE PHOTO BELOW



27. Position the front differential urethane bushing mount into the front cross-member 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

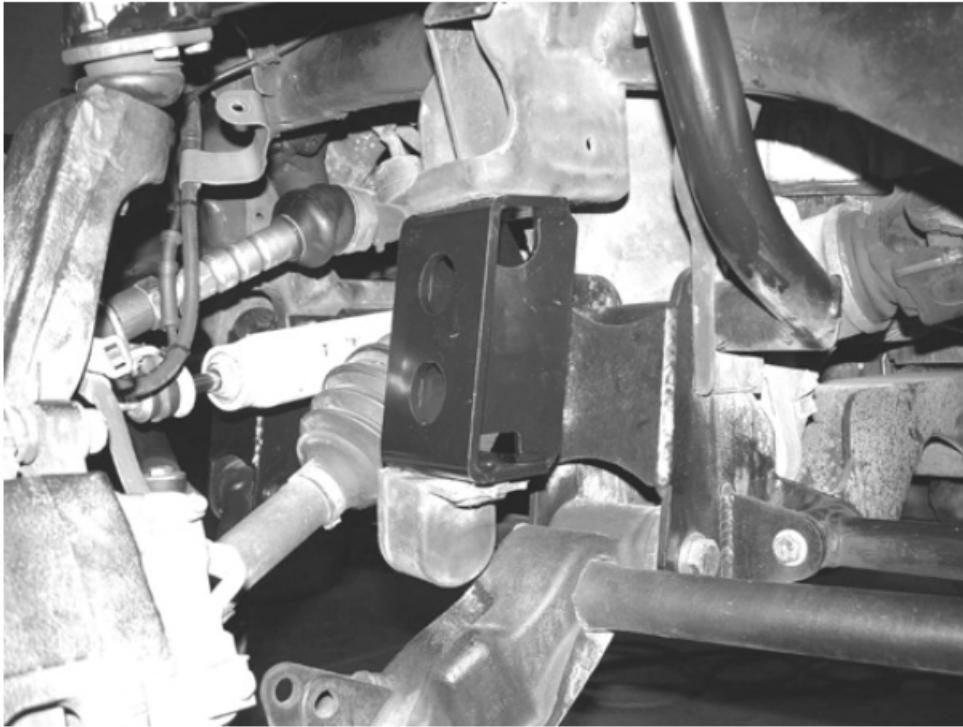


28. Reconnect the electrical connection and the line to the differential housing. vacuum
29. Install the lower control arms into the new cross members with the FT20284BK support tubes placed over the pivot bolts between the cross members Using 5/8" washers and the 5/8" x 5" bolts to the front control 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.

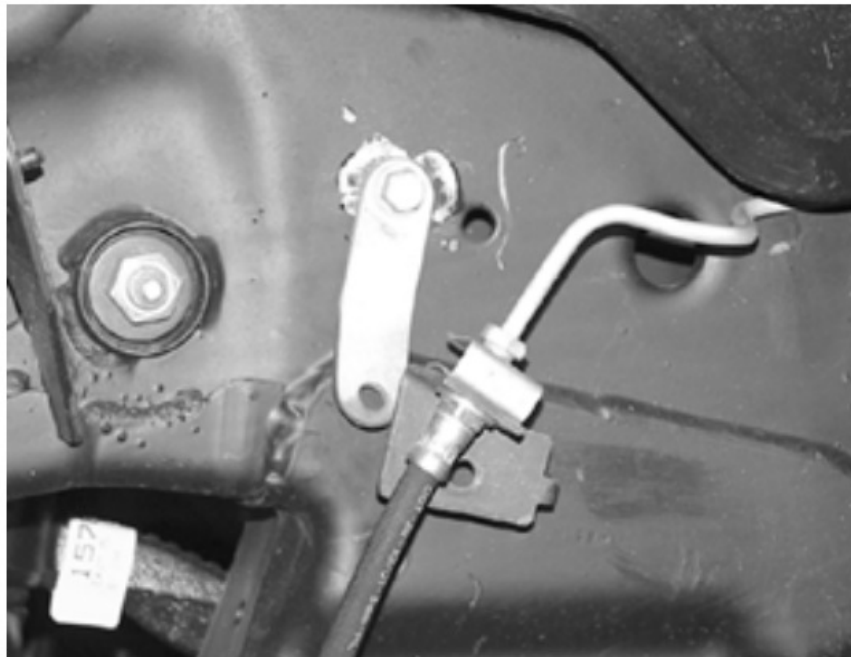


30. Using 1/2" x 1-1/4" bolt, nut, and washers, attach the rear of the skid plate to the bottom of the rear cross member and torque to 50 ft-lbs.
31. Locate and torque the following bolts – Front and rear driver-side differential bushing bolts to 70 ft-lbs and the passenger-side differential housing mount bolts to 70 ft-lbs.
32. Locate the two front bump stop brackets, FT20096 for the passenger and FT20097 for the driverside. Attach to the rear cross member 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 the new bracket and torque to 15 ft-lbs. SEE PHOTO BELOW

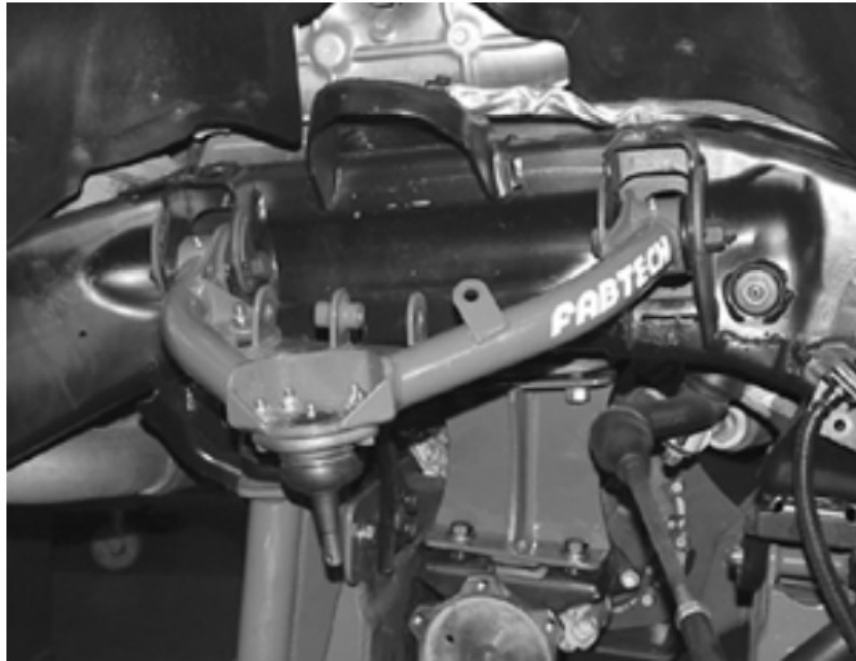




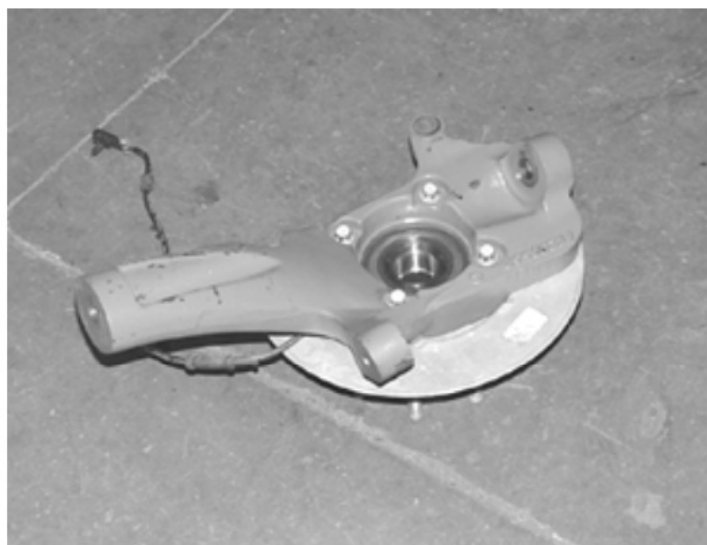
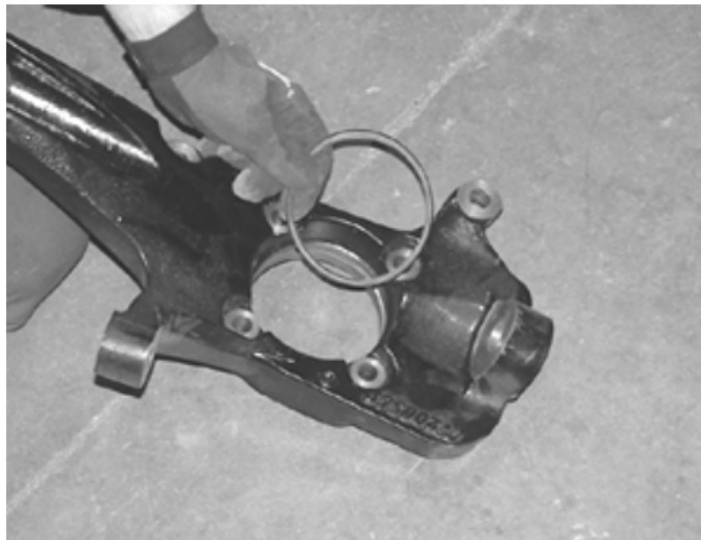
33. Remove the factory frame-mounted brake hose bracket. Carefully bend the hard brake line down and reattach using the extended bracket FT20098 with stock hardware and 1/4" x 1" bolts, nuts, and washers. Torque to 5 ft-lbs. SEE THE PHOTO ON THE NEXT PAGE.



34. Locate the passenger side upper control arm FT20100 and driver side 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 the bolt head down and the nuts up using the 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 them 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 them using the stock hardware. Set eccentric cams in the center position of the slots. Leave loose SEE the PHOTO BELOW.

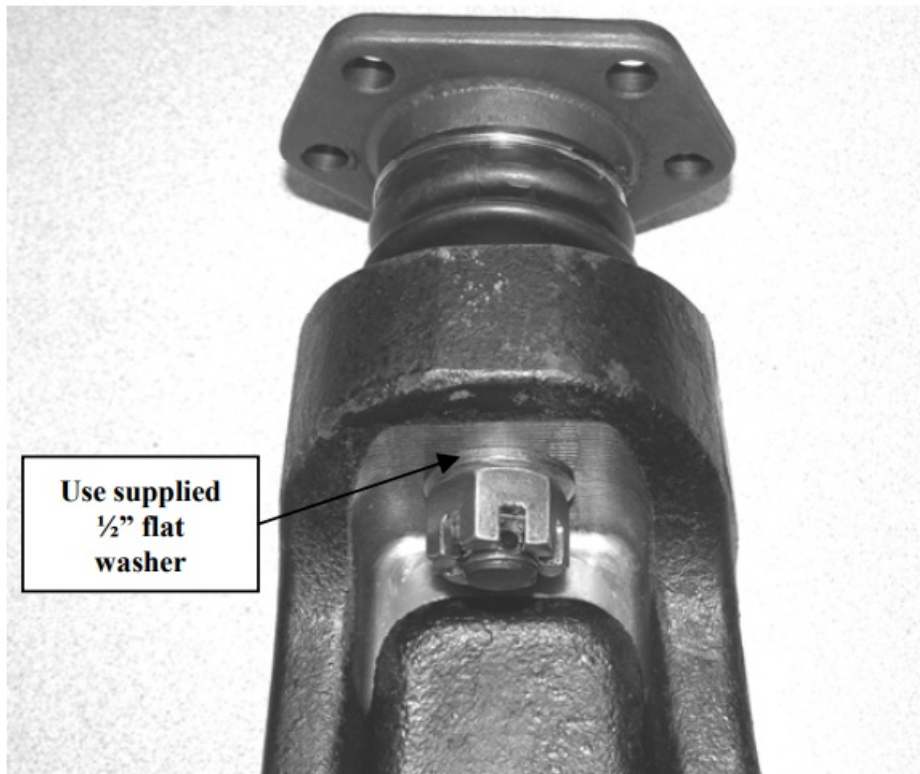


37. Locate the FT20246D & P steering knuckle and install the stock hub bearing assembly taking care to place O-the ring in the proper position. Apply thread lock compound to the stock hardware and torque the flange bolts to 130 ft-lbs. SEE THE PHOTOS IN THE NEXT COLUMN.



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 THE PHOTO BELOW.





39. Torque the upper ball joint to 75 ft-lbs and install the 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 cross member frame pocket bolts to 105 ft-lbs, control arm bolts to 105 ft-lbs, and cross member tab bolts to 25 ft-lbs. Recheck all bolts on the front end for proper torque before proceeding to the 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 the 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.

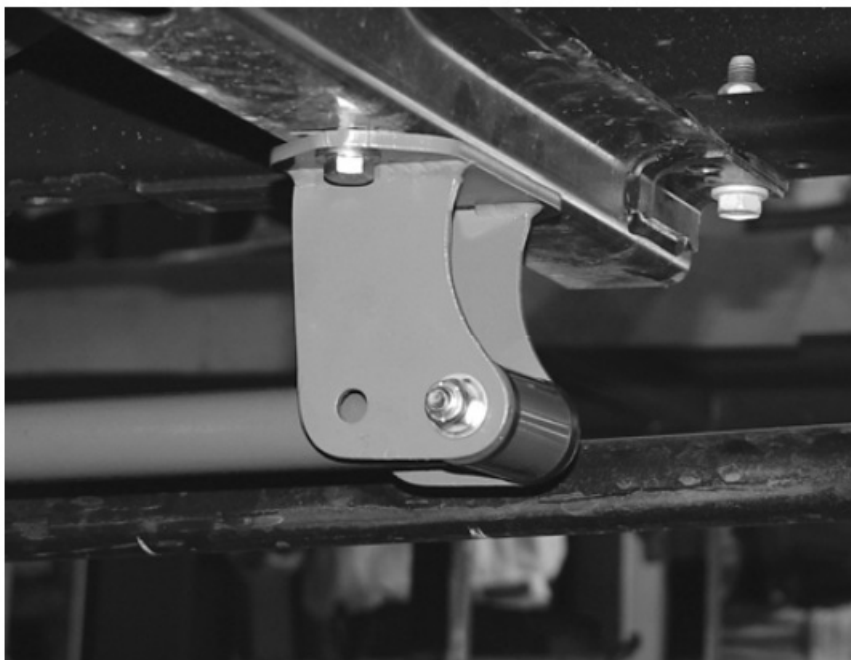
44. Check to make sure that the brake hose and ABS line is routed as to allow a full turning radius to the steering without tire or suspension component contact. Use provided plastic straps to secure the line and hose to the upper control arm and knuckle away from the tire and wheel. SEE PHOTOS IN THE 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 the vehicle with the driveshaft removed as oil will leak and cause damage.
46. Remove the sway bar from the frame and turn it 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 the sway bar and to the lower control arm. Torque link bolts to 10 ft-lbs. SEE THE PHOTO ON THE NEXT PAGE.



47. Recheck all bolts on the front end for proper torque before proceeding to the next step.
48. Locate the 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 cross member using 7/16" x 3-1/2" bolts, nuts, and washers from Hardware kit FT20078. Leave loose. When attaching the impact tube to the cross member the end of the impact tube with the angled barrel will attach to the cross member so the impact tube will angle inboard 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 using the rear position with 7/16" x 3-1/2" bolts, nuts, and washers leave loose.
50. Swing mount up to the bottom of cross member, 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 cross member. Locate and insert the long tab nut bracket inside of the cross member and thread 7/16" x 1-1/4" bolts and washers through the impact mounts into the tab nut bracket. Torque mounting bolts and bushing pivot bolts to 30 ft-lbs. SEE THE 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.

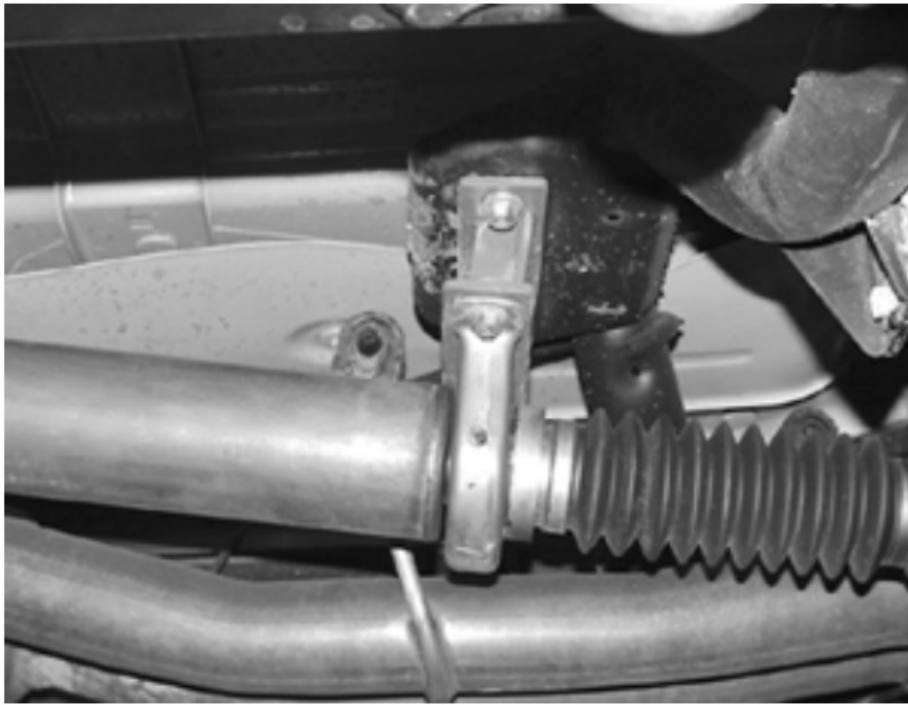
**NOTE** = MOUNT BOTH BRACKETS TO THE CROSS MEMBER THEN CLAMP TO THE FRAME BEFORE YOU DRILL THE HOLES. Center punch and drill out frame to 7/16" diameter. Attach torsion bar mounts using 7/16" x 11/4" bolts, nuts, and washers from hardware kit FT20078. Torque to 65 ft-lbs. Repeat the same procedure for the opposite side. SEE PHOTO BELOW (Actual 8" Bracket may be different)



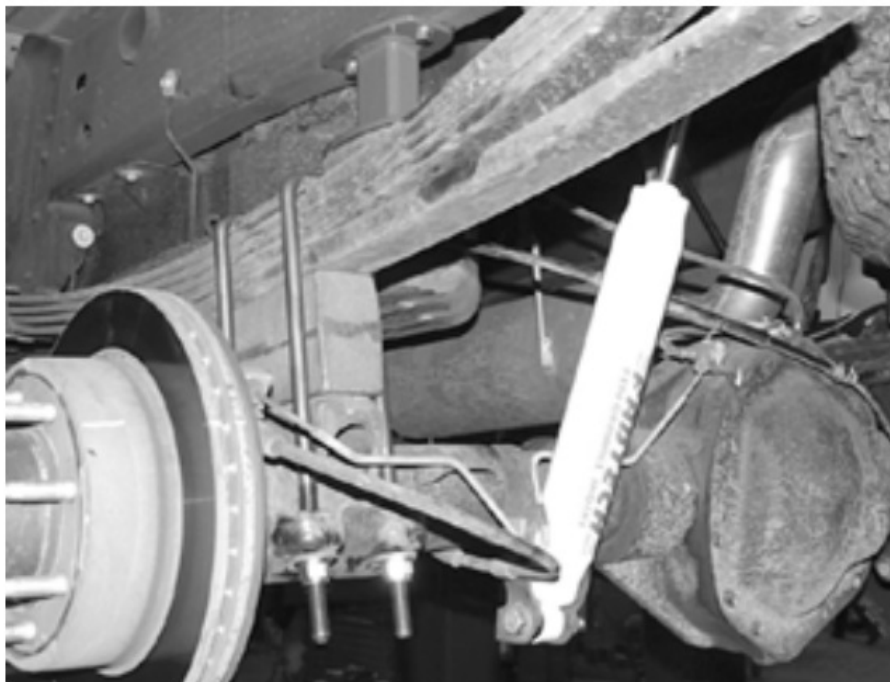
52. Attach the factory torsion bar cross member into the new Torsion Bar mounts using the factory hardware and torque to 70 ft-lbs. Reinstall the driver and passenger side torsion bars into the lower control arms and to the cross member using the stock adjusters.
53. Set torsion bar adjusters to the pre-recorded thread for the measurement from the disassembly. DO NOT ADJUST TORSION BARS HIGHER THAN 32" FROM THE BOTTOM OF THE FENDER LIP TO THE CENTER OF THE FRONT WHEEL HUB WITH THE VEHICLE ON THE GROUND.

**REAR SUSPENSION INSTRUCTIONS:**

54. For vehicles with a two-piece rear driveshaft locate and install the FT20073 spacer between the carrier bearing and frame, using 3/8" x 1-1/4" bolts, nuts, and washers. Place the bracket with a wide angle of the bracket to the 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 the axle down slowly. Use care not to over-extend the brake hose.
56. Remove rear rubber bump stops and install an extension bracket between the 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 leaves and install the provided add leaf 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 the 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 100 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 needed 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 the 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 it 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**

### **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's 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 serviceable shocks 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, powder coating, 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 vehicles 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 the 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 the Fabtech option, of the defective product only. All costs of removal, installation or re-installation, freight charges, and 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 unrelated 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 products may void the vehicle's 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 supersede, discontinue, or 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.

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## Documents / Resources

	<p><b><a href="#">FABTECH K1015 Performance Shocks 8 Inch Performance System</a></b> [pdf] Instruction Manual K1015, Performance Shocks 8 Inch Performance System, 8 Inch Performance System, Performance Shocks Performance System, Performance System</p>
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## References

- [FABTECH® - Suspension Lift Kits & Truck Accessories](#)

Manuals+.