



INSTALLATION INSTRUCTIONS



2007-15 GM C/K1500 SUV 2WD/4WD

6" REAR SYSTEMS

FTS21051BK - REAR AUTORIDE COIL SPRING

FTS21052BK - REAR NON AUTORIDE COIL SPRING

FTS21160 - REAR COIL SPRING

- PARTS LIST -

FTS21051BK		REAR COIL KIT (AUTORIDE)
2	FT1599-2BK	REAR COIL (AUTORIDE)
1	FT20292BK	TRAC BAR BRACKET
1	FT20307BK	TRAC BAR BRACKET SUPPORT
1	FT1599-2-2DBK	SHOCK DROP BRACKET (DRIVER)
1	FT1599-2-2PBK	SHOCK DROP BRACKET (PASSENGER)
1	FT20360BK	REAR UPPER LINK (DRIVER)
1	FT20361BK	REAR UPPER LINK (PASSENGER)
2	FT20362BK	LOWER LINK D/P
2	FT1599-2-4	REAR SWAY BAR END LINK
8	FT1004	SWAY BUSHING HALF
4	FT404739	SWAY BAR SLEEVE
1	FT20319BK	REAR BUMP STOP BRACKET (DRIVER)
1	FT20320BK	REAR BUMP STOP BRACKET (PASSENGER)
1	FT20349	REAR BRAKE LINE BRACKET
4	FT20351	AUTORIDE FRONT SHOCK INSERTS
1	FT20299	BUSHING & SLEEVE KIT
4	12008007100	8" BLACK ZIP TIE
4	12001407100	14" BLACK ZIP TIE
1	FT20309	HARDWARE KIT
2	FT21051i	INSTRUCTION SHEET

FTS21052BK		REAR COIL KIT (NON AUTORIDE)
2	FT1599-4BK	REAR COIL (NON AUTORIDE)
1	FT20292BK	TRAC BAR BRACKET
1	FT20307BK	TRAC BAR BRACKET SUPPORT
1	FT1599-2-2DBK	SHOCK DROP BRACKET (DRIVER)
1	FT1599-2-2PBK	SHOCK DROP BRACKET (PASSENGER)
1	FT20360BK	REAR UPPER LINK (DRIVER)
1	FT20361BK	REAR UPPER LINK (PASSENGER)
2	FT20362BK	LOWER LINK D/P
2	FT1599-2-4	REAR SWAY BAR END LINK
8	FT1004	SWAY BUSHING HALF
4	FT404739	SWAY BAR SLEEVE
1	FT20319BK	REAR BUMP STOP BRACKET (DRIVER)
1	FT20320BK	REAR BUMP STOP BRACKET (PASSENGER)
1	FT20349	REAR BRAKE LINE BRACKET
1	FT20299	BUSHING & SLEEVE KIT
4	12008007100	8" BLACK ZIP TIE
4	12001407100	14" BLACK ZIP TIE
1	FT20309	HARDWARE KIT
2	FT21051i	INSTRUCTION SHEET

FTS21160		REAR COIL KIT
2	FT20666BK	REAR COIL
1	FT20292BK	TRAC BAR BRACKET
1	FT20307BK	TRAC BAR BRACKET SUPPORT
1	FT1599-2-2DBK	SHOCK DROP BRACKET (DRIVER)
1	FT1599-2-2PBK	SHOCK DROP BRACKET (PASSENGER)
1	FT20360BK	REAR UPPER LINK (DRIVER)
1	FT20361BK	REAR UPPER LINK (PASSENGER)
2	FT20362BK	LOWER LINK D/P
2	FT1599-2-4	REAR SWAY BAR END LINK
8	FT1004	SWAY BUSHING HALF
4	FT404739	SWAY BAR SLEEVE
1	FT20319BK	REAR BUMP STOP BRACKET (DRIVER)
1	FT20320BK	REAR BUMP STOP BRACKET (PASSENGER)
1	FT20349	REAR BRAKE LINE BRACKET
1	FT20299	BUSHING & SLEEVE KIT
4	12008007100	8" BLACK ZIP TIE
4	12001407100	14" BLACK ZIP TIE
1	FT20309	HARDWARE KIT
2	FT21051i	INSTRUCTION SHEET

FT20309 - HARDWARE KIT		LOCATION
1	9/16"-12 x 4" Bolt	REAR TRAC BAR BRACKET
1	9/16"-12 C-Lock Nut	
2	9/16" SAE Flat Washers	
2	7/16"-14 x 2 1/4" Bolt	
1	7/16"-14 x 1 1/2" Bolt	
3	7/16"-14 C-Locks	
6	7/16" SAE Flat Washer	
2	12mm x 1.50 x 75mm Bolt	REAR SWAY BAR LINKS @ BAR
2	12mm C-Lock Nut	
4	1/2" USS Flat Washer	
2	9/16"-12 x 3" Bolt	REAR SHOCK @ DROP BRACKET
2	9/16"-12 C-Lock Nut	
4	9/16" SAE Flat Washers	
1	5/16"-16 x 1" Bolt	REAR BRAKE LINE DROP
1	5/16"-16 C-Lock	
2	5/16" SAE Flat Washer	
4	3/8"-16 x 1 1/4" Bolt	BUMP STOP BRACKET
4	3/8"-16 C-Locks	
8	3/8" SAE Flat Washer	
2	1/4"-20 x 1" Bolt	AUTO RIDE DROP BRACKET
2	1/4"-20 C-Lock	
4	1/4" SAE Flat Washer	
8	1/4 Grease Fitting	ZERC FITTING
1	FTLube	BUSHING LUBE

- TOOL LIST -

Required Tools (Not Included)

Basic Hand Tools
Floor Jack
Jack Stands
Assorted Metric and S.A.E sockets, and Allen wrenches
Torque Wrench
Die Grinder w/ Cutoff Wheel or Sawzall

- PRE-INSTALLATION NOTES -

Read this before you begin installation-

Check all parts to the parts list above before beginning installation.

Read all instructions thoroughly from start to finish before beginning the installation. If these instructions are not properly followed severe frame, driveline and / or suspension damage may occur.

Check your local city and state laws prior to the installation of this system for legality. Do not install if not legal in your area.

Prior to the installation of this suspension system perform a front end alignment and record. Do not install this system if the vehicle alignment is not within factory specifications. Check for frame and suspension damage prior to installation.

The installation of this suspension system should be performed by two professional mechanics.

This suspension must be installed with Fabtech shock absorbers.

Use the provided thread locking compound on all hardware.

WARNING- Installation of this system will alter the center of gravity of the vehicle and may increase roll over as compared to stock.

Vehicles that receive oversized tires should check ball joints, uniballs, tie rods ends, pitman arm and idler arm every 2500-5000 miles for wear and replace as needed.

Verify differential fluid is at manufactures recommended level prior to kit installation. Installation of the kit will reposition 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.

FOOTNOTES -

- 8. Will not fit all wheel drive models.
- 14. Cannot use OEM wheel and tire.
- 16. Utilizes stock rear shocks.
- 101. Some models may not sit level after install.
- 132. Will not fit 2WD Suburban models.
- 134. Will not fit 2WD Yukon XL models.

- INSTRUCTIONS -

REAR SUSPENSION

1. Disconnect the negative terminal on the battery. 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. Disconnect the sway bar end links from the frame and sway bar, discard the endlinks, save the hardware. Remove the bolt securing the brake line support tab to the differential housing and save. Remove the ABS wiring from the frame mounts on both sides. Save all the hardware. **SEE FIGURE 1**



FIGURE 1 - STEP 2

3. Using a floor jack, raise the differential just enough to slightly compress the rear shocks. Remove the bolts securing the top of the shocks to the frame (if equipped with the Auto Ride System, unplug the electric and air line connections). Remove the lower pivot bolt that attaches the track bar to the axle bracket and save. **SEE FIGURE 2**

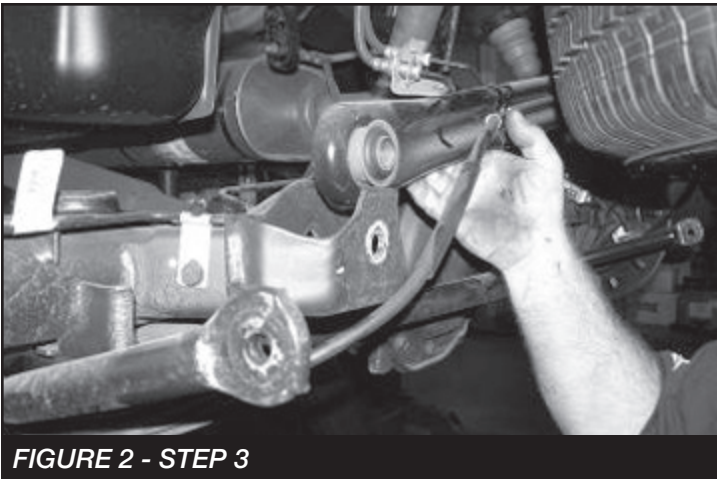


FIGURE 2 - STEP 3

4. Lower the floor jack to release the coil springs. Remove the coil springs from the vehicle and save the rubber upper and lower coil insulators

5. Support the rear axle with a floor jack and remove the factory lower links arms. Discard the links and save the hardware. **SEE FIGURE 3**



FIGURE 3 - STEP 5

6. Locate FT20319 (drv) & FT20320 (pass) Rear Bumpstop Brackets and the supplied 3/8"x1 1/4" hardware. Place the bump stop extension mounts onto the existing pads on the top of the differential. Using the 3/8" bolts, washers and C-lock nuts, secure the mount to the differential. There should be a flat washer on each side of the bolt. Do not fully tighten. Mark and drill the front 3/8" hole in the bumpstop and attach using the remaining 3/8" hardware on this new hole. Torque to 30 ft lbs. **SEE FIGURES 4-5**

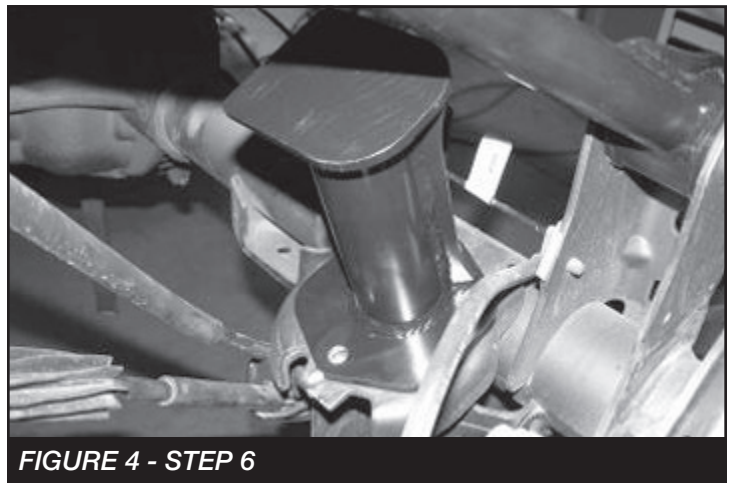


FIGURE 4 - STEP 6

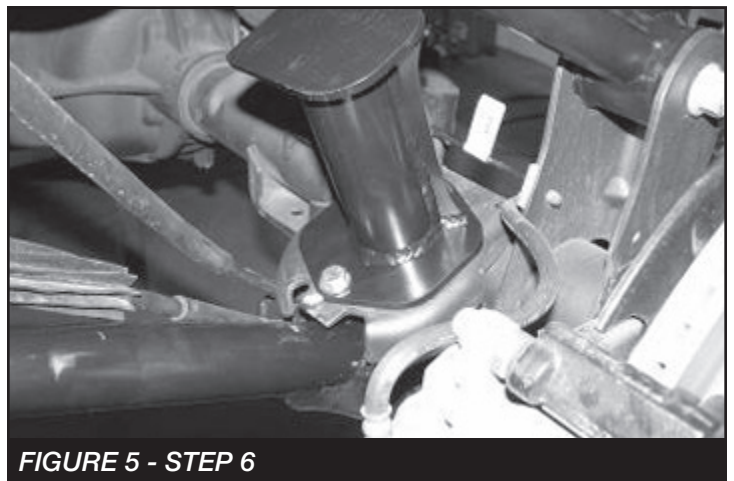


FIGURE 5 - STEP 6

7. Locate FT20360 (drv.) & FT20361 (pass) Rear Upper Link, FT20362 Rear Lower Links, and FT20299 Bushing and Sleeve Kit. Using an arbor press, press the bushings and sleeves (use supplied bushing lube) into each end of the links and install the supplied zerk fittings. On the upper links, use 2ea. FT1037 bushings and a short sleeve at each end. On the lower links, use 1ea. FT1037, 1ea. FT1006 and a long sleeve.

8. Install the new Lower Link Arms into the factory rear axle mounts with the factory hardware. Then attach the arm to the frame mounts also with the factory hardware. Leave loose at this time. **SEE FIGURE 6**

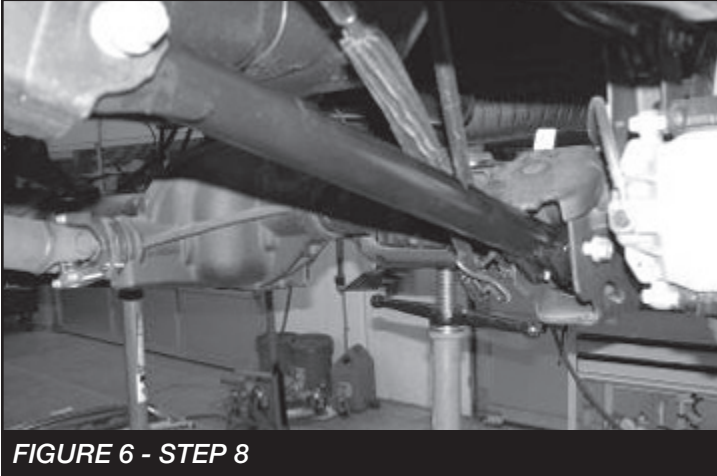


FIGURE 6 - STEP 8

9. Support the rear axle with a floor jack and remove the factory upper links arms. If the rear is equipped with Auto Ride, locate the Auto Ride sensors on both the driver side and passenger side of the vehicle on the upper link arms. Disconnect from the link arm and save with the hardware. **DO NOT REMOVE FROM THE TRUCK.** Discard the links and save the hardware. Install the new Upper Link Arms into the factory rear axle mounts with the factory hardware. (install / match the driver and passenger links as they were removed). Then attach the arm to the frame mounts also with the factory hardware. Remove the Auto Ride bracket from the position sensor and use a die grinder to remove the bottom of the bracket. Connect the auto ride brackets to the tabs on the upper links with the factory hardware. Leave the link arm bolts loose at this time. **SEE FIGURES 7-10**

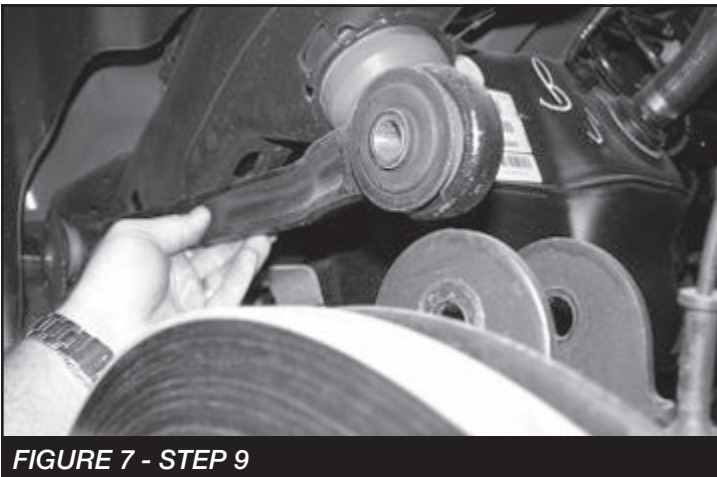


FIGURE 7 - STEP 9

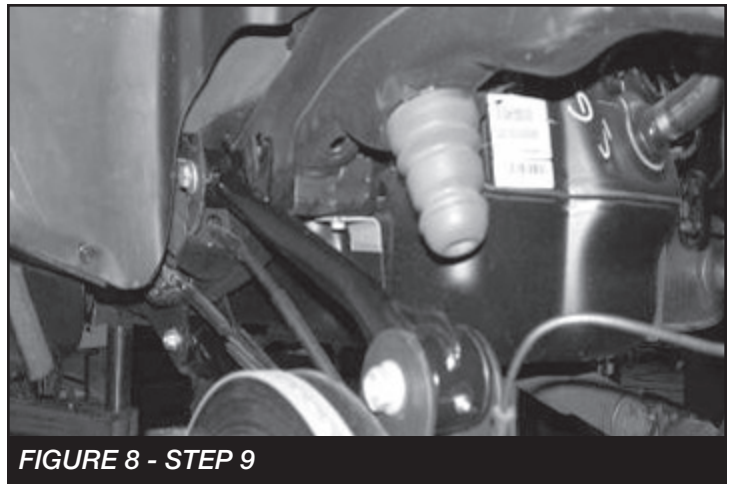


FIGURE 8 - STEP 9



FIGURE 9 - STEP 9

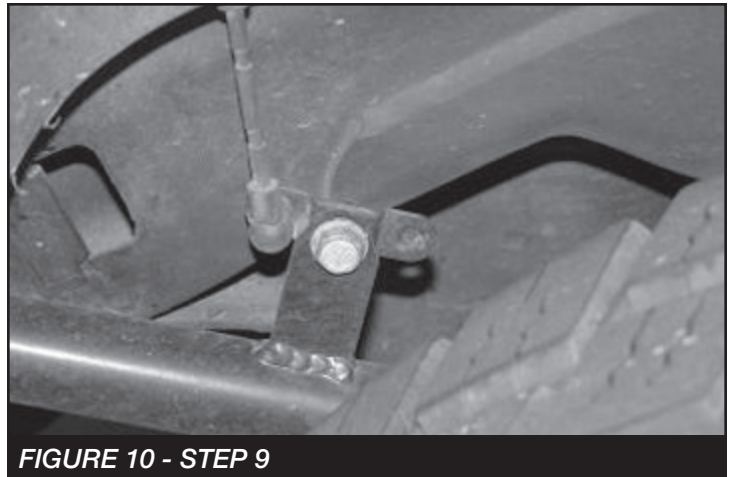


FIGURE 10 - STEP 9

10. Locate FT20292 Trac Bar Bracket, FT20307 Trac Bar Bracket Support, and the 7/16" & 9/16" hardware. Position the trac bar bracket into the factory mount on the axle and install with the factory bolt and hardware. Leave loose. Locate the two factory holes just forward of this mount, Using a drill with a 7/16" bit, drill these two holes out to 7/16" (carefully bend the brake line back from the inner hole). Position the support bracket over the two new holes and install with the 7/16" x 2 1/4" bolts and hardware. Insert the 9/16" x 4" bolt into the trac bar bracket and support bracket (tighten just enough to make the bracket and support make contact, over tightening without the trac bar installed will collapse the bracket) Torque the 7/16" bolts to 50 lbs. **SEE FIGURES 11-12**

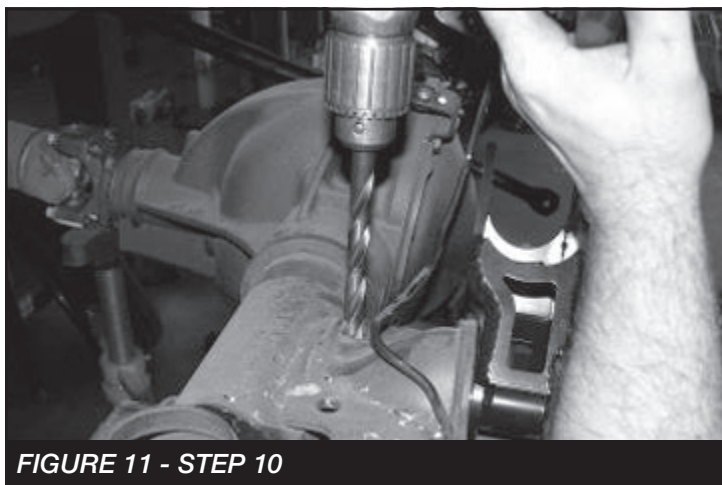


FIGURE 11 - STEP 10

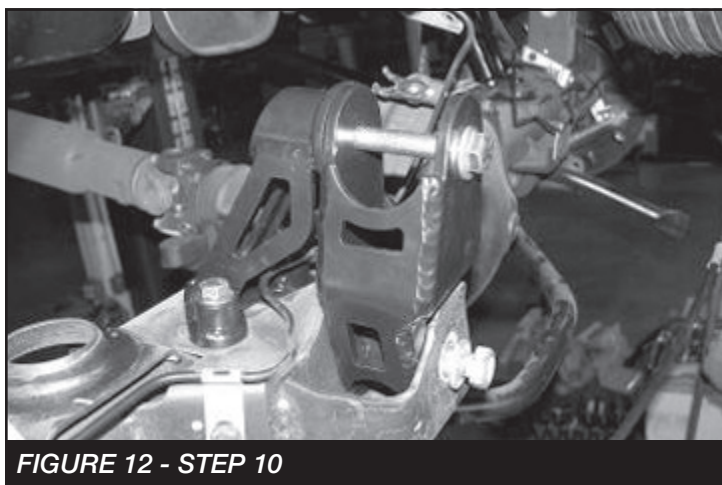


FIGURE 12 - STEP 10

11. Using a drill with a 7/16" bit, drill the hole on the new trac bar bracket to the factory mount. Use 7/16 x 1 1/2" bolt and hardware to attach the bracket to the mount and torque to 50 lbs. **SEE FIGURES 13-14**

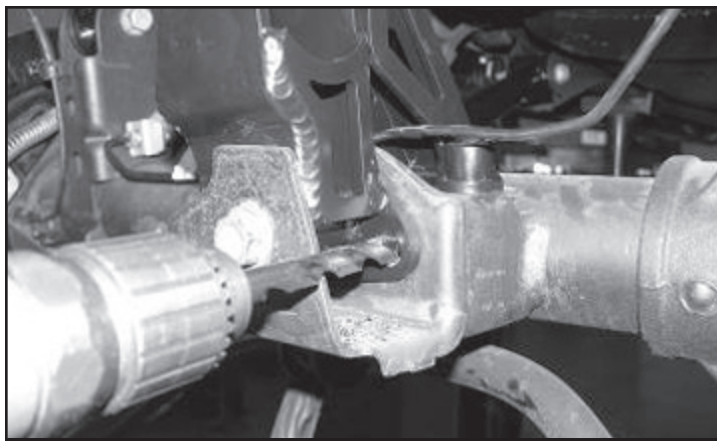


FIGURE 13 - STEP 11

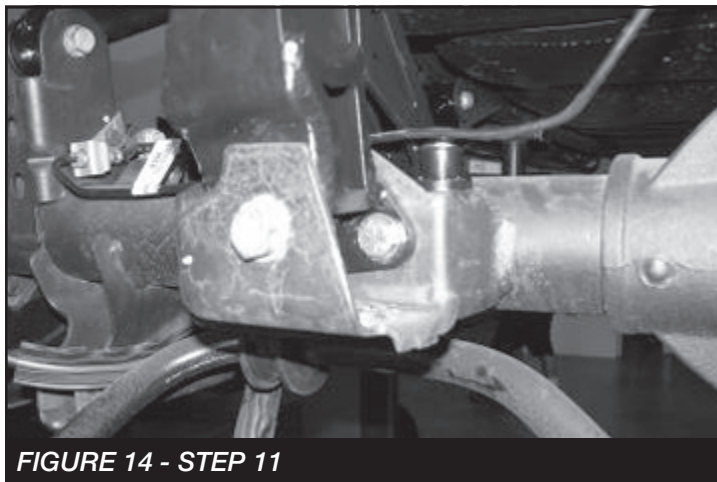


FIGURE 14 - STEP 11

12. Working from the driver's side, locate FT1599-2-2D Shock Drop Bracket. Slide the shock mount extension into the original frame mount and insert one of the factory shock bolts and hardware through the original shock mount side and hand tighten. Take one of the new sway bar links and insert 2 bushing halves and a sleeve into each end (use the supplied lube). Install one end of the end link into the frame mount and insert the original bolt through the sleeve, (the factory hole may have to be drilled out with a 1/2" drill bit to align properly) securing the shock mount drop bracket. Torque the factory bolt to 75lbs and the upper bolt shock bolt to 85lbs. **SEE FIGURES 15-16**

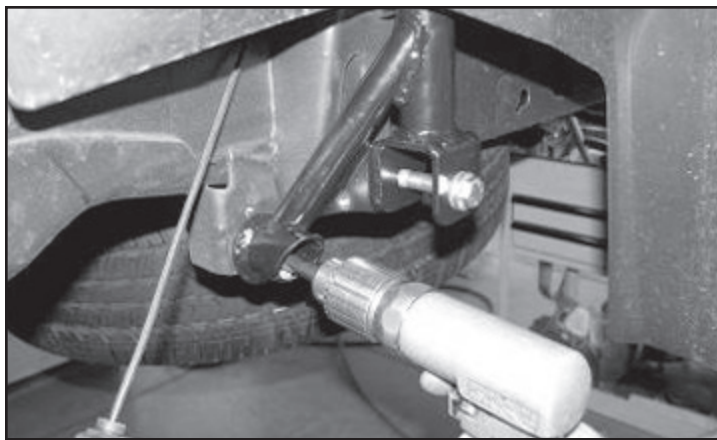


FIGURE 15 - STEP 12

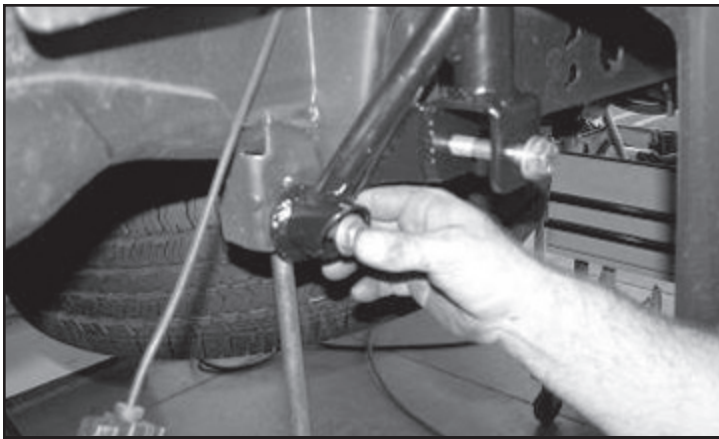


FIGURE 16 - STEP 12

IF YOU ARE INSTALLING DIRT LOGIC REAR SHOCKS, YOU WILL NOT USE THE FABTECH SHOCK DROP BRACKETS. THE DIRT LOGIC SHOCKS WILL MOUNT DIRECTLY INTO THE FACTORY UPPER AND LOWER SHOCK MOUNTS

13. Repeat step 12 on the passenger side of the truck.
14. Place a floor jack under the rear axle. Attach your coil spring compressor onto the new rear coil spring and compress the coil 1"-2". Set the upper coil insulator on top of the coil spring and position the top of the coil into the frame pocket. Push the bottom of the coil spring onto the axle pad and raise the floor jack under the axle to hold the coil spring in position. Remove the coil spring compressors. Repeat this with the opposite coil spring. On 2015 models use FT20666BK spring. **USE CAUTION WHEN WORKING WITH COIL SPRING COMPRESSORS, THEY CAN BE UNDER EXTREME LOAD. SEE FIGURES 17-18**

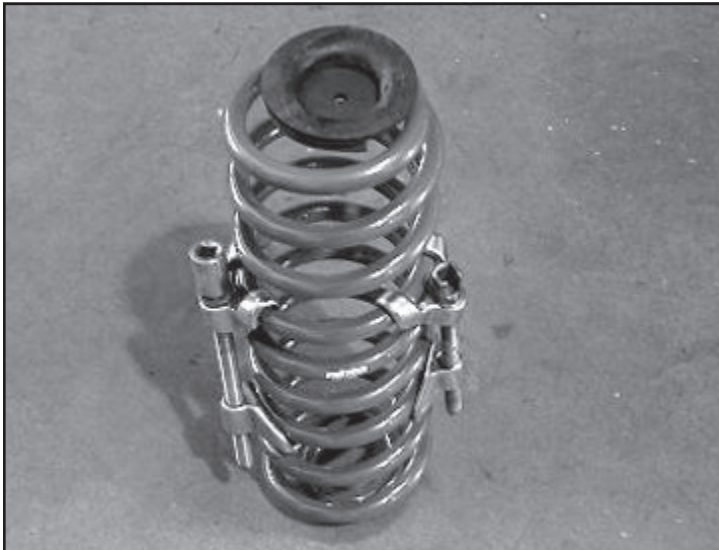


FIGURE 17 - STEP 14

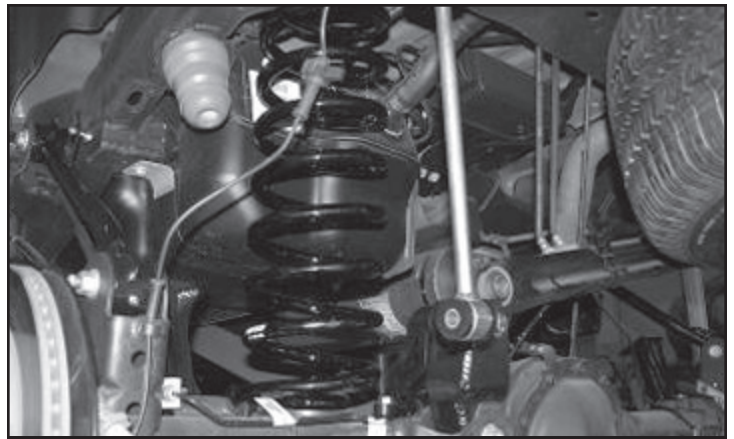


FIGURE 18 - STEP 14

TRUCKS EQUIPPED WITHOUT AUTORIDE, FOLLOW STEP FIFTEEN, SKIP STEP SIXTEEN - EIGHTEEN

TRUCKS EQUIPPED WITH AUTORIDE, FOLLOW STEP SIXTEEN - EIGHTEEN AND SKIP STEP FIFTEEN

15. Reinstall the factory shocks onto the lower axle mounts with the factory hardware and into the new dropped upper mount using the supplied 9/16" x 3". Torque to 75 lbs. **SEE FIGURE 19**

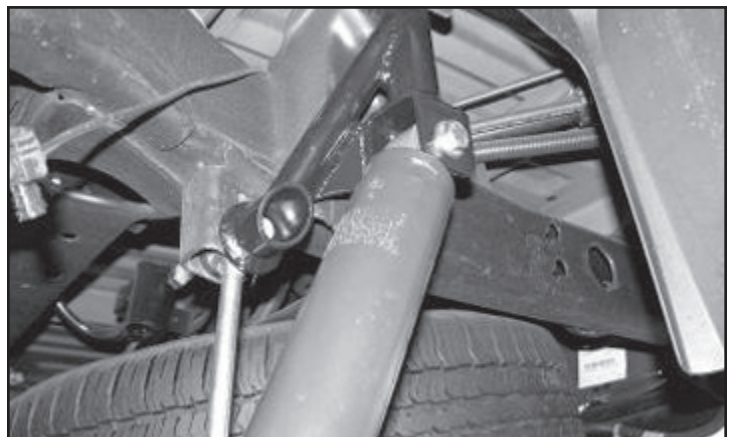


FIGURE 19 - STEP 15

16. Working from the driver's side, electrical plug. Follow the electrical plug to the plastic loom, carefully open the loom and **ONLY** remove the ABS wires from it back approximately 10 inches. Route the plug and line down to the shock and plug in. **SEE FIGURE 20**

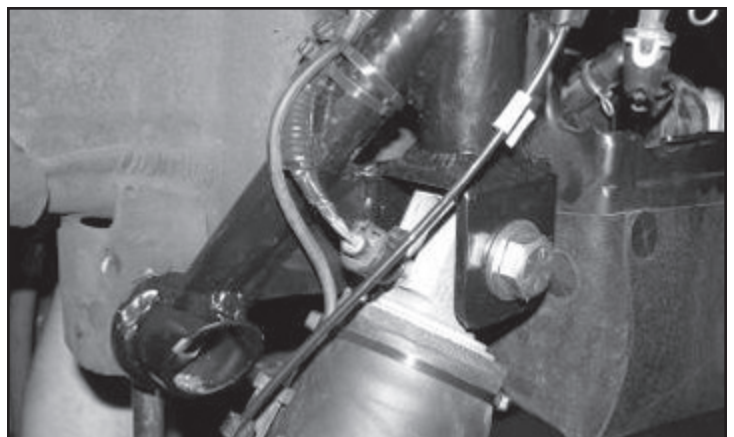


FIGURE 20 - STEP 16

17. Remove the air line manifold from its connection point in the rear wheel well. Bring the manifold forward just behind the rear shock. The supply line needs to be swapped on the manifold with the line to the driver side shock. Remove the clips from the ends and swap the two lines. Use a drill with a 15/64" drill bit and drill a hole into the plastic liner and insert the manifold into it. Use two of the supplied 8" zip ties and attach the ABS & Electrical lines to the shock extension. Use two of the supplied 14" zip ties and attach the ABS line to the shock ABOVE THE SHOCK BLADDER. **SEE FIGURES 21-28**

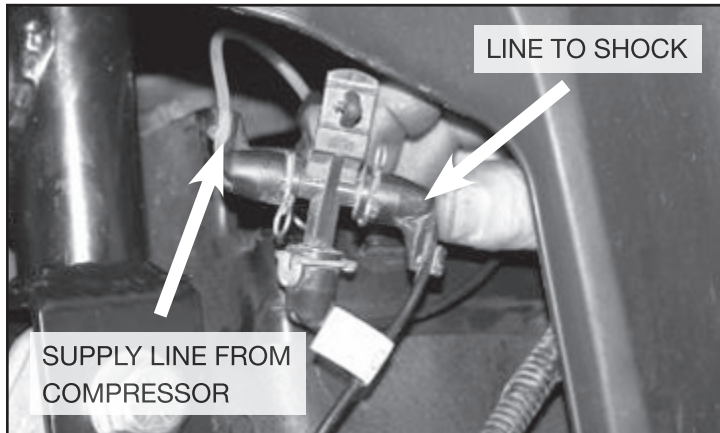


FIGURE 21 - STEP 17 (FACTORY ROUTING SHOWN)

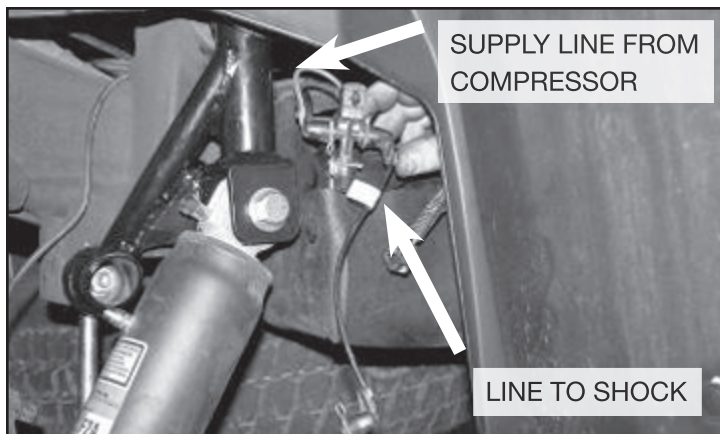


FIGURE 22 - STEP 17 (FACTORY ROUTING SHOWN)

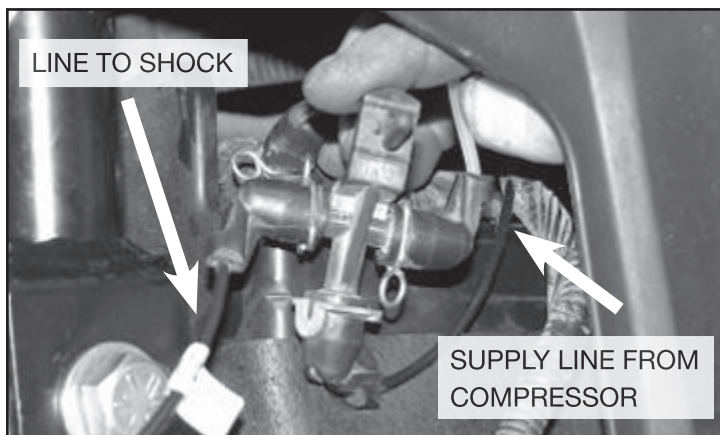


FIGURE 23 - STEP 17 (NEW ROUTING SHOWN)

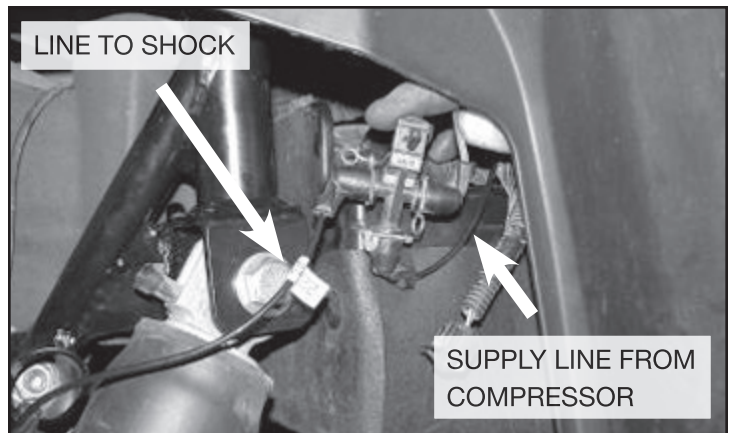


FIGURE 24 - STEP 17 (NEW ROUTING SHOWN)

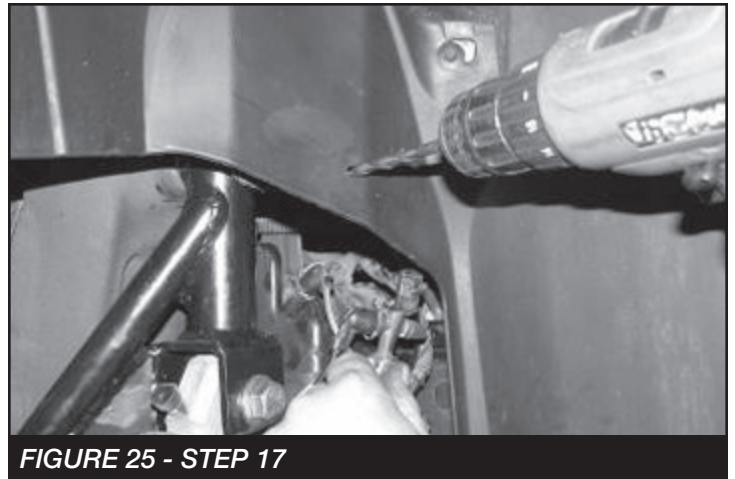


FIGURE 25 - STEP 17

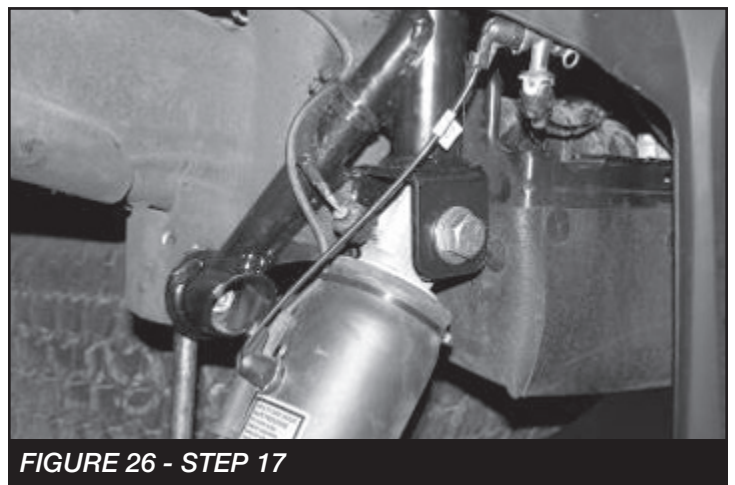


FIGURE 26 - STEP 17



FIGURE 27 - STEP 17



FIGURE 28 - STEP 17

18. Repeat steps sixteen and seventeen on the passenger side (there is no air line manifold on the passenger side)
19. Remove the 9/16" x 4" bolt from the trac bar bracket and install the trac bar into the bracket (some trucks require sanding the edge / flashing off of the end of the trac bar for fitment into the new bracket). Torque to 75 lbs. **SEE FIGURE 29**



FIGURE 29 - STEP 19

20. Connect the bottom of the sway bar end link onto the sway bar using the supplied 12mm-1.5 x 75 bolts, 1/2" large flat washers and nylock nuts. Install the brake line extension tab using the original bolt and the supplied 5/16" hardware. **SEE FIGURES 30-31**

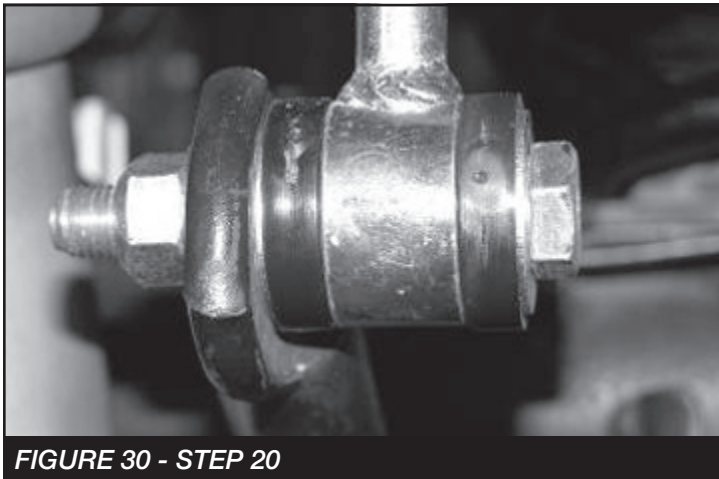


FIGURE 30 - STEP 20

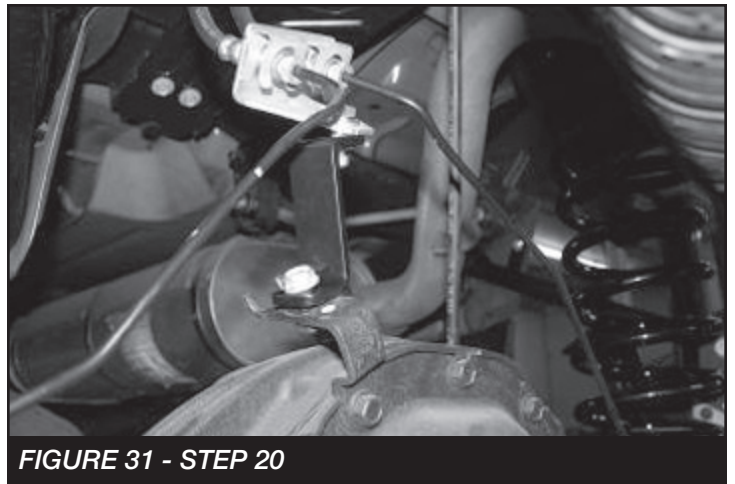


FIGURE 31 - STEP 20

21. 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.**
22. Check front end alignment and set to factory specifications. Readjust headlights.
23. Recheck all bolts for proper torque.
24. Recheck brake hoses, ABS wires and suspension parts for proper tire clearance while turning tires fully left to right.
25. Check the fluid in the front and rear differential and fill if needed with factory specification differential oil. **Note - some differentials may expel fluid after filling and driving. This can be normal in resetting the fluid level with the new position of the differential/s.**
26. Install Driver Warning Decal. Complete product registration card and mail to Fabtech in order to receive future safety and technical bulletins on this suspension.
27. Have vehicle properly aligned to factory specs.

Vehicles that will receive oversized tires should check ball joints, uniballs and all steering components every 2500-5000 miles for wear and replace as required.

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