



Installation Instructions



6" 4 LINK SYSTEM

FTS22125

2008-13 FORD 4WD F450/F550 SUPER DUTY



FTS22079BK		
4 Link Kit Box 1		
Qty	Part #	Description
1	FT30128BK	Upper Link Driver
1	FT30137BK	Upper Link Passenger
2	FT30129BK	Lower Link D/P
1	FT30143BK	Frnt. Bumpstop Drop Driver
1	FT30144BK	Frnt. Bumpstop Drop Pass
1	FT30330	Hdwr Sub-Assembly
1	FT30402	Stabilizer Drop (not used)
1	FT3400-112P	Sway Bar Drop Brkt Drv.
1	FT3400-112D	Sway Bar Drop Brkt Pass.

FTS22125BK		
4 Link Kit Box 2		
Qty	Part #	Description
1	FT30138BK	Pass. 4 Link Frame Bracket
1	FT30139BK	Driver 4 Link Frame Bracket
1	FT30373BK	Trac Bar Drop Brkt
1	FT30273BK	Trac Bar Spprt Tube
1	FT30286	Hardware Kit (4 link)
1	FT30342	Pitman Arm
1	FT30402	Steering Stabilizer Drop
1	FT30412	Hdwr Sub-Assembly

FT30330		
Hdwr Sub-Assembly Kit		
Qty	Part #	Description
8	FT103	Mis-Alignments for Links
1	FT30278	Hard Line Extension Kit
1	FT30276	Frnt. Brake line Bracket Pass
1	FTS292	Alignment Cam Kit
2	FT22079I	Instruction Sheet
1	FTAS12	Decal
1	FTREGCARD	Registration Card
1	FTAS16	Driver Warning

FT30286		
Qty	Description	Hardware Kit - Location
4	3/4"-10 x 1 1/2" Hex Bolt	Link Frame Brkt
4	3/4"-10 x 4 1/2" Hex Bolt	Links to Bracket
8	3/4"-10 C-Lock Nut	
16	3/4" Flat Washer	
4	7/16"-14 x 1 1/4" Hex bolt	Sway Bar Drop Brkt
4	7/16"-14 C-Lock Nut	
8	7/16" SAE Flat Washer	
2	5/16"-18 x 1 1/4" Bolt	Brake Line Bracket
2	5/16"-18 Nylock Nut	
4	5/16" SAE Flat Washer	
2	5/16"-18x1" Thrd Frmg Blt	
2	5/16"-18 x 1 1/4" Bolt	Bump Stop Center
2	5/16" SAE Flat Washer	
2	5/16" Split Washer	
4	7/16"-14x1 1/2" Bolt	Bump Stp Drop Brkt
4	7/16"-14 Nylock Nut	
8	7/16" SAE Flat Washer	
2	5/16"-18 x 1" Bolt	ABS @ Link Arm
2	5/16"-18 C-Lock Nut	
4	5/16" SAE Flat Washer	
1	1/8" x 2" Cotter Pin	Drag Link
2	Lock Tight	
7	8" Zip Ties	4wd & ABS Lines

FT30412		
Qty	Part #	Hardware Sub-Assembly Description
1	FT104	Sleeve Tapered S/D
1	FT179	Sleeve Stabilizer
1	FT30403	Clevis
1	50132501052	1/2-13 X 2 1/2" Hex Bolt
2	50130004152	Nut 1/2-13 Crimp Lock
3	50000005052	Washer 1/2 SAE
1	50131751052	1/2-13 X 1 3/4" Hex Bolt
1	FTLOCK	Thread Lock
1	12175801012	M12x1.75 x 80mm Bolt
2	12000005412	M12 Washer
1	12175003012	M12x1075 Nut
1	FT30258	Sector Shaft Nut
1	FT30348	Frnt. Brake line Brkt Driver
2	FT22125i	Instruction Sheet



READ BEFORE BEGINNING INSTALLATION

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

MAY NOT SIT LEVEL DUE TO FACTORY OPTIONS AFTER LIFT.

FABTECH RECOMMENDS YOU DO A PRE- INSPECTION OF THE TRUCKS FRAME FOR ANY DAMAGE BEFORE BEGINNING THE INSTALLATION OF THIS KIT. FABTECH ALSO RECOMMEND YOU PREFORM AN ALIGNMENT ON THE TRUCK BEFORE BEGINNING THE INSTALLATION. IF THE TRUCK HAS ANY FRAME DAMAGE OR WILL NOT ALIGN TO FACTORY SEPECS. DO NOT INSTALL THIS KIT UNTIL THE DAMAGE IS CORRECTED. CALL FABTECH FOR FURTHER INFORMANTION.

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

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

CHECK THE FACTORY PITMAN ARM SPLINE ORIENTATION WITH THE SUPPLIED PITMAN ARM BEFORE BEGINING INSTALLATION. SEE STEP NINE FOR MORE INFORMATION

**FABTECH RECOMMENDS THE FOLLOWING TIRE SIZES FOR USE WITH THIS KIT:
6" LIFT- 325/65R18 (35x12.50/18) TIRES W/ 18X9.5 WHEELS W/ 4 3/4" BACK SPACING
SEE FABTECH'S CATALOG FTC2007 FOR OPTIONAL WHEEL & TIRE SIZES**

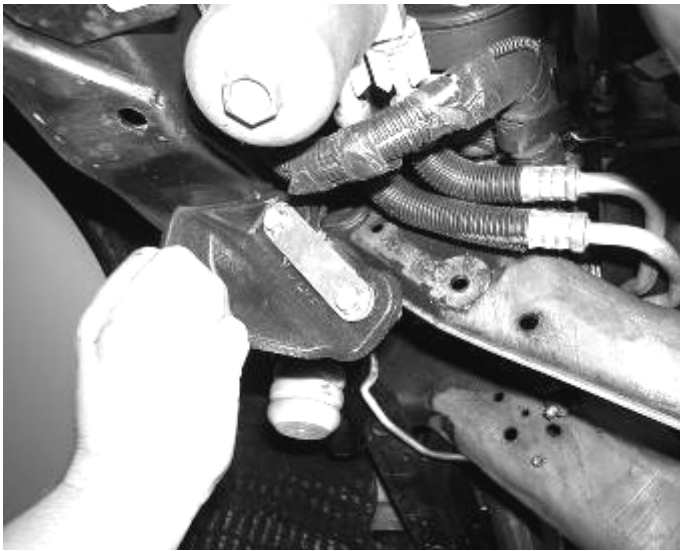
Fabtech suspension systems when used on "Gas engine" trucks may require that the front drive shaft be modified. This is done to give adequate clearance between the driveshaft and the factory exhaust. Fabtech does not recommend modifying the exhaust and / or the catalytic converters. Contact Fabtech for additional information.

TOOL LIST:

- **FLOOR JACK**
- **JACK STANDS**
- **ASSORTED METRIC & S.A.E. WRENCHES & SOCKETS**
- **WHITE LITHIUM GREASE**
- **TORQUE WRENCH**
- **DRILL W/ ASSORTED BITS**
- **PITMAN ARM PULLER or 2 JAW PULLER**
- **DIE GRINDER w/ CUT-OFF WHEEL & SANDING DISCS**

LIFT INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame, at the front frame rails, with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE.** Remove the front tires.
2. Working from both sides of the truck, remove the brake calipers (**remove the caliper cage from the knuckle, do not remove the caliper from the caliper cage**) and tie them up out of the way. **DO NOT ALLOW THE CALIPERS TO HANG FROM THE BRAKE LINES!** Remove the brake line and ABS line tabs from the front side and the rear side of the coil spring mount on the axle and save the hardware.
3. Locate the ABS lines on the radius arms and disconnect it at its two mounting points. Use care not to damage the plastic clips on the ABS line as they will be reused, discard the bolt from the bracket
4. Supporting the front axle with two floor jacks, remove the front shocks and discard. Remove the sway bar end links from the axle mount and save with the hardware.
5. Lower the front axle allowing the coil springs to come free of tension. **EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD!** Remove the coil springs from the truck and discard, save the factory upper coil isolator.
6. Remove the factory steering stabilizer from the frame mount and drag link, save the hardware. Remove the steering stabilizer frame bracket and save the hardware. Discard the frame bracket. SEE PHOTO BELOW.



7. Remove the drag link from the pitman arm and save factory hardware (note the mounting position of the drag link to the pitman arm). You will need to use a two jaw puller to remove drag link from the pitman arm. **USE CARE NOT TO DAMAGE THE THREADS ON THE DRAG LINK!**

8. Remove the trac bar from the frame bracket and save the original hardware. Remove the trac bar bracket from the frame and save the original hardware and discard the factory trac bar bracket. SEE PHOTO BELOW.

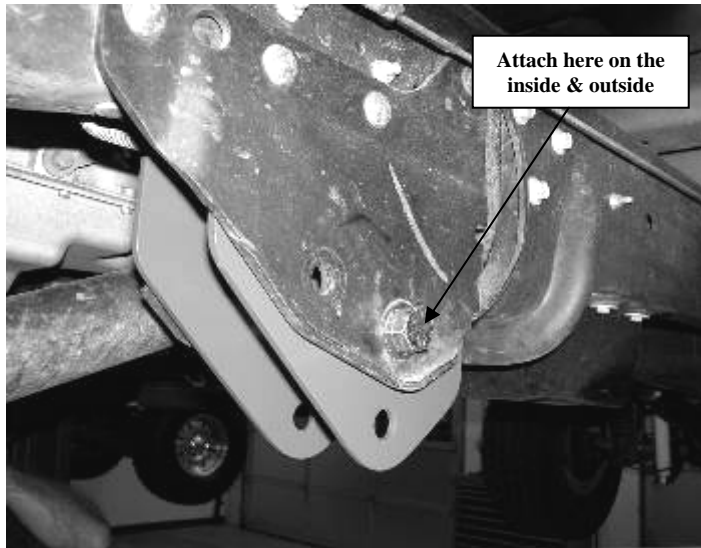


9. Remove the factory pitman arm from the steering box using a large pitman arm puller or large two-jaw puller. Discard the hardware and the pitman arm (**do not re-use the factory sector shaft nut**). SEE PHOTO BELOW.



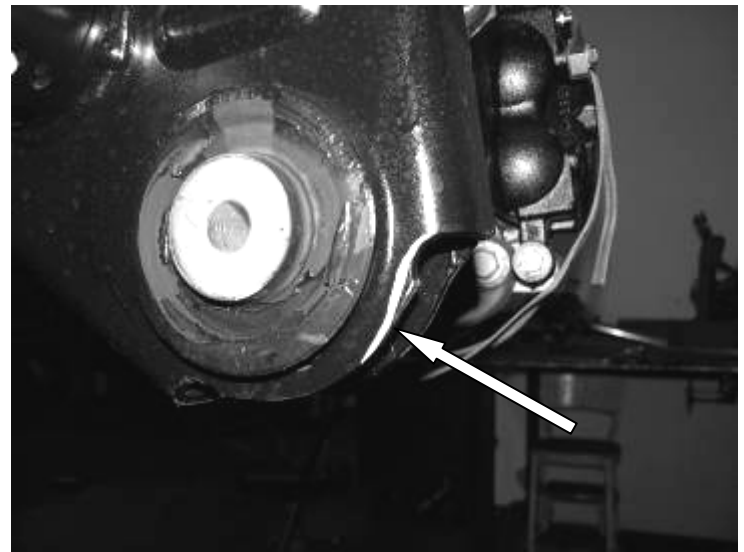
10. Locate FT30342 new drop pitman arm. Attach to the steering box in the same indexed position as the factory pitman arm was when removed. **Install the provided FT30258 Sector Shaft Nut and torque to** 350 ft. lbs. (Note: this is a one-time only use nut, once it is tightened on the sector shaft and removed, it must be discarded)**
11. Locate FT30373 Trac Bar Frame Bracket. Attach to the frame using the original hardware in the same position. Torque bolts to** 110 ft. lbs. **DO NOT ATTACH THE TRAC BAR TO THE FRAME BRACKET AT THIS TIME.**

12. With the front axle still supported by the floor jacks remove both front factory radius arms from axle and factory frame mounts. Save the factory frame pivot bolts and the factory front pivot bolts and nut from the axle mounts.
13. Locate FT30139 Driver side frame bracket. Place the bracket into the stock radius arm frame pocket. Using the supplied 3/4" x 1 1/2" bolts, nuts, and washer attach the bracket to the frame through the rearward two holes. Torque to **110 ft. lbs. SEE PHOTO BELOW.

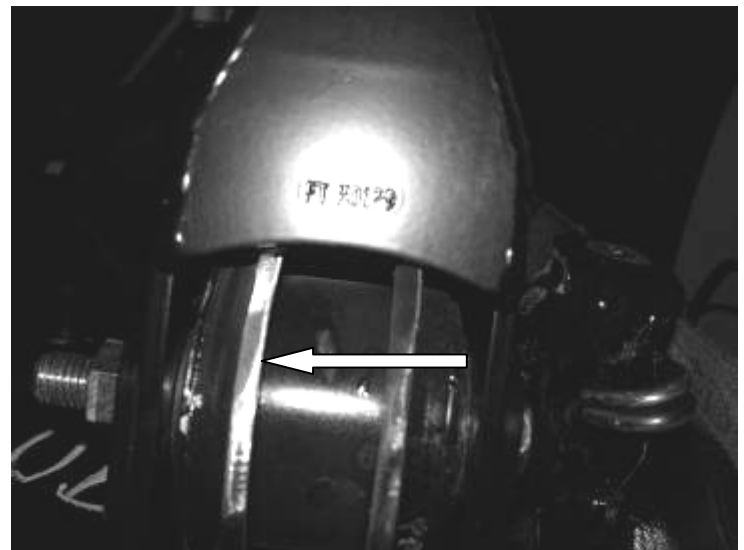


14. Repeat step thirteen on the passenger side of the truck.
15. Locate FT30128 upper driver side link arm. Using the original bolt attach it to the upper mount on the axle. Leave loose at this time. Locate two FT103 Mis-Alignments and insert one into each side of the bearing at the other end of the link arm. Using the supplied 3/4" x 4 1/2" bolt, nuts, and washers attach the bearing end of the link arm to the upper hole in the new frame bracket. Leave loose at this time.
Repeat on the passenger side at this time using FT30137 passenger upper link.

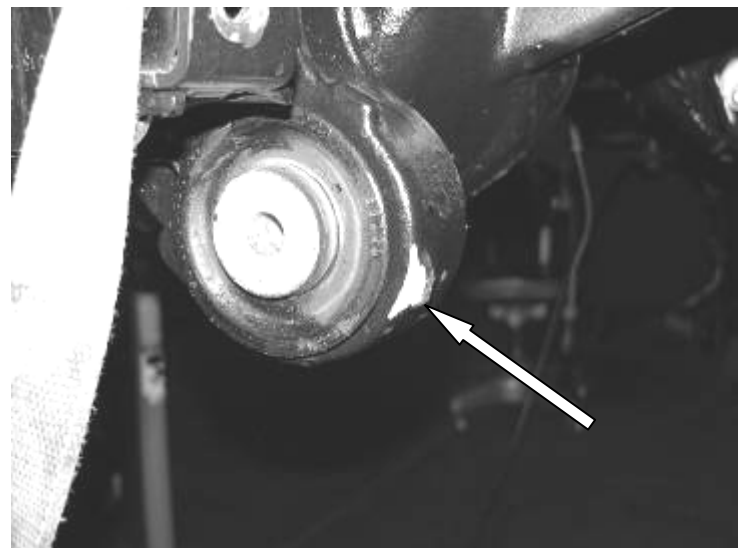
16. Locate FT30129 Lower link arm and attach it to the factory lower axle mount on the driver side using the supplied FTS292 alignment cam hardware and leave it loose at this time. When setting the cam up in the lower link arm put the lobe of the cam up on a 6" kit. Locate two FT103 Mis-Alignments and insert one into each side of the bearing at the other end of the link arm. Using the supplied 3/4" x 4 1/2" bolt, nut, and washers attach the bearing end of the link arm with the mis-alignments to the lower hole in the new frame bracket. **Repeat on the passenger side at this time. NOTE: Some axle housings may have to be sanded for proper clearance of the lower link arms. Use a grinder and remove ONLY the material needed for proper fitment of the lower link arms. SEE PHOTOS IN NEXT COLUMN AND ON NEXT PAGE.**



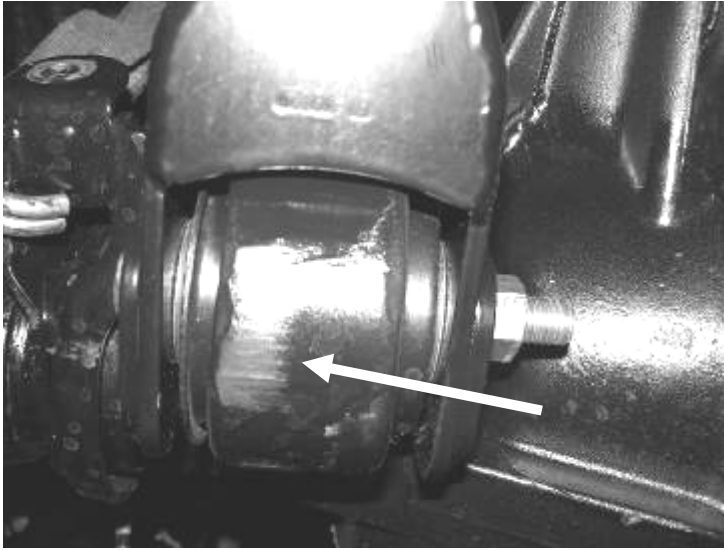
Passenger side before grinding



Passenger side after grinding



Driver side before grinding



Driver side after grinding



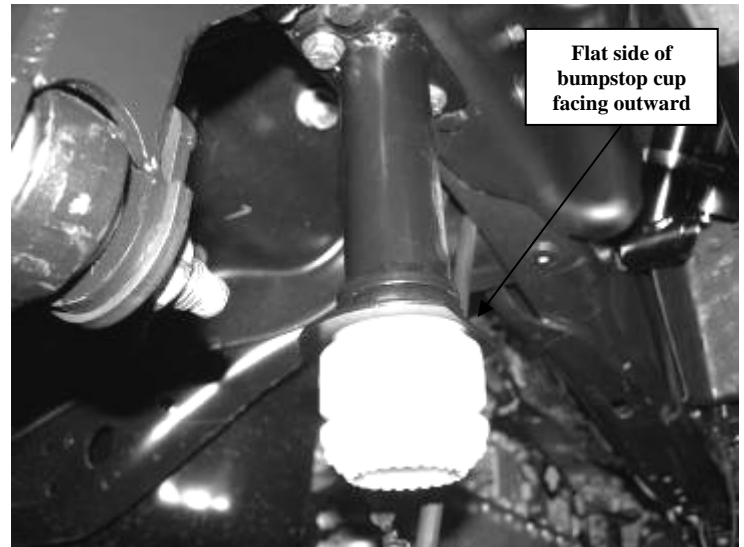
IF INSTALLING A FABTECH COILOVER CONVERSION KIT SEE THE INSTRUCTIONS ENCLOSED WITH THE HOOP KIT AT THIS TIME

IF INSTALLING A FABTECH DUAL SHOCK KIT SEE THE INSTRUCTIONS ENCLOSED WITH THE DUAL SHOCK KIT AT THIS TIME

- Working from both sides of the truck, locate and remove the factory front bump stops and save. These can be removed by pulling on the bump stop itself free from the cup. Remove the factory mounting cup from the frame and discard the hardware. Locate FT30143 Drv. Side front bump stop drop brackets. Using a drill with a 7/16" drill bit, drill out the factory locator pin hole in the frame. Now attach the bump stop to the hole in the frame using the supplied 7/16" x 1 1/2" bolt, nut, and washer. Once attached and aligned with the frame drill the second hole with the 7/16" drill bit. Locate FT30144 Pass. side and center on the bottom of the frame between the factory rivets. (Pass. side does not have a locating hole). Mark the two holes from the new bracket to the frame and drill the

two holes. Attach the bracket to the frame with the supplied 7/16" hardware.

- Locate the factory bumpstop cup and use a die grinder with a cut-off wheel to cut off the locating tab from the bottom. Attach the last hole with the supplied 7/16" x 1 1/2" hardware. Attach the factory bump stop cup to the new bracket using the supplied 5/16" x 1 1/4" bolt, flat washer, and split washer. Before tightening the bolt, align the flat part of the bumpstop cup so it faces outward toward the coil spring. Press the factory bump stop back into the cup. SEE PHOTOS BELOW.



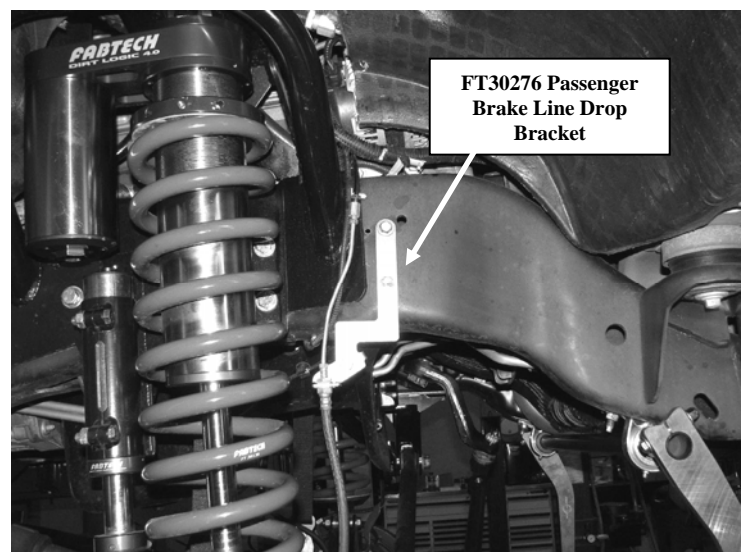
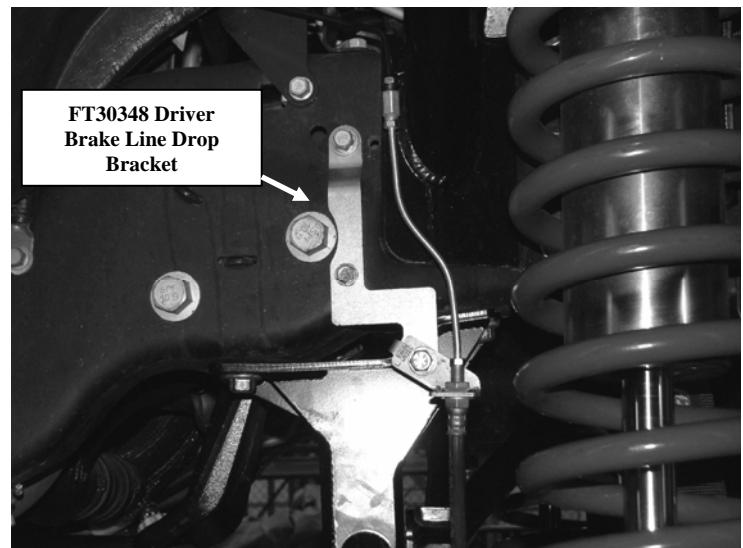
- Using the coil springs from the 6" lift coil spring kit install the coil spring into the truck in the factory location using the original factory upper coil isolator. Make sure that the coil spring is seated correctly in the upper and lower mounts.
- Torque the front and rear radius arm pivot bolts to **200 ft. lbs. **NOTE: SET THE ALIGNMENT CAMS IN THE LOWER FRONT RADIUS ARM IN THE MIDDLE OF ADJUSTMENT BEFORE TORQUING. MAKE SURE THE CAM IS SEATED INSIDE THE ALIGNMENT CAM GUIDES.**

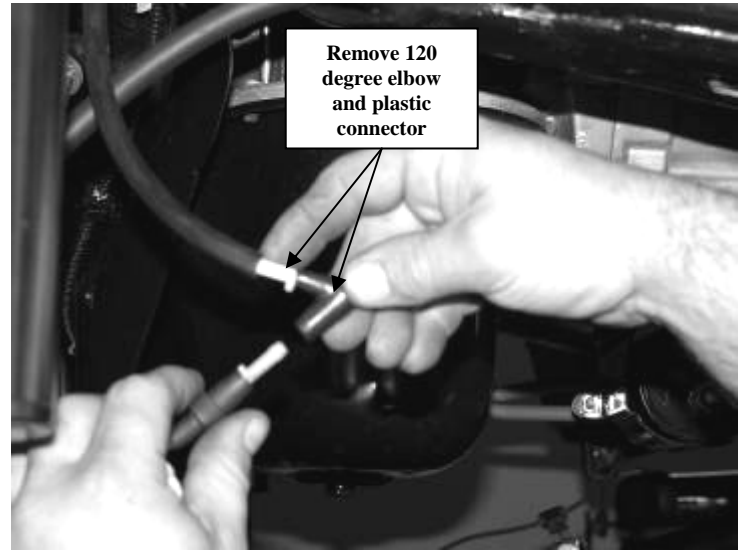
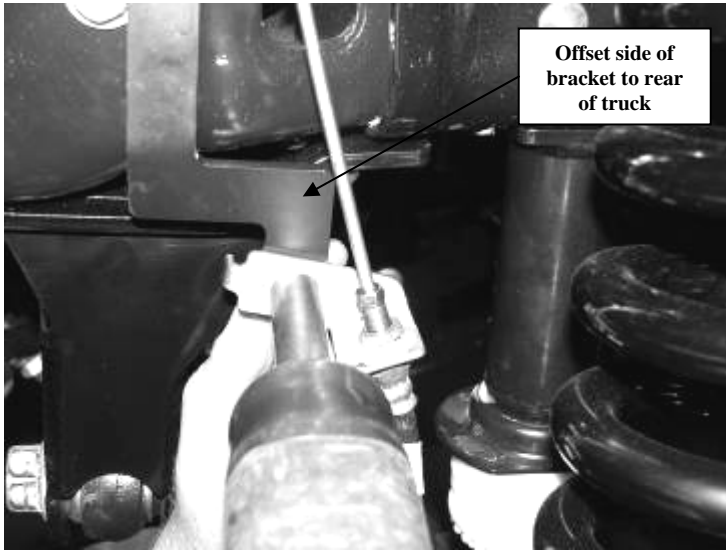
21. Using a floor jack raise the front axle enough to compress the front coils approx. 1". Locate the front shocks FTS7188 for the 6" kit and install onto the truck. **Note: Some shock mounts will require cutting a 1/4" from the top of the factory shock tab. If required, use a die grinder with a cut-off wheel and remove the top 1/4" of the tab. Sand and paint bare/ exposed metal. SEE PHOTOS BELOW.**



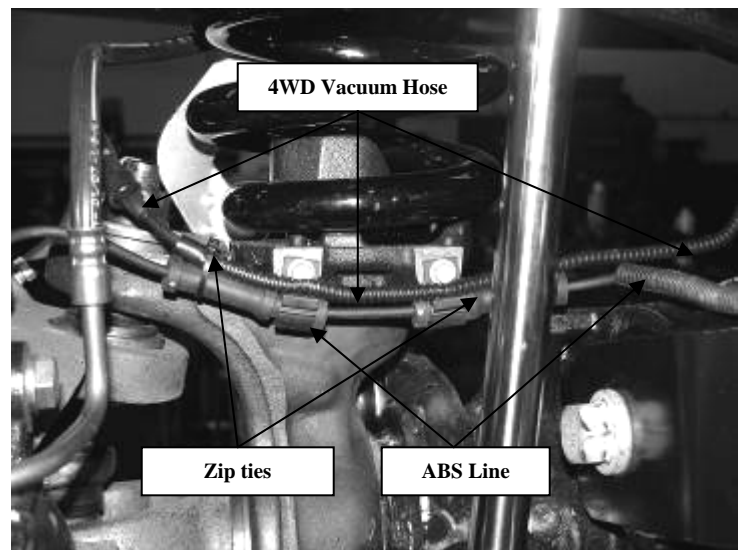
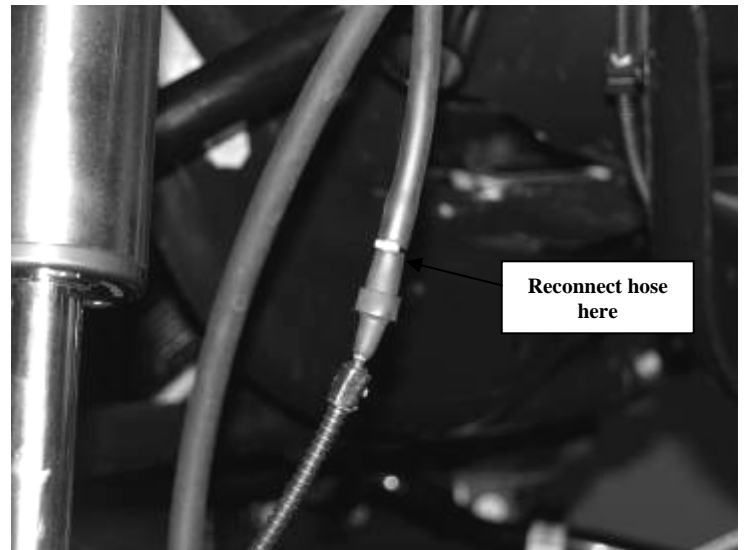
22. Locate the factory brake line mount on the front side of the frame. Remove the bracket from the frame and save the hardware. Locate FT30276 Passenger Front Brake Line Drop Bracket and attach to the frame with the offset of the bracket facing rearward using the original hardware in the factory brake line hole. Locate the supplied 5/16" thread forming bolt. Use a drill with a 17/64" drill bit and drill the new hole from the drop bracket into the frame. Install the 5/16" bolt into the new hole. Locate FT30278 Hard Brake Line Extension and separate the factory hose from the hard line. Install the supplied union and hard line to the factory hard line. Connect the factory hose to the new hard line. Using the supplied 5/16" hardware, attach the factory brake line to the new drop bracket. You will need to carefully bend the hard line down to meet the new brake line bracket. **USE CARE NOT TO DAMAGE THE HARD LINE.**

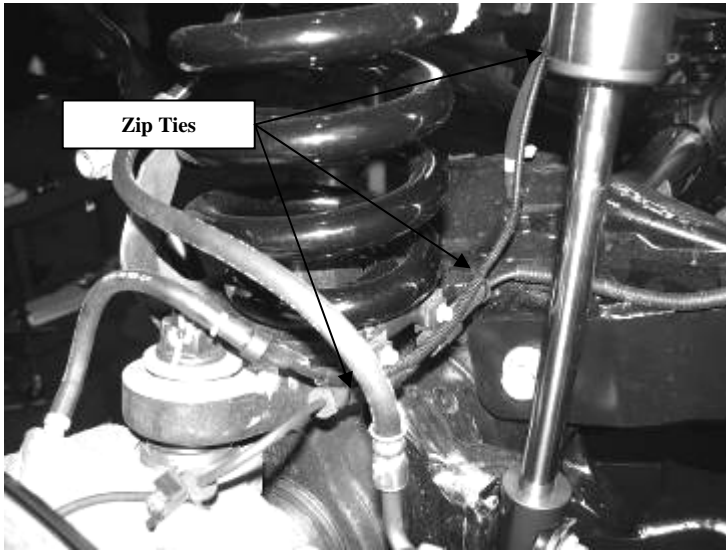
23. Repeat step #21 on the Driver side of vehicle Using FT30348 Driver Front Brake Line Drop Bracket. SEE PHOTOS BELOW AND ON NEXT PAGE.





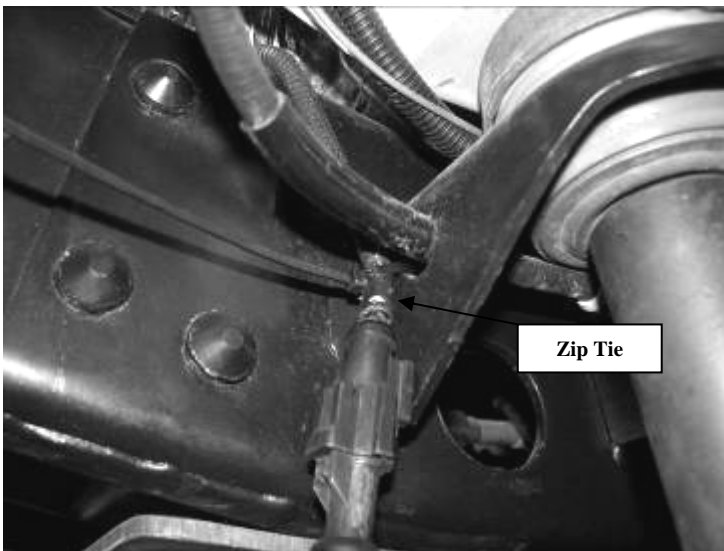
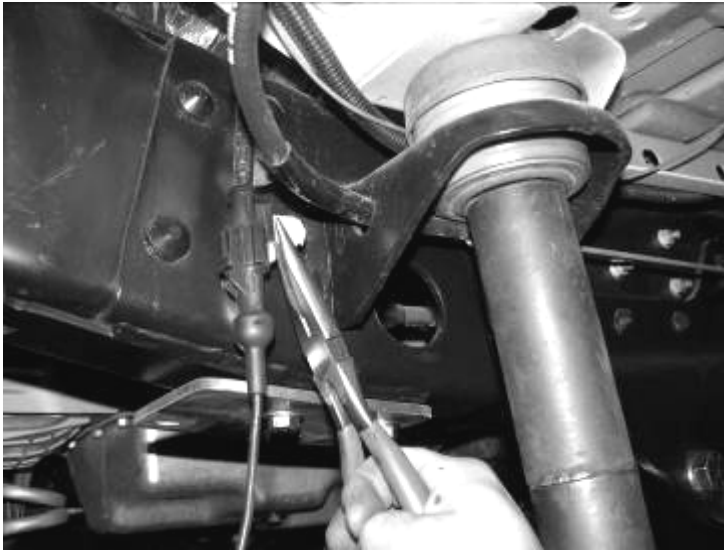
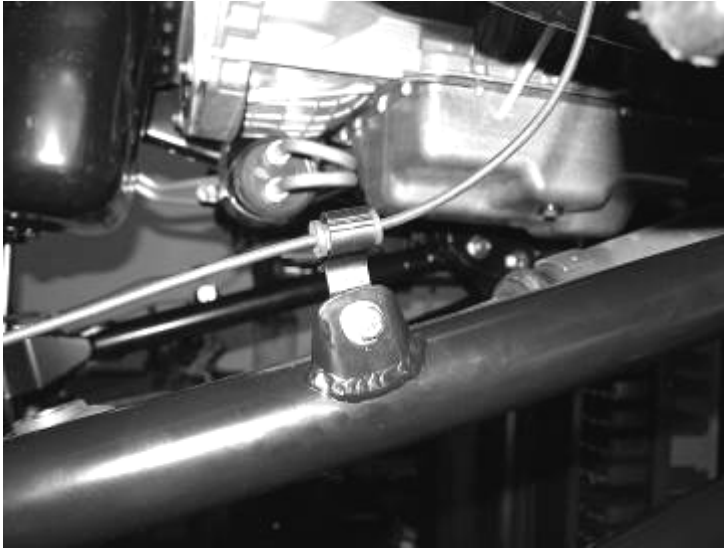
24. Working on the driver side, disconnect the four wheel drive vacuum line from the front brake line bracket and reposition and reconnect behind the coil spring mount. Follow the 4wd vacuum line up to the 120 degree connector and remove it from the line and re-connect the lines with the existing line splint. Attach the vacuum line to the ABS line at the coil mount with 2 of the supplied zip ties and attach the vacuum line to the front differential vent hose with 2 more zip ties. **(this keeps all the lines in place during suspension travel, failure to follow this step could cause ABS and / or 4wd failure).** SEE PHOTOS BELOW AND ON NEXT PAGE.





25. Locate stock plastic ABS Line Bracket and the supplied 5/16" hardware. Remove the ABS line from the plastic bracket and use a die grinder with a sanding disc and sand the face of the bracket so that it is flat. Position the bracket on the upper link arm tab and mark the bracket at the hole in the tab. Use a drill with a 5/16" drill bit and drill a hole into the plastic bracket. Use the supplied 5/16" hardware and attach the plastic bracket to the link arm. Remove the ABS socket connector from the frame and re-connect the ABS line. Install the factory front ABS mount onto the front of the link arm and the ABS line mount back into the plastic bracket (this may need to be moved). SEE PHOTOS IN NEXT COLUMN AND ON NEXT PAGE.





26. Remove the front sway bar from the frame mounts and save the hardware. Locate FT3400-110D & P sway bar frame drop brackets and attach to the frame (AS SHOWN IN PHOTOS) where the sway bar was originally attached using

the factory hardware. **MOUNT THE DRIVER SIDE BRACKET (FT3400-110D) ON THE PASSENGER SIDE, AND THE PASSENGER SIDE (FT3400-110P) ON THE DRIVER SIDE.** Using the supplied 7/16" x 1-1/4" hardware, attach the sway bar to the new drop brackets. Reattach the factory sway bar end links to the axle mounts using the original hardware (**Torque to **40 ft. lbs. once the truck is on the ground; do not tighten while the suspension is in the air**). The new drop brackets are slotted at both mounting points. For the 6" lift, position the frame mount and sway bar all the way forward toward the front of the truck and torque to **35 ft. lbs. SEE PHOTOS BELOW.



View of outer driver side frame rail



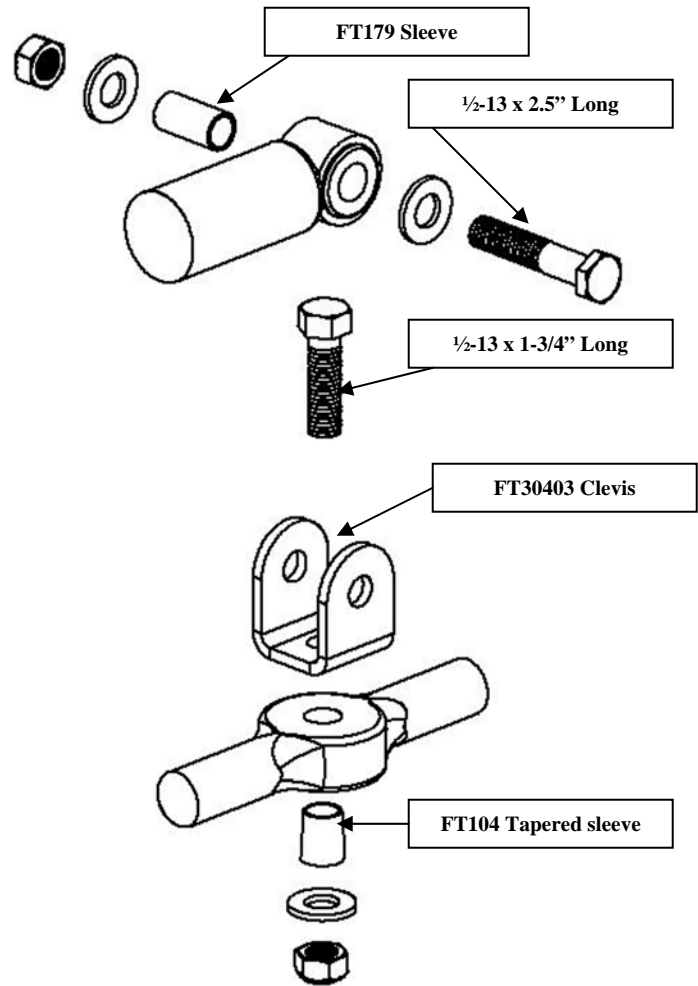
View of inner passenger side frame rail

27. Position the factory trac bar into the new trac bar bracket. Note: You may need to raise the axle up or down to align the hole. Using the original bolt insert it from the front side of the bracket towards the back. Do not push the bolt fully through at this time.

28. Locate FT30273 trac bar support bracket and attach first to the forward motor mount bolt on the driver side of the truck, then line the other end up the trac bar bolt. Torque the factory motor mount bolt to **75 ft. lbs and the trac bar bolt to **400 ft. lbs. Attach the drag link to the bottom of the new pitman arm (opposite of the factory mounting position on the factory pitman arm) with the factory hardware. Torque the nut to ** 148 ft-lbs. SEE PHOTO BELOW.



29. Locate the factory steering stabilizer. Use a die grinder with a sanding disc and remove the staked washer from the back of the stabilizer mounting pin. Locate FT179 Sleeve, FT30403 Clevis, FT104 Tapered Sleeve, and the supplied 1/2" Hardware. With the factory mounting pin removed from the stabilizer, insert the new sleeve into the stabilizer and attach it to the drag link as shown in the diagram below. Torque the 1/2" bolts to ** 90 ft. lbs.



30. Locate FT30402 steering stabilizer drop bracket and install in the factory location using the original hardware. Torque to **50 ft. lbs. Reattach the factory stabilizer to the frame bracket using the 80mm long, 12mm diameter bolt, washers and nut. If installing a Fabtech stabilizer do so at this time. SEE PHOTOS BELOW.



Picture Shown with Factory Stabilizer re-installed



31. Refer to owner's manual for proper brake bleeding procedure
32. Install front tires and wheels. Torque lug nuts to wheel manufacturer's specifications.

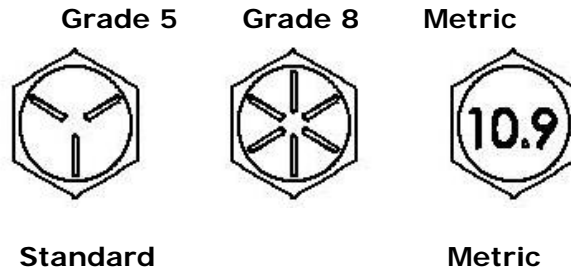
33. Re-check all front hardware at this time for correct torque tightness. Torque the sway bar hardware and endlinks at this time
34. Check the front brake lines and ABS line at this time for proper clearance from all moving parts. You will want to steer the wheels from left to right to make sure the lines clear the wheels. Check fender to tire clearance, trim as needed. Adjust the front headlights.
35. Complete a full alignment on the truck.
36. **RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 500 MILES.** Re-adjust headlights.

REAR LIFT

SEE THE INSTRUCTIONS ENCLOSED IN THE REAR LIFT BOX KIT.

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

S.A.E. Bolt Torque Specification Chart



	Grade 5	Grade 8		Grade 8.8	Grade 10.9
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

50 MILES AND PERIODICALLY THEREAFTER.