



INSTALLATION INSTRUCTIONS



**2009-13 FORD F150 4WD
0-6" UNIBALL UPPER CONTROL ARMS**

FTS22159



- PARTS LIST -

	FTS22159	0-6" F150 UNIBALL UCA KIT
1	FT30507BK	UCA DRIV ASSMBLD
1	FT30508BK	UCA PASS ASSMBLD
1	FT30511	HARDWARE SUBASSEMBLY

	FT90121	HARDWARE KIT
2	56180004152	9/16" -18 C LOCK NUT
2	56000005052	9/16 SAE WASHER G5 ZINC
2	75160004152	3/4-16 C-LOCK NUT ZINC

	FT30511	HARDWARE SUBASSEMBLY
1	FT90121	HARDWARE KIT
4	FT147	MISALIGNMENT
4	FT195	SLEEVE 1.000 X .563 X 2.450
8	FT1007	BUSHING BLACK URETHANE
4	FT84	GREASE FITTING 1/4-28
2	FT94504	UNIBALL ADAPTER PIN
2	FT22159I	INSTRUCTIONS
1	FTLUBE	URETHANE LUBE 1 PACKET
1	FTLOCK	THREAD LOCKING COMPOUND 1 MIL
4	12008007100	ZIP TIE 8" BLACK 40 LBS

- 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

- 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.

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.

NOTE: Will not work with factory wheels. Must use wheels w/ 5" BS with minor trimming.

- INSTRUCTIONS -

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. Starting on the drivers side remove the upper ball joint nut. Disconnect the upper ball joint from the knuckle by striking the knuckle with a large hammer next to the upper ball joint on the knuckle to dislodge the ball joints. Use care not to hit the ball joints when removing.
3. Remove the upper control arm and retain the factory hardware. **SEE FIGURE 1**

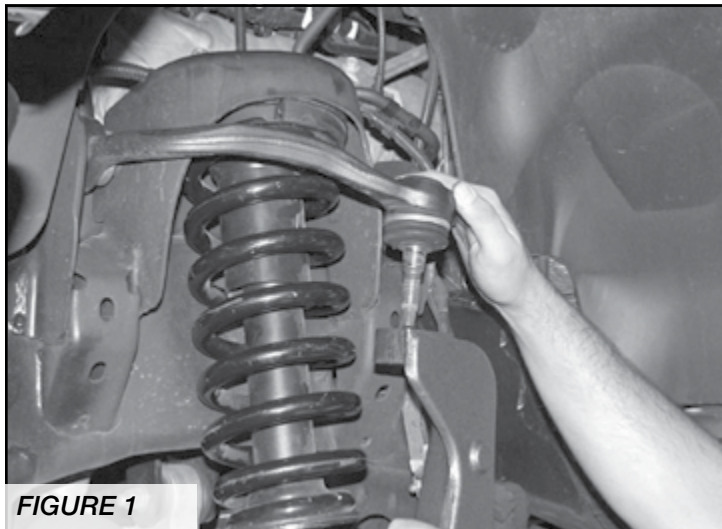


FIGURE 1

4. Locate the Fabtech driver's side control arm FT30507BK, four bushings FT1007, two grease zerks FT84 and two sleeves FT195.
5. Install all these components in the control arm barrels. **SEE FIGURE 2**

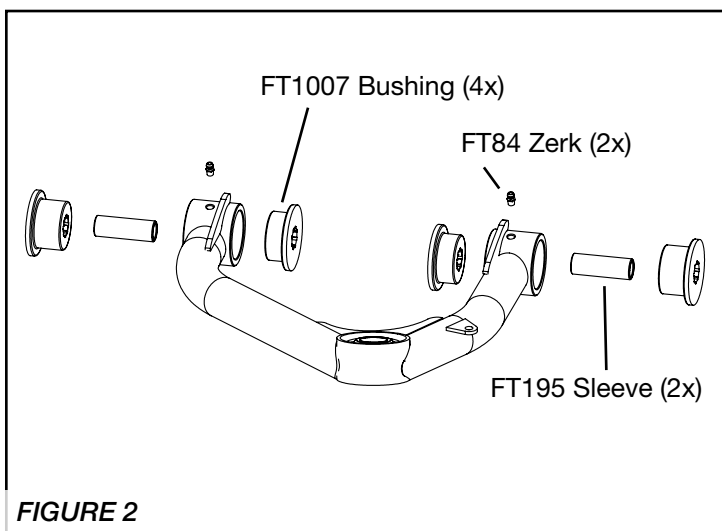


FIGURE 2

6. Install the new Fabtech upper control arm in the factory upper control arm pockets using the factory hardware. When installing the arm on the truck make sure the barrel gussets are up. Torque to 100 ft- lbs.
7. Locate FT94504 Uniball adapter pin, and two FT147 uniball misalignment spacers.

SEE FIGURE 3 FOR STEPS 8-12

8. Insert the uniball pin into the factory knuckle upper ball joint taper. Install the 9/16"-18 lock nut with thread lock compound and flat washer onto the bottom side of the pin. This will lock the pin into the knuckle. Torque to 150 ft-lbs.
9. Install one FT147 uniball misalignment spacer on to the pin.
10. Swing the control arm down, slide the pin into the uniball on the control arm seating the lower FT147 spacer in the control arm.
11. Install the upper FT147 uniball misalignment spacer onto the pin.
12. Install the 3/4" -16 lock nut on the top side of the pin with thread lock compound and torque to 150 ft-lbs.

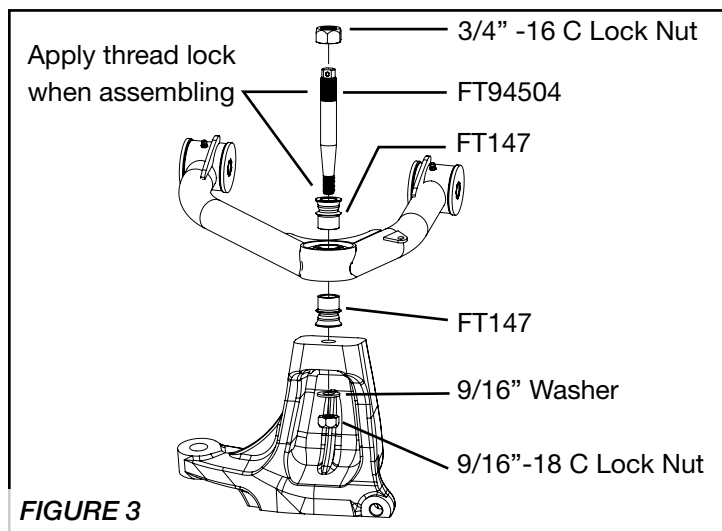


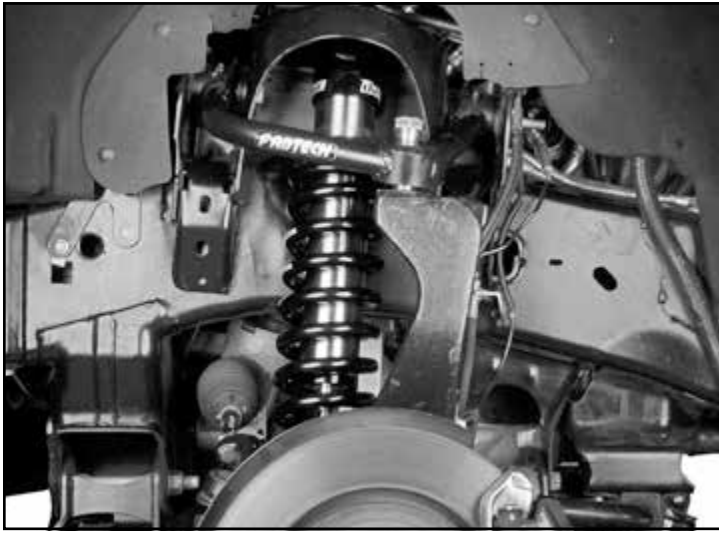
FIGURE 3

13. Repeat 2-12 on the passenger side of the vehicle.
14. 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.**
15. Check front end alignment and set to factory specifications. Readjust headlights.
16. Recheck all bolts for proper torque.
17. Recheck brake hoses, ABS wires and suspension parts for proper tire clearance while turning tires fully left to right.

18. Install Driver Warning Decal. Complete product registration card and mail to Fabtech in order to receive future safety and technical bulletins on this suspension.

Vehicles that will receive oversized tires should check ball joints 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.**



FINISHED INSTALL ON 6" FABTECH SYSTEM



Installation Instructions

FTS22200

2009-13 F-150 4wd

2.5" Dirt Logic Adjustable Coil Over for 2" System

PARTS LIST

Qty	Part Number	Description
2	FT825232	09 F-150 4x4 2" Unpkg
1	FTREGCARD	Reg. Card
1	FTAS16	Decal
1	FTAS12	Fabtech Sticker
1	FTLOCK	Thread Locking Compound
2	FT22200I	Instructions

Hardware Included

Qty	Part Number	Description
6	37000005052	Washer
6	37000005252	Lock Washer
6	37161001081	Hex Bolt
4	62000005081	Washer
2	62110003382	Nut
2	62114501081	Bolt
2	FT30112	Misalignment
2	FT83309	Misalignment
2	FT83310	Misalignment

TOOL LIST- (NOT INCLUDED)

- Assorted Metric & Standard Wrenches
- Torque Wrench
- Standard Allen Wrench Set

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.

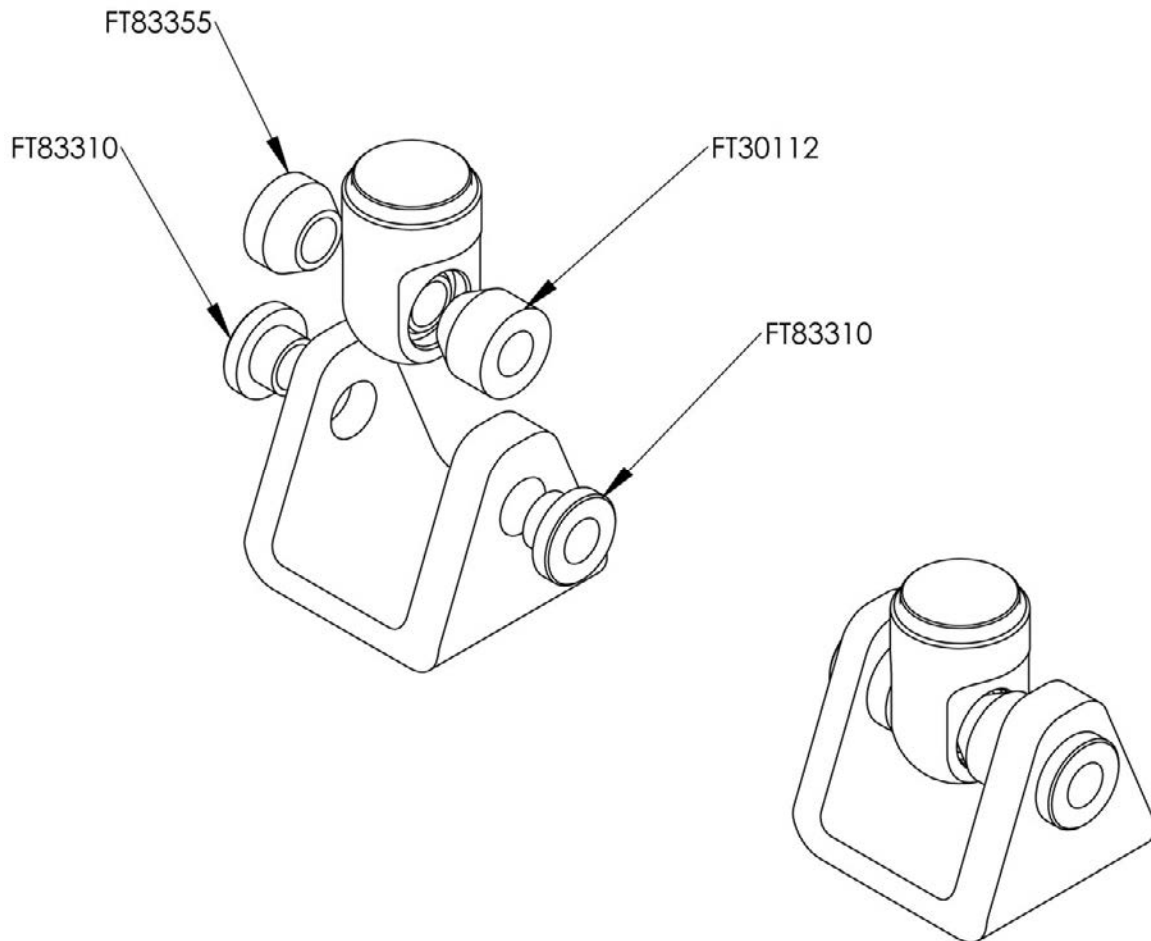
CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLATION. THIS KIT DOES NOT REQUIRE WELDING FOR INSTALLATION. DO NOT WELD ANY OF THESE COMPONENTS.

THE INSTALLATION OF THIS KIT SHOULD BE PERFORMED BY A PROFESSIONAL MECHANIC.

FINAL RIDE HEIGHT OF THE TRUCK SHOULD NOT EXCEED 2" OVER THE STOCK TRUCK RIDE HEIGHT. INCREASING THE RIDE HEIGHT OVER THE RECOMMEND HEIGHT CAN CAUSE SERIOUS SUSPENSION AND/OR CHASSIS DAMAGE.

INSTALLATION-

1. Working from the driver side of the truck, locate one of the supplied FT825231 adjustable coil overs. Using the supplied 3/8" bolts and washers, attach the upper mounting plate to the factory upper coil seat. Torque to 35 ft-lbs.
2. Locate one of each of the supplied FT30112, FT83335 & FT83310 mis-alignments, and 5/8" bolt, nut, and washers. Attach the shock to the lower control arm as shown in the drawing below. The FT30112 is the wider mis-alignment and should be installed on the side of the shock that faces the front of the truck. Torque to 100 ft-lbs. **SEE DRAWING BELOW.**
3. Repeat steps two and three on the passenger side of the truck.
4. Turn the wheels left to right and check for proper turning radius.
5. If adjustments to the ride height of your truck need to be made, purchase spanner wrench part number FTS98008. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Loosen the locking Allen bolt on the spring collar and either tighten or loosen the collar using the spanner wrench. Make adjustments two turns per measurement. When adjusting the coil over you should use a thread lubricant on the threads on the shocks to make the adjustment easier. **NEVER ADJUST THE SPRING COLLAR WHILE THE TRUCK IS ON THE GROUND.**
6. Check the front-end alignment and set to the factory specifications. Re-adjust headlights.





	FTS810322	2.25 Dirt Logic Stainless Steel Shock
1	FTS810322	DLSS SHOCK
1	FT810322i	INSTRUCTIONS
1	FT86008	HARDWARE & BUSHING KIT 8
1	FT89900	STICKER

Thank you for purchasing Dirt Logic shocks, the finest off-road shock in the industry. Each unit is built to exacting standards and is properly tuned specifically for your vehicle. Dirt Logic shocks are designed and built to both beautify and upgrade your suspension system.

How To Care For Your Dirt Logic Shocks

Dirt Logic shocks have been designed as a take apart, serviceable, race style unit. That means, just like a race shock, it will need to be maintained and periodically rebuilt. The tight tolerances of this provide the exceptional ride and performance you are paying for but do require maintenance which is normal in a take apart shock like a Dirt Logic.

Externally, the shock should be kept clean at all times and kept free of dirt, road salt or other corrosive elements. The unit should be routinely washed with a pH balanced cleaner to keep the finish looking new. Do not use any abrasive or aggressive cleaners or degreasers as it will harm the finish for life including the aluminum anodizing.

Internally, the shock has high performance seals that allow the shock to cycle at very high rates and provide exceptional damping in aggressive off-road conditions. These seals are a wearable item and may need to be replaced periodically to keep the shock functioning correctly. Our in house Shock Lab is equipped to handle these needs when necessary.

Caution – Read Before Installing

Stop – Call FABTECH customer service if any component of this product is missing.

This Dirt Logic Shock is shipped pressurized with Nitrogen. Do not remove tamper cap or warranty will be void.

If this shock is equipped with a reservoir hose, do not loosen or remove the hose or warranty will be void.

If this shock is equipped with a coil, be aware that the coil has some amount of preload from the factory and should not be removed. Removal of the coil will void the warranty.

If this shock product needs to be returned for any reason, it must be returned in its original packaging or warranty will be void.

Dirt Logic Shocks come with a one year warranty from the original date of purchase for defects in material or workmanship.

A spanner wrench can be purchased for future adjustment. (FTS89905 for 4.0 and FTS98008 for 2.5)

Should you have any questions regarding your Dirt Logic Shocks, please feel free to contact us.

Installation Instructions

Install the bushing kit onto the 2.25” Dirt Logic Shock included in the packaging. Now install the shock by attaching the top cap first and the rod end second. Take care to compress the shock when installing the rod end as the shock is under pressure and will require leverage and strength to accomplish this task. This would be best done with the vehicle on a hoist with the suspension at its most extended length. Once the shock is installed tighten the bolts until there is a light squeeze on the urethane bushings.

(Note some 2.25” shocks will require extra components to be installed prior to shock installation)