



# **INSTALLATION INSTRUCTIONS**

**2008-16 FORD F250/350 4WD  
4" BASIC SYSTEM**

**FTS22208**

## - PARTS LIST -

<b>FTS22207 4" FORD F250/350 FRONT COILS</b>		
2	FT30648	4" FRONT COIL

<b>FTS22208 4" BASIC SYSTEM</b>		
1	FT30122	PITMAN ARM
1	FT30468BK	FRONT BUMP STOP (DRIVER)
1	FT30469BK	FRONT BUMP STOP (PASS)
2	FT30467BK	RADIUS ARM DROP
1	FT30273BK	TRACK BAR SUPPORT TUBE
1	FT30373BK	TRACK BAR DROP BRACKET
1	FT30285	HARDWARE KIT
1	FT30716	HARDWARE SUBASSEMBLY
1	FT30402	STEERING STABILIZER BRACKET (08-10)
1	FT30583BK	STEERING STABILIZER BRACKET (11-UP)
1	FT3400-112D	SWAY BAR DROP (DRIVER)
1	FT3400-112P	SWAY BAR DROP (PASSENGER)

<b>FTS22211 4" REAR BOX KIT</b>		
4	FT728U	UBOLT RD 5/8-18 X 16.50 X 3.50
2	FTBK41	4" BLOCK W/ BUMP STOP
1	FT58H	5/8" UBOLT HARDWARE KIT
2	FT30166	SLEEVE .500 X .370 X 1.485
1	31000005252	5/16" LOCK WASHER
1	31182001081	5/16-18 X 2" HEX BOLT

<b>K2210 4" BASIC SYSTEM W/PERFORMANCE SHOCKS</b>		
1	FTS22207	4" COIL BOX
1	FTS22208	4" BASIC SYSTEM BOX
1	FTS22211	4" REAR BOX KIT
2	FTS7236	PERFORMANCE SHOCK (FRONT)
2	FTS7266	PERFORMANCE SHOCK (REAR)

<b>K2210M 4" BASIC SYSTEM W/ STEALTH SHOCKS</b>		
1	FTS22207	4" COIL BOX
1	FTS22208	4" BASIC SYSTEM BOX
1	FTS22211	4" REAR BOX KIT
2	FTS6236	STEALTH MONOTUBE SHOCK (FRONT)
2	FTS6063	STEALTH MONOTUBE SHOCK (REAR)

<b>K2210DL 4" BASIC SYSTEM W/ DLSS SHOCKS</b>		
1	FTS22207	4" COIL BOX
1	FTS22208	4" BASIC SYSTEM BOX
1	FTS22211	4" REAR BOX KIT
2	FTS810962	2.25 DIRT LOGIC SS N/R (FRONT)
2	FTS810052	2.25 DIRT LOGIC SS N/R (REAR)

<b>FT30716 HARDWARE SUBASSEMBLY</b>		
1	FT22208i	INSTRUCTIONS
1	FT30258	SECTOR SHAFT NUT
2	FT20098	BRAKE HOSE BRACKET
2	FT30277	FRONT ABS LINE BRACKET
1	FT30059	REAR DIFF BRAKE BRACKET
1	FTAS12	STICKER FT BLUE 10X4 DIE CUT
1	FTAS16	DRIVER WARNING DECAL
1	FTREGCARD	REGISTRATION CARD

<b>FT30687- HARDWARE KIT</b>		<b>LOCATION</b>
8	7/16 SAE WASHER G8 ZINC	SWAY BAR
4	7/16-14 C-LOCK NUT ZINC	
4	7/16-14 X 1 1/4 HEX HD	
2	5/16-18 1-1/4" HEX BOLT	BRAKE LINE
2	5/16-18 NYLOCK NUT	
4	5/16" WASHER	
4	1/4 SAE WASHER	
2	1/4-20 GR C CROWNLOCK NUT	
2	1/4-20 X 1" HEX BOLT G5 ZINC	
6	5/16-18 X 1" SELF TAP BOLT	
2	5/16-18 X 1-1/4" HEX BOLT	BUMP STOP
2	5/16" WASHER	
2	5/16 SPLIT WASHER	
8	3/4-10 X 1-1/2" HEX BOLT	RADIUS ARM DROP
16	3/4 SAE WASHER	
8	3/4-10 C-LOCK NUT	
1	COTTER PIN	
1	M12-1.75 X 70MM HEX BOLT	STEERING STABILIZER
2	M12 WASHER	
1	M12-1.75 C-LOCK	
4	7/16-14 X 1-1/2" HEX BOLT	BUMP STOP BRACKET
4	7/16-14 NYLOCK NUT	
8	7/16 WASHER	
1	THREAD LOCKING COMPOUND 1 MIL	
2	HOSE CLAMP	
7	8" ZIP TIES	



## - TOOL LIST -

### ***Required Tools (Not Included)***

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

## - 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.

### ***Recommend Tires and Wheels:***

- Use 325/65R18 tire w/ 18x9.5 wheels w/ 4-3/4" BS
- Use 35/12.50R20 tire w/ 20x9 wheels w/ 5" BS

### ***FOOTNOTES -***

***- FRONT DRIVESHAFT MODIFICATION MAY BE REQUIRED TO CLEAR EXHAUST ON GAS MOTOR.***

# - INSTRUCTIONS -

## FRONT 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. Working from both sides of the truck, remove the brake calipers 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 lines from the front side and the rear side of the lower spring perch on the axle and save the hardware.
3. Locate the ABS lines on the radius arms and disconnect it at the plug on the fender well. Remove the ABS line brackets from the radius arms and save the hardware.
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 UNDERLOAD!** 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 save the hardware. Remove the steering stabilizer frame bracket and save the hardware. Discard the frame bracket. Leave the steering stabilizer connected to the drag link. **SEE FIGURE 1**



FIGURE 1 - STEP 6

7. Remove the drag link from the pitman arm and save factory hardware. 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 track bar from the frame bracket and save the original hardware. Remove the track bar bracket from the frame and save the original hardware and discard the factory track bar bracket. **SEE PHOTO BELOW. SEE FIGURE**



FIGURE 2 - STEP 8

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. **SEE PHOTO BELOW. SEE FIGURE 3**

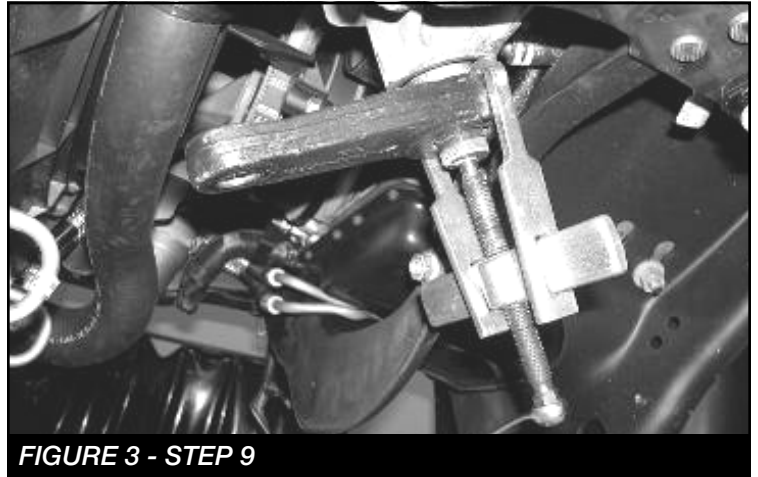
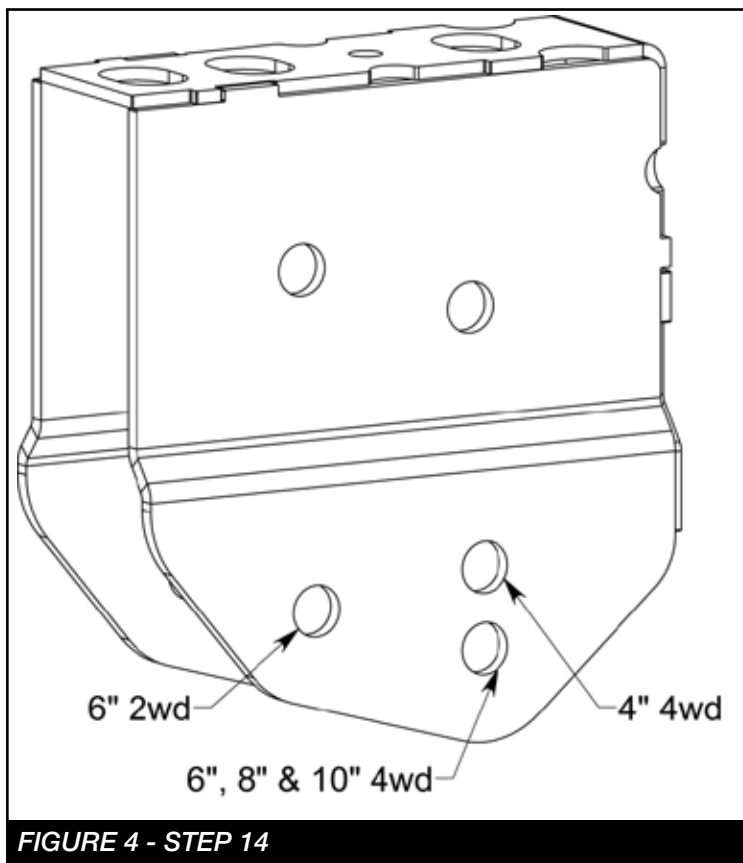


FIGURE 3 - STEP 9

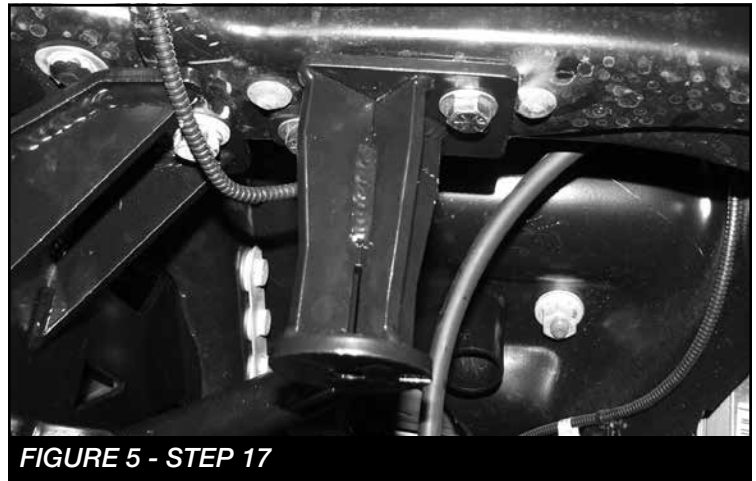
10. Locate FTS30122 new drop pitman arm. Attach to the steering box in the same indexed position as the factory pitman arm was when removed. Install the provided FT30258 Sector Shaft Nut and torque to 350 ft. lbs. (Note: this is a one-time only use nut, once it is tightened on the sector shaft and removed, it must be discarded.)

11. Locate FT30373BK Track 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 TRACK BAR TO THE FRAME BRACKET AT THIS TIME.**
12. With the front axle still supported by the floor jack, remove both of the front factory radius arms from the axle and the factory frame mounts. Save the factory hardware.
13. Working from the driver side of the truck, locate FT30467BK radius arm drop bracket. Place the bracket into the factory radius arm bracket on the frame. Attach the bracket to the factory bracket using the supplied  $\frac{3}{4}$ " x 1  $\frac{1}{2}$ " bolts, nuts, and washers through the original holes in the frame. Torque bolts to 317 ft. lbs.
14. Reinstall the radius arm onto the truck using the original hardware. Attach to the axle first then to the new drop bracket using the 4" hole. Leave loose at this time. **SEE FIGURE 4**

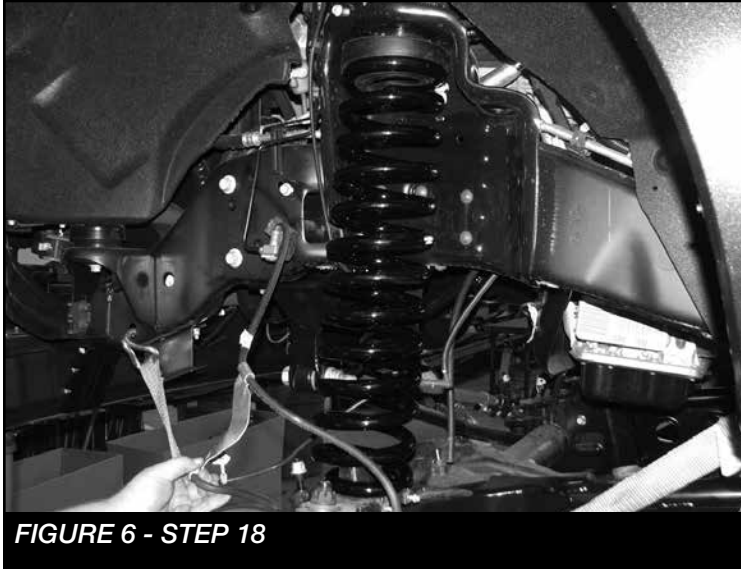


15. Repeat step thirteen thru fourteen on the passenger side of the truck.

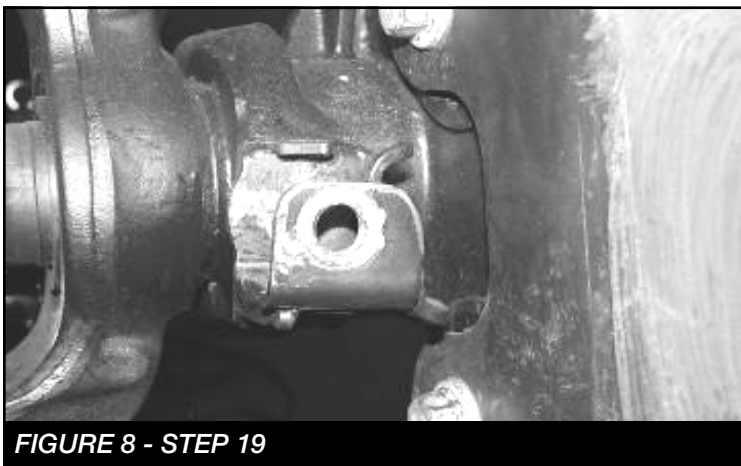
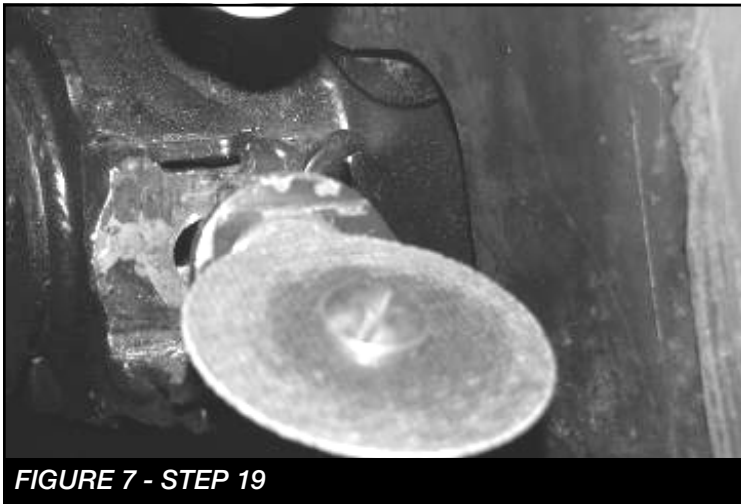
16. Working from both sides of the truck, locate and remove the factory front bump stops and save. These can be removed by pulling on the bump stop itself free from the cup. Remove the factory mounting cup from the frame and discard the hardware. Locate FT30468BK Driver Side front bump stop drop brackets. Using a drill with a  $\frac{7}{16}$ " drill bit, drill out the factory bump stop locator pin hole in the frame. Now attach the bump stop to the hole in the frame using the supplied  $\frac{7}{16}$ " x 1  $\frac{1}{2}$ " bolt, nut, and washer. Once attached and aligned with the frame drill the second hole with the  $\frac{7}{16}$ " drill bit. Locate FT30469BK 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  $\frac{7}{16}$ " hardware.
17. Attach the factory bump stop cup to the new bracket using the supplied  $\frac{5}{16}$ " x 1  $\frac{1}{4}$ " bolt, flat washer, and split washer. Before tightening the bolt, align the flat part of the bumpstop cup to the flat side of the drop bracket Press the factory bump stop back into the cup. **SEE FIGURES 5**



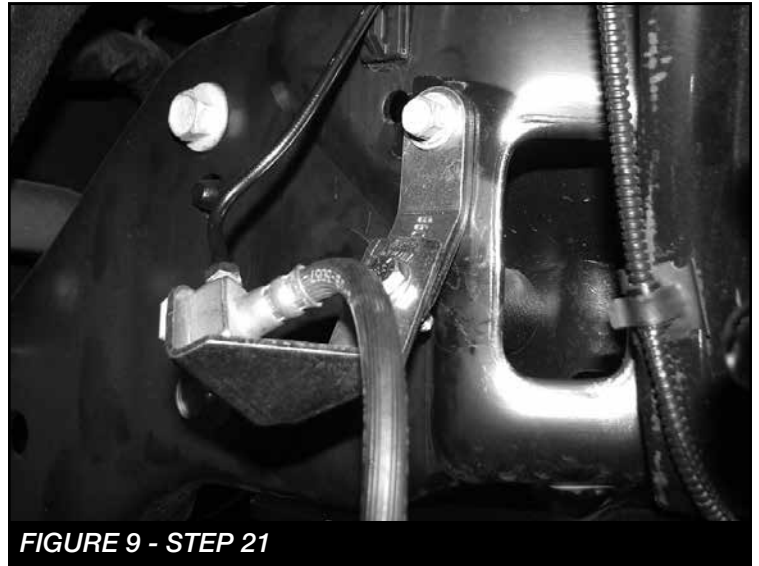
18. Install the coil springs FT30648 into in the factory location using the original factory upper coil isolator. **SEE FIGURE 6**



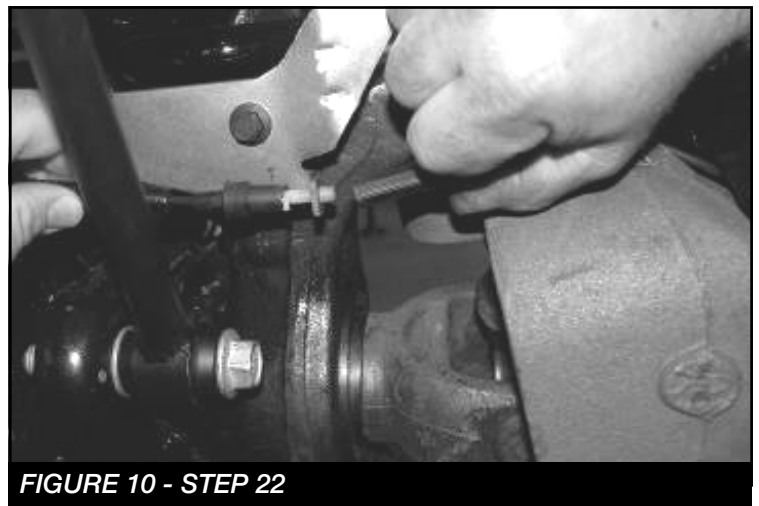
19. Using a floor jack raise the front axle enough to compress the front coils approx. 1". Locate the front shocks FTS7236, FTS6063 or FTS810962 and install onto the truck. Note: Some shock mounts will require cutting a 1/4" from the top of the factory shock tab. If required, use a die grinder with a cut-off wheel and remove the top 1/4" of the tab. Sand and paint bare/ exposed metal. **SEE FIGURES 7-8**



20. Torque the rear radius arm pivot bolts to 200 ft. lbs. The front pivots bolts to 200 ft. lbs.
21. Locate the factory brake line mount on the front side of the frame. Remove the bracket from the frame and save the hardware. Locate FT20098 Brake line bracket. Install the new bracket to the factory bracket using 5/16" hardware. Then install the bracket back into the factory hole using the factory hardware. **SEE FIGURE 9**



22. 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 or 4WD failure). **SEE FIGURES 10-13**



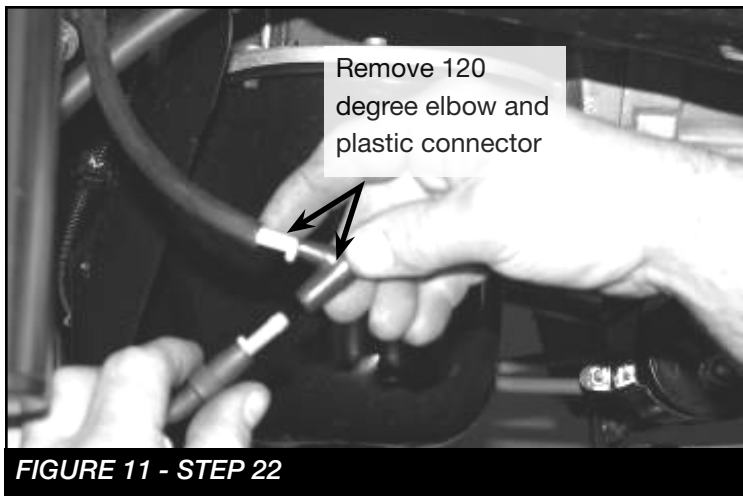


FIGURE 11 - STEP 22

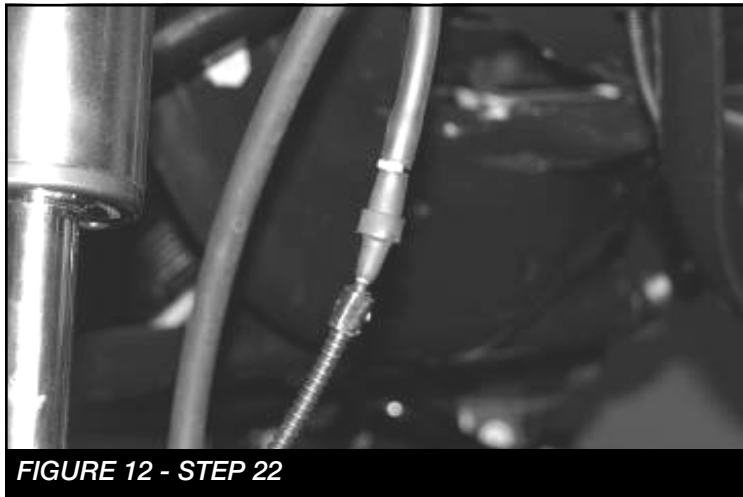


FIGURE 12 - STEP 22

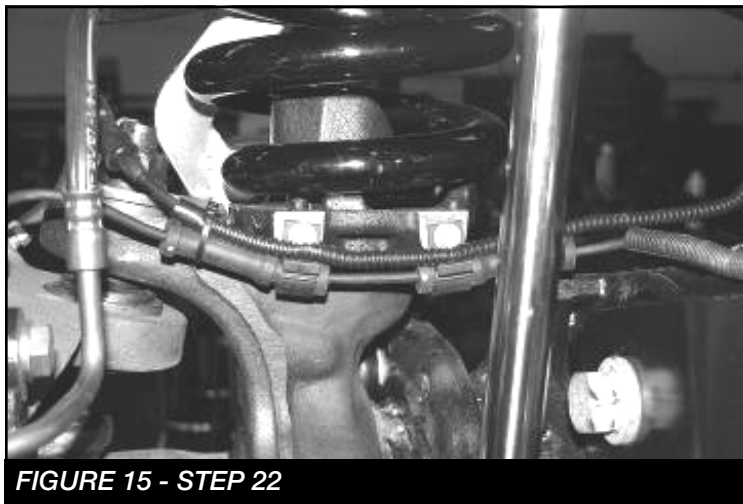


FIGURE 15 - STEP 22

23. Locate FT30277 ABS Line Bracket and the supplied 1/4" hardware, adel clamp, and thread-forming bolts. Locate the two slotted holes on the radius arm, measure a 1/2" in front of the upper hole and 3/4" from the top of the radius arm. Mark and drill a 7/32" pilot hole. Using a thread-forming bolt, attach the line bracket to the radius arm in the middle hole. Now mark and drill the bottom hole in the line bracket to the radius 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 radius arm. Place the provided adel clamp onto the ABS line mount (this may need to be moved) and attach to the new bracket with the supplied 1/4" hardware. **SEE FIGURES 14-17**

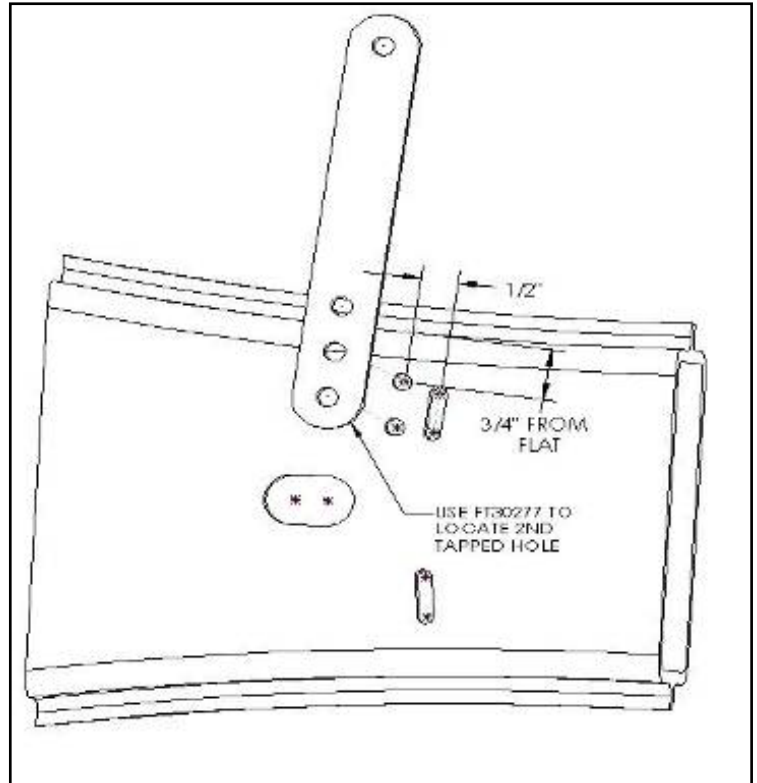


FIGURE 13 - STEP 23

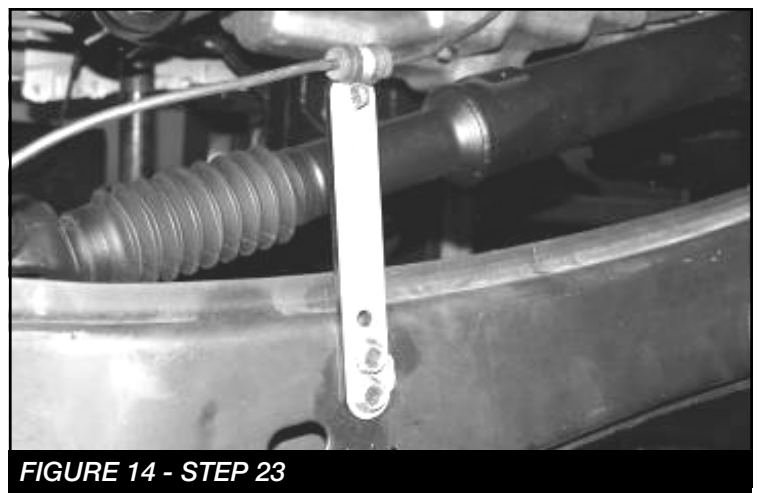


FIGURE 14 - STEP 23

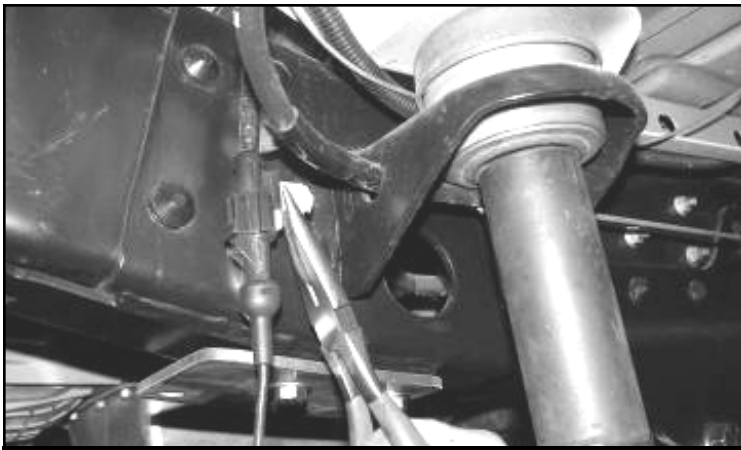


FIGURE 16 - STEP 23



FIGURE 19 - STEP 24

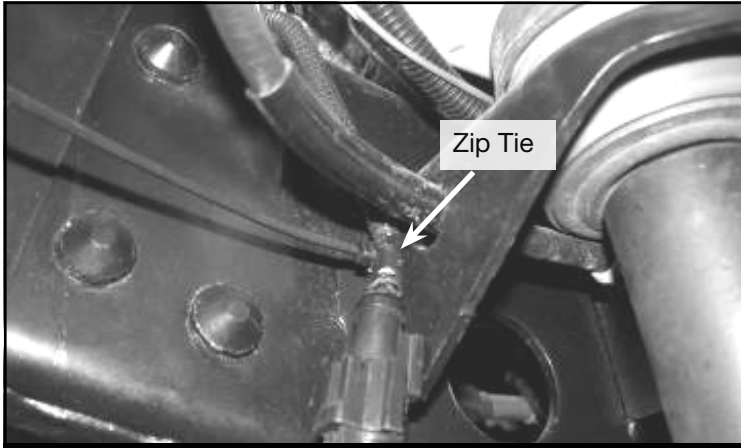


FIGURE 17 - STEP 23



FIGURE 20 - STEP 24

24. Locate FT30402 (08-10) or FT30583BK (11-UP) 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 original hardware. **SEE FIGURES 18-19.** If installing on 11-UP vehicle, use supplied M12 hardware. If installing a Fabtech stabilizer do so at this time. **SEE FIGURE 20**



FIGURE 18 - STEP 24

25. Remove the front sway bar from the frame mounts and save the hardware. Install FT3400-112D & P sway bar frame drop brackets to the frame where the sway bar was originally attached using the factory hardware. **MOUNT THE DRIVER SIDE BRACKET ON THE PASSENGER SIDE, AND THE PASSENGER SIDE 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. Torque to 35 ft. lbs. For an 8" lift, position the frame mount and sway bar all the way toward the rear. Torque to 35 ft. lbs. **SEE FIGURES 21-22**



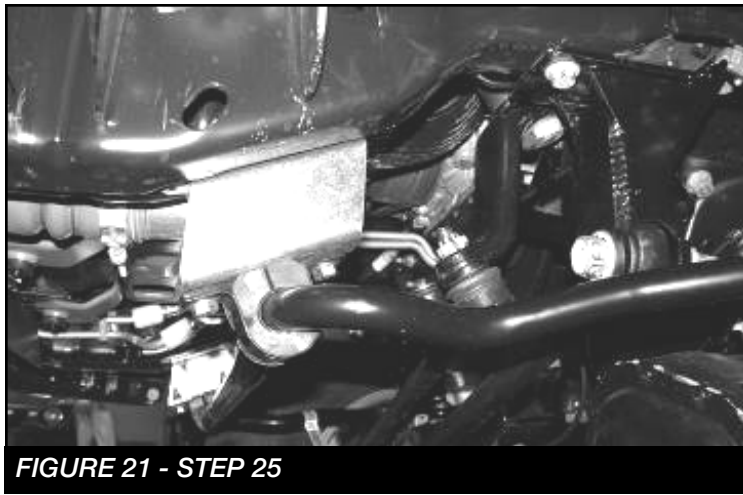


FIGURE 21 - STEP 25

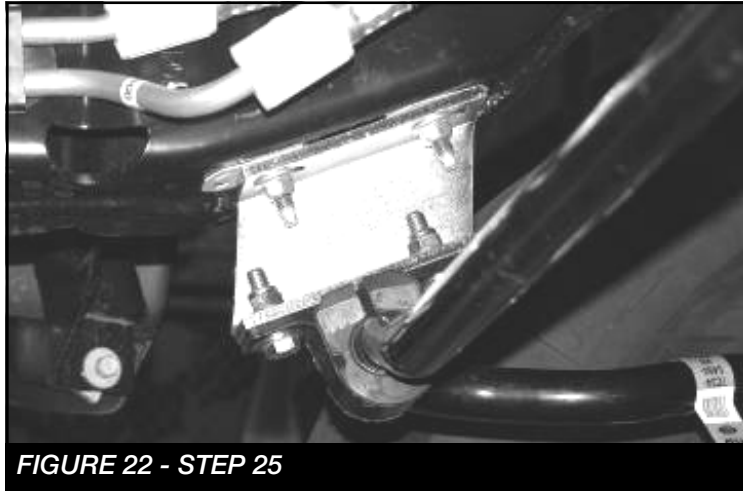


FIGURE 22 - STEP 25

26. Position the factory track bar into the new track 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.
27. Locate FT30273 track 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 to the track bar bolt. Torque the factory motor mount bolt to 75 ft. lbs and the track bar bolt to 400 ft. lbs. **SEE FIGURE 23**

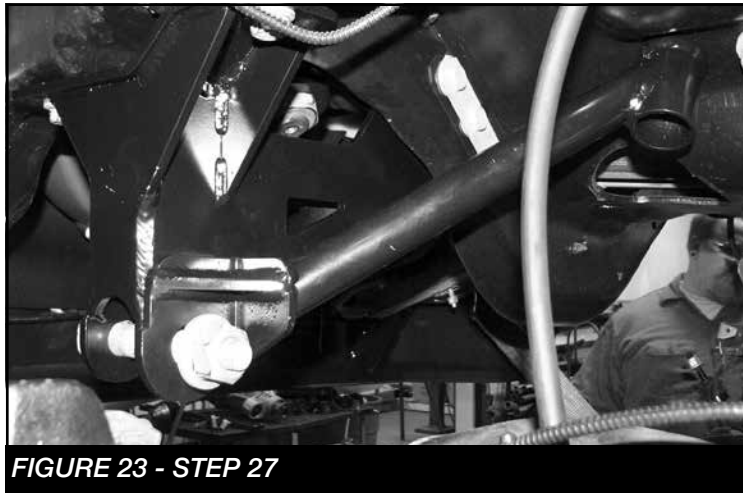


FIGURE 23 - STEP 27

## REAR SUSPENSION

28. Locate and install the 4" rear lift blocks FTBK41. The factory block will need to be removed. The short end of the blocks should face to the front of the vehicle. Using the supplied u-bolts, nuts and washers align axle, lift blocks and springs and torque to U-bolts to 170 ft-lbs.
29. Install the new rear shocks FTS7266, FTS6063 or DL FTS810052 using the factory hardware, torque to 90 ft-lbs.
30. Remove the diff breather hose from the rear axle. Remove the fitting that holds the brake line bracket on the axle. Install FT30059 (Brake line bracket) using the factory fitting. Next, install the factory bracket to the FT30059 using the supplied 5/16" hardware. Torque to 29 ft-lbs. **SEE FIGURE 24**

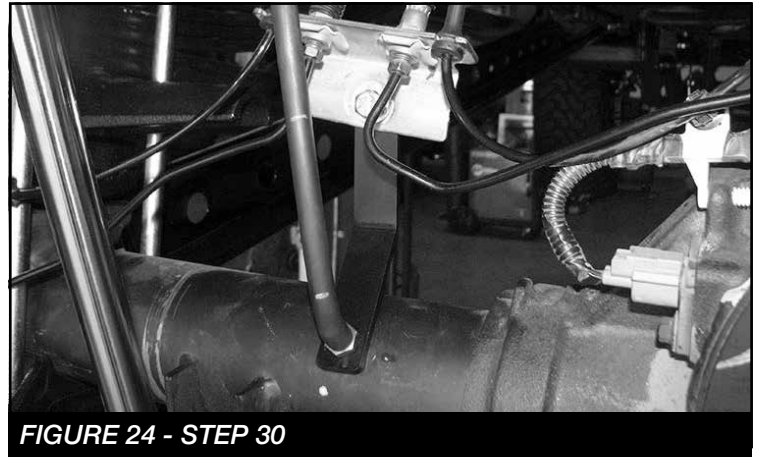


FIGURE 24 - STEP 30

31. 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.**
32. Check front end alignment and set to factory specifications. Readjust headlights.
33. Recheck brake hoses, ABS wires and suspension parts for proper tire clearance while turning tires fully left to right.
34. 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, uniballs and all steering components every 2500-5000 miles for wear and replace as required.**

**RE-TORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.**