



1999-2005 CHEVROLET C1500
FTS1599-7 3" LIFT SPINDLES

PARTS LIST:

	FTS1599-7	Chevy 3" Lift Spindle 1999
Qty	Part #	Description
1	FT20418	Hdwr Sub-Assembly
1	FTS1599-7D	Chevy 3" Spindle Driver
1	FTS1599-7P	Chevy 3" Spindle Passenger

	FT20418	Hdwr Sub-Assembly Kit
Qty	Part #	Description
2	25000005052	Washer 1/4" SAE
2	25000005252	Washer 1/4" Split Lock
2	25200751052	Bolt 1/4"-20 X 3/4"
2	FT1599-7i	Instruction Sheet
1	FTAS12	Sticker
1	FTAS16	Warning sticker
1	FTLOCK	Thread Locking Compound
1	FTREGCARD	Reg. Card

TOOL LIST: (NOT INCLUDED)

FLOOR JACK

JACK STANDS

ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME OR UPPER CONTROL ARM DAMAGE MAY RESULT TO THE VEHICLE.

OEM **WHEELS AND TIRES** CAN BE USED AFTER THE INSTALLATION OF THIS KIT. A LARGER TIRE CANNOT BE INSTALLED ON THE OEM WHEELS. WE RECOMMEND AFTER MARKET WHEELS WITH A MAXIMUM BACKSPACING OF 4 5/8".

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

SUSPENSION SYSTEM WILL NOT WORK ON VEHICLES EQUIPPED WITH FACTORY AUTO RIDE SUSPENSION

INSTRUCTIONS:

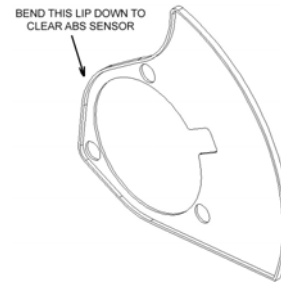
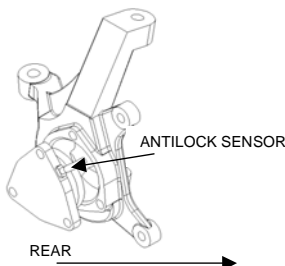
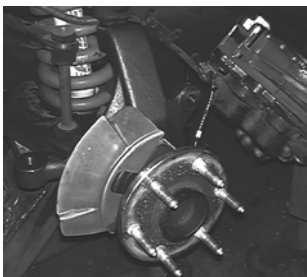
1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Starting on the passenger side of the truck, remove the bolt attaching the brake line tab to the spindle. Remove the two bolts securing the brake caliper bracket to the spindle, do not separate the brake caliper from the caliper bracket at this time, and tie it up and out of the way. **DO NOT LET THE CALIPER HANG BY THE BRAKE LINE!**



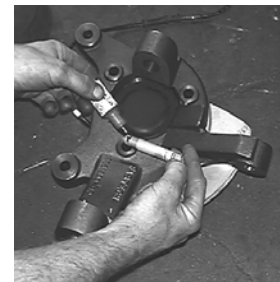
3. Follow the antilock brake sensor wire from the hub to the frame rail. Separate the wire from the upper control arm and separate the connector at the frame.



4. Remove the nuts securing the tie rod, upper and lower ball joints to the spindle. Separate all three joints from the spindle and remove the spindle from the control arms. Remove the three bolts securing the wheel bearing assembly to the spindle, noting the position of the hub and air deflector in the spindle for reassembly.

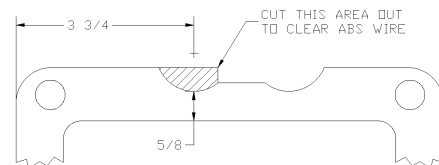


5. Take the spindle marked FTS1599-7P and set it onto the lower ball joint. Tighten the nut on the lower ball joint to 90 ft/lbs. Modify the air deflector as shown above and place it with the bearing/hub assembly in the lift spindle. Using the original position of the antilock sensor as a reference, rotate the bearing/hub assembly towards the rear of the truck 120° or one bolt hole, **DO NOT CHANGE THE POSITION OF THE AIR DEFLECTOR.** The sensor should be pointing towards the rear of the truck.



6. Apply several drops of the supplied thread locking compound to the three original spindle bolts and torque to 129 ft/lbs.

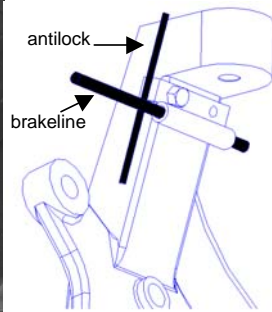
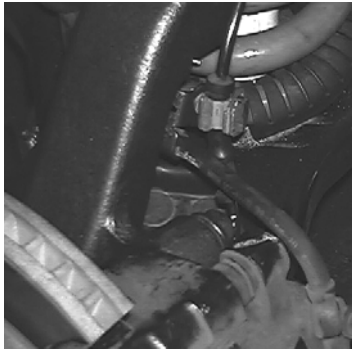
CUT OUT TEMPLATE FOR PASSENGER SIDE CALIPER MOUNTING BRACKET



7. Disconnect the caliper from the caliper bracket. Place the caliper and bracket assembly onto the lift spindle. **ON THE PASSENGER SIDE ONLY, YOU WILL HAVE TO CLEARANCE THE CALIPER BRACKET AS SHOWN ABOVE. A FULL SIZE TEMPLATE CAN BE FOUND ON THE LAST PAGE.** Reassemble the caliper to the bracket.



- Apply several drops of the supplied thread locking compound to the two original bolts and torque to 129 ft/lbs. With the brake line routed behind the spindle, place the spindle onto the upper ball joint and torque the nut to 37 ft/lbs., you may need to hold the ball joint shaft with a wrench. Install the tie rod end into the steering knuckle and torque the nut to 46 ft/lbs.

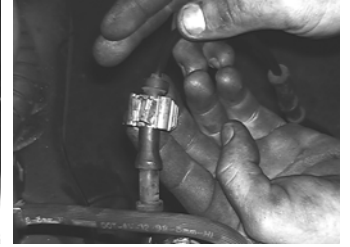


- Locate the brake line tab onto the two holes on the backside of the spindle. Using the supplied 1/4" bolt and lock washer, place one drop of the supplied thread locking compound on the threads and attach the brake line tab to the spindle. Be

sure the locating tab is positioned in the adjacent hole. Torque the bolt to 5 ft/lbs.



BEFORE



AFTER

- Reattach the antilock sensor wire to the brake line tab, moving the clip to the lower portion of the wire insulator for more slack between the spindle and the frame. Also reconnect the antilock sensor wire to the upper control arm and frame connector.
- Repeat steps two through seven on the driver side of the truck.
- Reinstall the front tires and torque the wheel lugs to factory specifications, located in the owners manual. Set the truck back on the ground. **WHILE TURNING THE STEERING WHEEL FULLY IN EACH DIRECTION, MAKE SURE THERE IS AMPLE CLEARANCE BETWEEN THE WHEELS, TIRES, CONTROL ARMS, BRAKE LINES AND ABS WIRES.**
- Check front-end alignment and set to factory specifications. Re-adjust headlights

