



## INSTALLATION INSTRUCTIONS



**2009-2015 DODGE 1500 4WD**  
**0 & 6" UNIBALL UPPER CONTROL ARM**

**FTS23039**



**- PARTS LIST -**

	<b>FTS23039</b>	<b>0 - 6" DODGE 1500 UNIBALL UCA KIT</b>
1	FT44211BK	UCA (DRIVER)
1	FT44212BK	UCA (PASSENGER)
1	FT44214	HARDWARE SUBASSEMBLY

	<b>FT44214</b>	<b>HARDWARE SUBASSEMBLY</b>
4	FT147	MISALIGNMENT
2	FT94506	UNIBALL ADAPTER PIN
8	FT1037	BUSHINGS
4	FT194	SLEEVE 1.000 X .563 X 1.950
4	FT84	GREASE FITTING
1	FT90121	HARDWARE KIT
2	FT23039i	INSTRUCTIONS
1	FTAS16	DRIVER WARNING DECAL
1	FTREGCARD	REGISTRATION CARD
4	12008007100	ZIP TIE 8" BLACK 40 LBS
1	FTLOCK	THREAD LOCKING COMPOUND 1 MIL
1	FTLUBE	URETHANE LUBE

	<b>FT90121 - HARDWARE KIT</b>	<b>LOCATION</b>
2	9/16" -18 C LOCK NUT	
2	9/16 SAE WASHER G5 ZINC	
2	3/4-16 C-LOCK NUT ZINC	

**- 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-***

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.

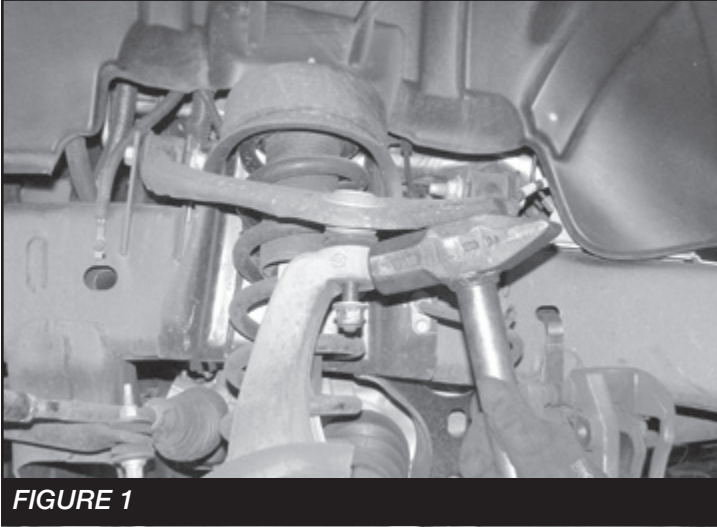
Vehicles that receive oversized tires should check ball joints, uniballs, tie rods ends, pitman arm and idler arm every 2500-5000 miles for wear and replace as needed.

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.

# - 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. Starting from the driver 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 joint when removing. **SEE FIGURE 1**



3. Remove the upper control arm and retain the factory hardware.
4. Locate the Fabtech driver's side control arm (FT44211BK), four bushings (FT1037), two grease zerks (FT84), and two sleeves (FT194).
5. Install all these components in the control arm barrels. **SEE FIGURE 2**

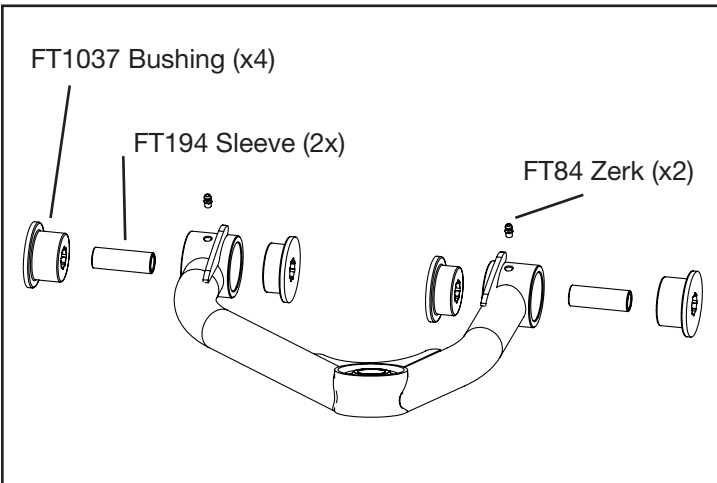
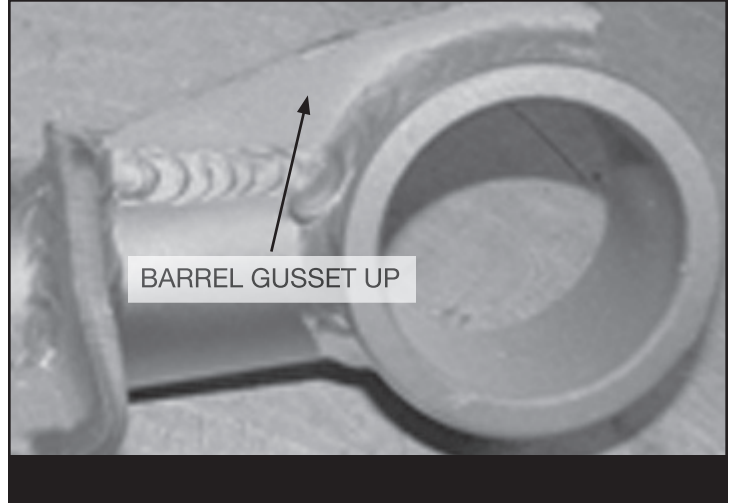


FIGURE 2

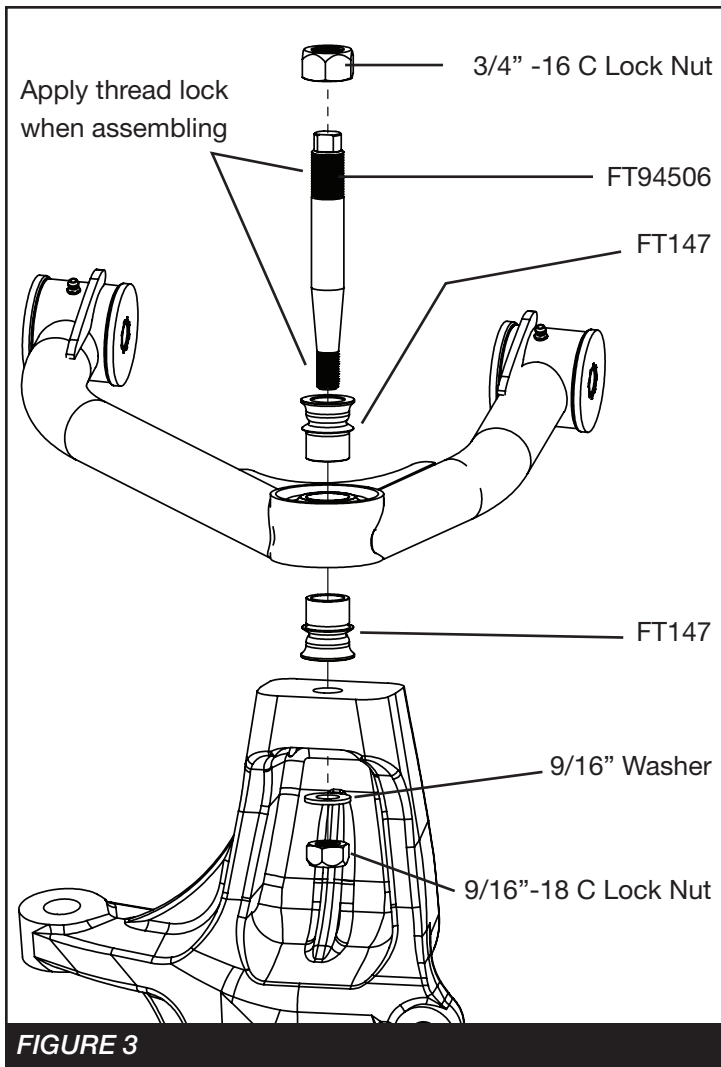
6. Install the new Fabtech upper control arm in the factory upper control arm pockets using the factory hardware at the previously marked alignment cam location. When installing the arm on the truck, make sure the barrel gussets are facing up. Torque to 100 ft-lbs.



7. Locate FT94506 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.

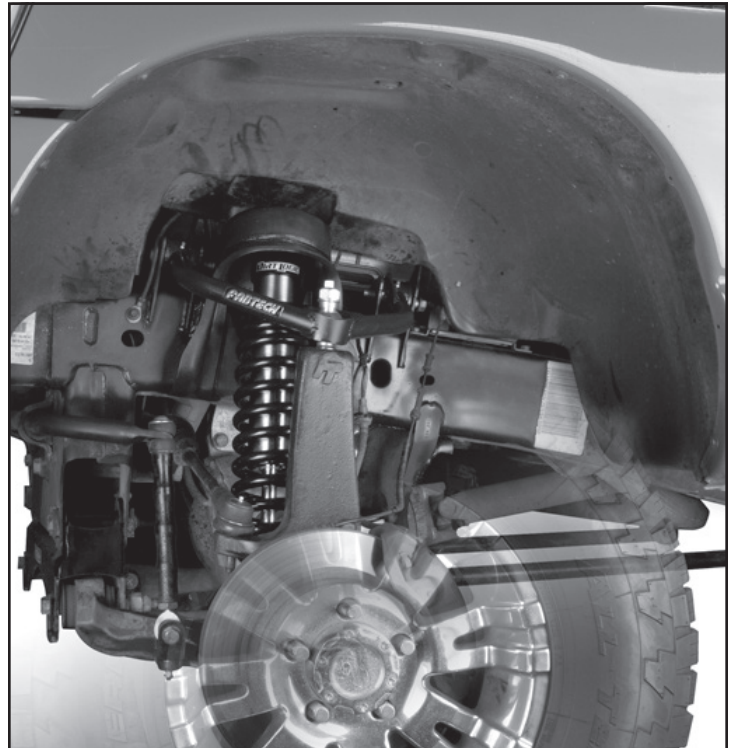


**FIGURE 3**

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. 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.**
19. Install Driver Warning Decal. Complete product registration card and mail to Fabtech in order to receive future safety and technical bulletins on this suspension.
20. 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.**



**INSTALLED ON 6" SYSTEM**