



www.fabtechmotorsports.com

**1000 BEACON STREET ~ BREA, CA 92821**

**714-990-8850 FAX 714-990-8854**

**2000-2002 CHEVROLET C/K1500 SUV**

**FTS1599-4 5" REAR COIL SPRING KIT**

**PARTS LIST:**

- |   |                                    |
|---|------------------------------------|
| 1 EA. TRACK BAR DROP BRACKET FT1599-1-3       |                                    |
| 1 EA. BUMPSTOP EXTENSION PASS. FT1599-2-1P    |                                    |
| 1 EA. BUMPSTOP EXTENSION DRIV. FT1599-2-1D    |                                    |
| 1 EA. SHOCK MOUNT EXTENSION PASS. FT1599-2-2P |                                    |
| 1 EA. SHOCK MOUNT EXTENSION DRIV. FT1599-2-2D |                                    |
| 2 EA. SWAY BAR END LINKS FT1599-2-4           |                                    |
| 2 EA. 5" LIFT COIL SPRINGS FT1599-4           |                                    |
| 1 EA. BRAKELINE TAB FT1599-1-5                |                                    |
| 4 EA. SWAY BAR SLEEVES FT404739               |                                    |
| 8 EA. SWAY BAR ENDLINK BUSHINGS FT1004        | 1 EA. BUMPSTOP SPACER FT1599-2-5   |
| 3 EA. 9/16" X 3 1/2" BOLTS GRADE 8            | 3 EA. 9/16" NYLOCK NUTS            |
| 6 EA. 9/16" SAE WASHERS                       | 2 EA. 12MM-1.75 X 70 BOLTS GRADE 8 |
| 2 EA. 12MM NYLOCK NUTS                        | 4 EA. 12MM FLAT WASHERS            |
| 4 EA. 7/16" X 1 1/4" BOLTS GRADE 8            | 4 EA. 7/16" NYLOCKS                |
| 8 EA. 7/16" SAE WASHERS                       | 2 EA. 5/16" X 1" BOLTS GRADE 8     |
| 2 EA. 5/16" LOCK WASHERS                      | 4 EA. 5/16" SAE WASHERS            |
| 1 EA. 5/16" X 1" BOLTS GRADE 5                | 1 EA. 5/16" NYLOCK NUT             |

**TOOL LIST: (NOT INCLUDED)**

**FLOOR JACK**

**JACK STANDS**

**EXTERNAL COIL SPRING COMPRESSOR**

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

**DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL**

**DRILL WITH 7/16" BIT**

**THIS KIT CAN ONLY BE INSTALLED ON VEHICLES WITH THE FACTORY  
STANDARD SHOCKS.**

**READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING  
INSTALLATION!**

**WARNING: FABTECH RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN  
WORKING WITH COIL SPRINGS TO AVOID ANY POSSIBILITY OF INJURY.**

## INSTRUCTIONS:

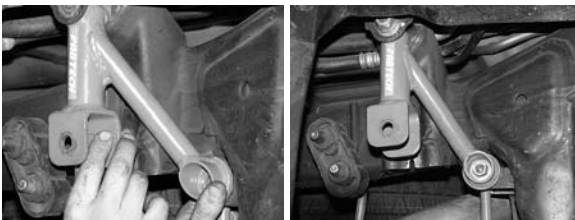
1. Jack up the rear end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the rear tires.
2. Starting on the driver side of the truck, remove the bolt securing the brake line support tab to the differential housing and disconnect the sway bar end links from the frame and sway bar.
3. Using a floor jack, raise the differential just enough to slightly compress the rear shocks. Remove the bolts securing the top of the shocks to the frame. Remove the upper pivot bolt that attaches the track bar to the frame bracket.
4. Lower the floor jack to release the coil springs. Remove the coil springs from the vehicle and save the rubber upper coil insulator.



5. Place the bump stop extension mounts onto the existing pads on the top of the differential. Using the supplied bolts, washers and nylock nuts, secure the mount to the differential. There should be a flat washer on each side of the bolt. Do not fully tighten. Make sure the side tab is flat against the pad on the differential, if the tab is not flush against the axle, you may have to use the supplied spacer (FT1599-2-5). Drill the 7/16" hole and use the remaining 7/16" hardware on this new hole. Fully tighten all the 7/16" fasteners to 30 ft./lbs.



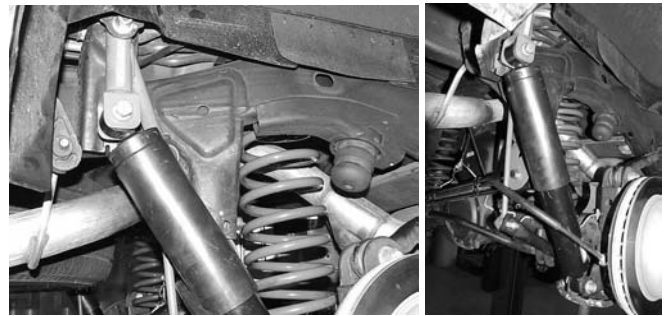
6. Slide the track bar drop bracket into the original frame mount. Place the supplied 9/16" bolt, with a flat washer, through the original hole, followed by another flat washer and a nylock nut. Do not fully tighten. Place 5/16" lock washers followed by 5/16" flat washers on both 5/16" x 1" grade 8 bolts and thread them through the existing holes in the frame mount and into the nuts on the drop bracket. Tighten the 5/16" bolts to 15 ft./lbs. Followed by the 9/16" bolt to 75 ft./lbs.



7. Starting on the passenger side of the truck, slide the shock mount extension into the original frame mount and insert one of the 9/16" x 3 1/2" bolts, with a flat washer, through the original shock mount. Place a 9/16" flat washer and nylock nut on the back side and hand tighten. Take one of the new sway bar links and insert 2 bushing halves and a sleeve into each end. Lubricate all parts with white lithium grease. Slide one end of the end link into the frame mount and insert the original bolt through the sleeve, securing the shock mount drop bracket. Fully tighten the factory bolt, followed by the 9/16" upper bolt.
8. Repeat step 7 on the driver side of the truck.



9. Place a floor jack under the rear axle. Attach your coil spring compressor onto the new rear coil spring and compress the coil 1"-2". Set the upper coil insulator on top of the coil spring and position the top of the coil into the frame pocket. Push the bottom of the coil spring onto the axle pad and raise the floor jack under the axle to hold the coil spring in position. Remove the coil spring compressors. Repeat this with the opposite coil spring. **USE CAUTION WHEN WORKING WITH COIL SPRING COMPRESSORS, THEY CAN BE UNDER EXTREME LOAD.**



10. Reinstall the factory shocks onto the lower axle mounts and the new dropped upper mount using the original hardware.



11. Connect the bottom of the sway bar end link onto the sway bar using the supplied 12mm-1.75 x 70 bolts, flat washers and nylock nuts. Install the brake line extension tab using the original bolt and the supplied 5/16" grade 5 hardware.



12. Raise the floor jack supporting the rear axle and slide the upper mount of the track bar into the drop bracket. Align the track bar with the lower hole and reinstall the factory bolt.

13. Reinstall the rear tires and torque the lugs to factory specifications. The factory torque specifications can be found in your owners manual.
14. Remove the jack stands and set the truck back onto the ground. Check the torque on all fasteners.

**RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.**

For technical assistance call: 714-990-8850

Fabtech Motorsports Suspension Products

Fabtech Motorsports warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. Fabtech Motorsports does not warrant the product for finish, alterations, modifications and/or installation contrary to Fabtech Motorsports' instructions. Fabtech Motorsports suspension products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America. Fabtech suspension products that increase the vehicle's ride height may greatly increase the risk of vehicle roll over. Vehicles should be operated in a safe manner at all times as not to cause a roll over or an accident resulting in injury or death. Fabtech Motorsports' obligation under this warranty is limited to the repair or replacement, at Fabtech Motorsports option of the defective product. Any and all costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse. Fabtech Motorsports does not warrant products not manufactured by Fabtech Motorsports. Please see Fabtech's Jobber Price Sheet for additional conditions and warnings.