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1988-2000 CHEVROLET C2500/3500
FTS2588-7 4.5" LIFT SPINDLES

PARTS LIST:

1 EA. PASSENGER SIDE LIFT SPINDLE FT2588-7P
1 EA. DRIVER SIDE LIFT SPINDLE FT2588-7D
1 EA. STEERING STOP FT2588-7-1
1 EA. BRAKELINE MOUNT PASSENGER'S SIDE FT2588-7-2P
1 EA. BRAKELINE MOUNTS DRIVER'S SIDE FT2588-7-2D
6 EA. COTTER PINS
1 EA. PACKAGE THREAD LOCKING COMPOUND
2 EA. ¼" X 1" BOLTS
4 EA. ¼" FLAT WASHERS
2 EA. ¼" NYLOCK NUTS

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.

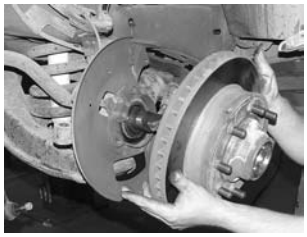
OEM WHEELS AND TIRES CAN BE USED AFTER THE INSTALLATION OF THIS KIT, BUT YOU CANNOT USE OEM WHEELS WITH LARGER TIRES.

INSTRUCTIONS:

1. 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.

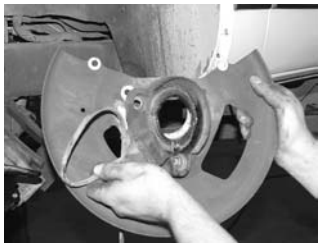
2. Starting on the drivers side of the truck, remove the two bolts securing the brake caliper to the spindle and tie it up out of the way. **DO NOT LET THE CALIPER HANG BY THE BRAKE LINE!**

3. Remove the nut securing the tie rod end to the spindle. Separate the tie rod from the spindle using a tie rod end puller.

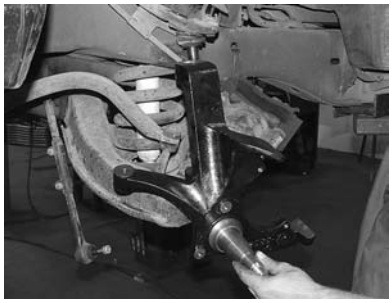
4. Remove the dust cap from the rotor, followed by the cotter pin and wheel bearing nut. Slide the rotor off the spindle and set it aside. If the wheel bearings need to be repacked do so at this time.


5. Unbolt the abs line clamp from the top of the frame and disconnect the wire connector. Open the wire clamp holding the ABS line onto the bottom of the upper control arm. Remove the 3 bolts securing the brake dust shield and ABS sensor (on late model trucks) to the spindle. Slide the shield off the spindle.



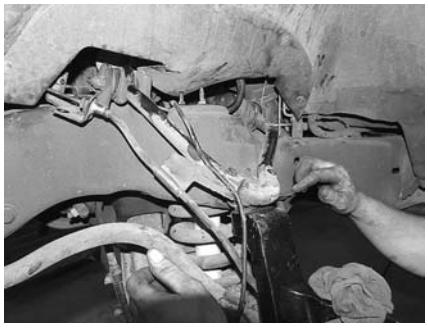
6. You will not be reinstalling the dust shield on the lift spindles, but on trucks with front ABS you will have to separate the ABS sensor from the dust shield so that it can be reinstalled onto the lift spindle.

7. Support the lower control arm with a floor jack and remove the 2 cotter pins and castle nuts on the upper and lower ball joints. Separate the ball joints from the spindle and set the spindle aside.



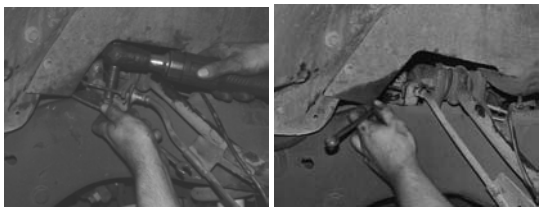
8. Take the driver's side spindle, marked FT2588-7D, and install it onto the upper and lower ball joints. Reinstall the original castle nuts and torque to factory specs. Install a supplied cotter pin in each castle nut, **DO NOT REUSE THE ORIGINAL COTTER PINS.**


9. If the truck is equipped with front ABS brakes, attach the sensor to the lift spindle using 2 of the original bolts. Using sheet metal cutters, remove the small ear on the backside of the ABS sensor.



10. If you are installing this kit with stock upper control arms, reconnect the ABS line to the clamp on the bottom of the upper control arm and reinstall the clamp on the top of the frame. You may have to pull some extra slack through the upper clamp. If you are installing this kit with Fabtech upper control arms, route the ABS under the rear tube of the upper control arm and use the rear hole on the top of the frame for the upper clamp. You may also have to trim the brake line tab at the bottom of the upper control arm so that it will clear the top of the spindle.

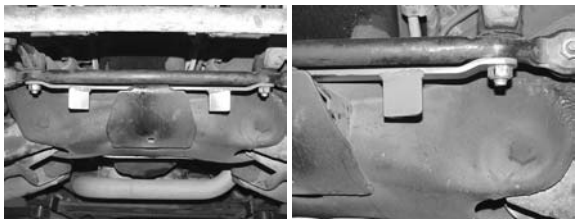
11. Place a light coat of grease onto the axle and slide the rotor on. Reinstall the original nut. Tighten the castle nut just enough to remove any free play from the rotor and still allow it to rotate freely. Insert the cotter pin retainer and one of the new cotter pins. Tap the dust cap back in place using a rubber mallet.



12. Remove the bolt attaching the upper brake line tab to the frame. Bolt the supplied brake line relocation tab to the frame using the original bolt. Now attach the brake line mount to the relocation tab using the supplied ¼" hardware. Make sure there is plenty of clearance between the brake line, frame and steering shaft.

13. Make sure both brake pads are properly seated on the caliper, then slide the caliper in place. Align the 2 caliper bolts and torque to factory specs. If necessary you may have to bend the section of hard line coming off the brake caliper upward. **MAKE SURE NOT TO KINK THE METAL HARD LINE**.

14. Connect the tie rod to the lift spindle and fully torque the original nut.



15. Remove the 2 nuts securing the drag link to the idler arm and pitman arm. Place the steering stop assembly onto the draglink with the flat side of the stops facing the front of the truck. Place several drops of the supplied thread locking compound onto each nut and fully torque both nuts.

16. Using an air chisel, remove the 2 rivets securing the steering stop to the lower control arm.

17. Mark the lip on the lower control arm 1/8" wider on each side of the steering stop rivet holes. Using a die grinder with a cutoff wheel, trim off the lip. Turn the steering wheel as far as possible to the left and make sure there is ample clearance between the brake caliper and the lower control arm.

18. Repeat steps 2 through 17 on the passenger's side of the truck.

19. 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.**

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.

Instruction Sheet Part #- FT2588-7i 04/02/02