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**1000 BEACON STREET ~ BREA, CA 92821  
714-990-8850 Fax 714-990-8854  
1994-99 DODGE RAM 1500 2 WHEEL DRIVE  
FTS3000-6 UPPER CONTROL ARM KIT**

**PARTS LIST:**

1 EA. (UCA) DRIV. FT3000-6D	4 EA. INNER SLEEVES FT3000-6-101
1 EA. (UCA) PASS. FT3000-6P	4 EA. OUTER WASHERS FT57-1
2 EA. LOWER BUMPSTOP FT3000-6	4 EA. URETHANE ARM BUSHINGS FT1000
2 EA. LOWER BUMPSTOPS FTS87	1 EA. PKG SILICON LUBE FTLUBE
4 EA. 3/8" NYLOCK NUT	4 EA. 3/8" SAE WASHER
4 EA. GREASE FITTINGS FT84	2 EA. LOW PROFILE BUMPSTOPS FTS60235
2 EA. RETAINING RINGS N5000-231STPP	1 EA. THREAD LOCK FTLOCK

**TOOL LIST:**

**FLOOR JACK AND JACK STANDS  
DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL  
HAND GRINDER  
AIR CHISEL  
MIG WELDER  
ASSORTED WRENCHES AND SOCKETS (METRIC AND S.A.E.)  
BLUE LOCTITE (PERMATEX 242)  
BALL JOINT PRESS**

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

**IF YOUR UPPER BALL JOINTS ARE WORN OR DAMAGED YOU WILL NEED TO GET REPLACEMENTS BEFORE YOU BEGIN THE INSTALLATION OF THIS KIT.**

**IF LARGER TIRES ARE GOING TO BE INSTALLED ON THIS TRUCK, YOU MUST USE WHEELS WITH A MAXIMUM 3 3/4" BACKSPACING.**

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

**THE INSTALLATION OF THIS KIT INVOLVES CUTTING AND WELDING WHICH SHOULD ONLY BE PERFORMED BY A EXPERIENCED WELDER.**

## **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 two front tires.
2. Starting on the driver side of the truck, support the lower control arm (LCA) with a jack. Remove the sway bar end link from the LCA as well as the stock front shock. Remove the caliper from the spindle and tie it up out of the way. **DO NOT ALLOW THE CALIPER TO HANG FROM THE BRAKE LINE!** Remove the cotter pin and castle nut attaching the outer tie rod end to the spindle, separate the two pieces and strap the tie rod up and out of the way. Also, remove the cotter pins and castle nuts attaching the upper and lower ball joints to the spindle, separate the spindle from the ball joints and set it aside. Slowly lower the jack supporting the LCA to release the coil spring. **USE EXTREME CAUTION, THE COIL SPRING IS UNDER LOAD!** Remove the coil spring and upper coil insulator from the truck and set it aside. Using a die grinder or sawzall, cut the lower bumpstop mount off the coil bucket. Make your cut horizontal about 1 ½” above the flat surface that the factory bumpstop attaches to. See figures 1 and 2.
5. Remove the two nuts holding the upper control arm (UCA) to the frame. Take the UCA assembly and clamp the cross shaft in a vise. Using a ball joint press, remove the stock ball joint out of the UCA. If you are installing new upper ball joints you can skip this procedure. Remove the two nuts at each end of the cross shaft. Using an air chisel, remove one of the bushing shells from the UCA and slide the cross shaft out of the UCA.
6. Leave the cross shaft supported in a vise. Slide one inner sleeve followed by one urethane bushing, with the lip facing outward, onto the cross shaft. **BE SURE TO THOROUGHLY LUBE ALL CONTACTING SURFACES WITH THE SUPPLIED SILICON LUBE.** Place one of the supplied washers onto the cross shaft, put several drops of loctite onto the threads and torque the original nut to factory specs.
5. Locate the new upper control arm (UCA), the driver side will have the gussets welded on the tops of the main tubes and the bumpstop and Fabtech sticker on the front tube, see complete picture on page 4. Using the ball joint press, press either the factory or your new upper ball joint into the new UCA until **fully seated in the ball joint cup**. Using internal snap ring pliers insert a snap ring into the groove of the upper control arm ball joint cup. Be sure the clip is fully seated. Slide the cross shaft assembly into the new UCA. Slide one inner sleeve followed by one urethane bushing, with the lip facing outward, onto the cross shaft. **Be sure to thoroughly lube all contacting surfaces with the supplied silicon lube.** Place one of the supplied washers onto the cross shaft, put several drops of loctite onto the threads and torque the original nut to factory specs. Attach one of the supplied low profile bumpstops to the UCA with the supplied 3/8” washer and lock nut.
6. Using a sander, remove all paint off the outside and lower surfaces of the frame rail behind the coil bucket where the new lower bumpstop mount will be welded. See figure 4 and 5.
7. With the grooved part of the cross shaft against the frame, reinstall the UCA assembly onto the truck using the factory nuts. Also make sure the bumpstop can fully contact the coil bucket without any interference. Place the spindle back onto the ball joints and hand tighten the two castle nuts.

8. Place a jack under the LCA and lift the control arm assembly up about two inches. Take one of the lower bumpstop mounts and attach a lower bumpstop to the bottom mounting surface, through the hole, using one of the supplied 5/16" nuts. Place the lower bumpstop mount onto the rear lower portion of the frame rail, beside the shock mount and against the rear portion of the coil bucket, so that the bumpstop will hit midway up the LCA at full compression, see figure 4 and 5. On some models there is a steel brake line that may need to be moved out of the way, if you need to bend the line be sure not to kink it, see figure 3. Using a MIG welder, tack weld the bumpstop mount onto the frame in several places. Jack up on the LCA until it touches the bumpstop. If the bumpstop contacts the LCA properly, lower the jack supporting the LCA, remove the spindle from the truck and thoroughly weld the lower bumpstop mount onto the frame. Be sure make any necessary adjustments to the mount and remove the urethane bumpstop before welding.
9. After the mount has fully cooled, paint all bare metal surfaces. Reinstall the urethane bumpstop. Install the coil spring at this time and support the LCA with a floor jack. Reattach the spindle to the ball joints, the tie rod end onto the spindle, torque the castle nuts to factory specs and install new cotter pins. Place the brake caliper back onto the spindle and torque the two mounting bolts to factory specs. Lower the floor jack under the LCA, attach the sway bar to the LCA the same way it was removed and install the new shock.
10. Repeat steps two through nine on the passenger side of the truck.
11. Reinstall the factory tires and set the truck back onto the ground. Bounce the truck up and down to settle the coil springs and set the toe in to rough factory steps. Be sure to retorque all fasteners. We recommend you drive the vehicle for fifty miles and then have the vehicle aligned to factory specifications.

**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.



FIGURE 1

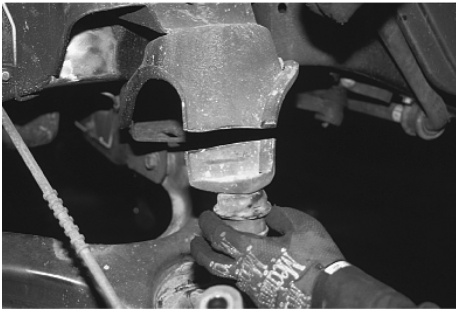


FIGURE 2



FIGURE 3

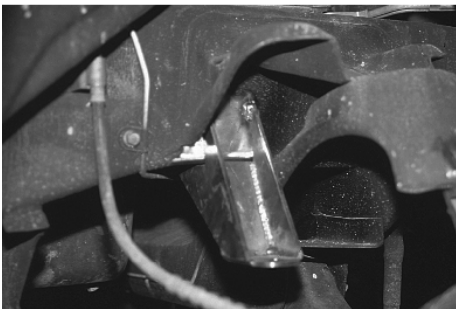


FIGURE 4

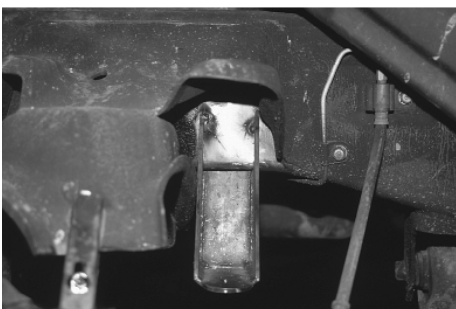
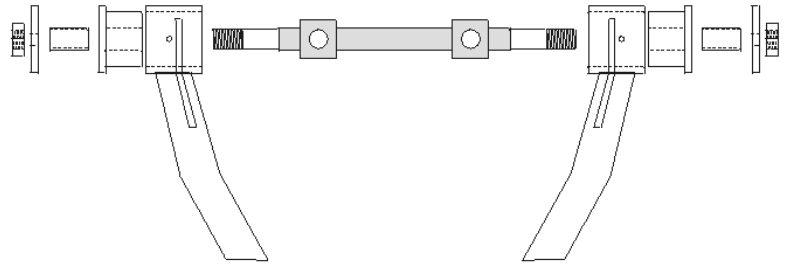
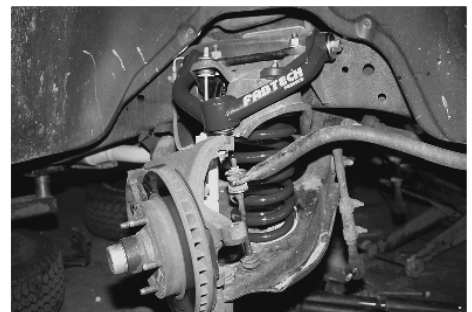
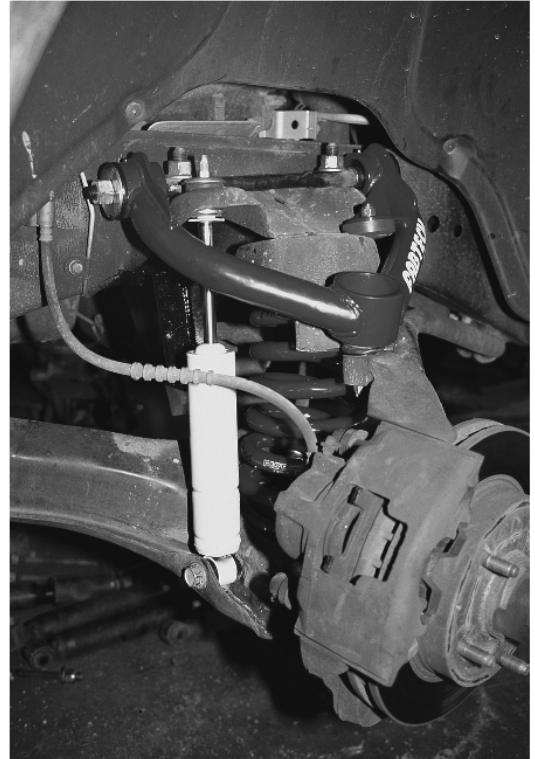


FIGURE 5



INSTALL BUSHINGS IN THIS ORDER



FT3000-6  
DODGE RAM UPPER CONTROL ARM KIT