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**1994-1999 DODGE RAM 1500 2 WHEEL DRIVE
FTS3000-7 3 ½" LIFT SPINDLES**

PARTS LIST:

- | | |
|---|----------------------------------|
| 1 EA. LIFT SPINDLE PASS. SIDE FT3000-7P | |
| 1 EA. LIFT SPINDLE DRIVER'S SIDE FT3000-7D | |
| 8 EA. COTTER PINS | 1 EA. BRAKE LINE TAB FT34 |
| 1 EA. 3/8" X 1" BOLTS | 2 EA. 3/8" FLAT WASHERS |
| 1 EA. 3/8" NYLOCK NUTS | |

TOOL LIST: (NOT INCLUDED)

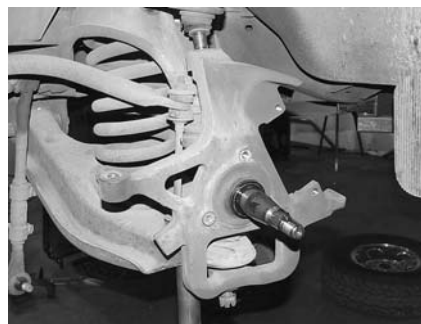
**FLOOR JACK AND JACK STANDS
ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES**

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE.

THESE SPINDLES CAN BE INSTALLED WITH OEM TIRES AND WHEELS, BUT YOU CANNOT INSTALL A LARGER TIRE ON THE FACTORY OFFSET WHEEL.

INSTRUCTIONS:

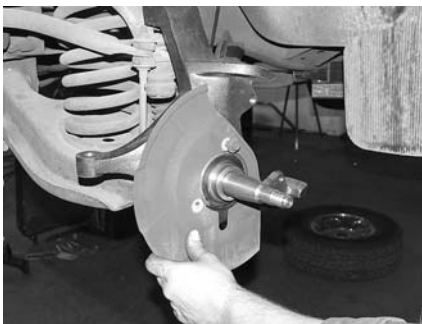
1. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**
2. Starting on the driver's side, remove the front tire. Remove the 2 bolts securing the brake caliper to the spindle, slide the caliper off the spindle and tie it up against the frame rail. **DO NOT LET THE CALIPER HANG FROM THE BRAKE LINE!**



3. Remove the nut securing the tie rod end to the spindle. Use a ball joint puller to separate the tie rod end from the spindle. Remove the dust cap from the rotor, remove the cotter pin and nut from the axle and slide the rotor off the spindle. Keep the wheel bearings

inside the rotor and set everything aside. Remove the three bolts securing the dust shield to the spindle and set the shield aside.

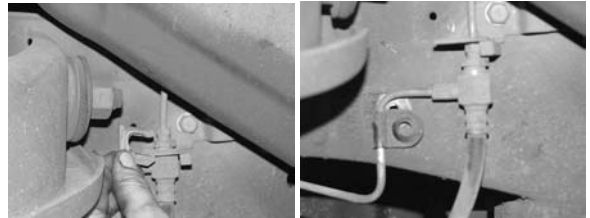
4. If you do not have the factory shock still installed on the truck, support the lower control arm (LCA) with a floor jack. Remove the cotter pins from the upper and lower ball joints. Remove the castle nuts securing the upper and lower ball joints to the spindle. Use a ball joint puller to separate the spindle from the ball joints and set the spindle assembly aside.
5. Take the driver's side lift spindle and place it on the lower ball joint. Raise the upper control arm and insert the upper ball joint into the top of the spindle. Reinstall the original castle nuts and torque to factory specs. Insert new cotter pins in each of the castle nuts.



6. Place the dust shield onto the lift spindle and reinstall the 3 factory bolts. On trucks equipped with front ABS brakes, route the sensor line the in the same position that was used on the original spindles.
7. If the front wheel bearings need to be replaced or repacked, do it at this time. Place some grease on the spindle and slide the rotor back on. Tighten the original 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.

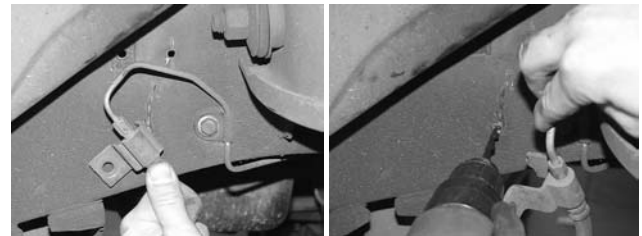


8. Loosen the tie rod adjuster clamps and rotate the tie end a 1/2 turn so it can be reinstalled from the top of the spindle. Retorque the original castle nut to factory specifications and install a new cotter pin.



Driver's side only:

9. Remove the clip securing the brake line to the frame mounted tab and slide the brake line out of the hole in the frame tab. Attach the supplied brake line extension tab to the factory brake line mount using the supplied 3/8" hardware. Slide the brake line into the extension tab and reinstall the factory clip. If this kit is being installed with Fabtech lift upper control arms, make sure there is ample clearance between the hard brake line and the lower bump stop mount. If you have to bend the factory hard line, be sure not to kink the line.



Passenger's side only:

Remove the bolt securing the brake line clamp to the frame. Gently bend down the factory brake line 2 1/2"-3". **BE SURE NOT TO KINK THE HARD LINE.** Drill 2 new 1/4" holes, one for the locating tang on the tab and another for the original bolt. Reinstall the factory self tapping bolt and fully tighten. If this kit is being installed with Fabtech lift upper control arms, make sure there is ample clearance between the hard brake line and the lower bump stop mount.

10. Slide the brake caliper onto the lift spindle. Make sure the brake pads are properly seated on the caliper. Thread the caliper bolts into the spindle and torque to factory specs.
11. Repeat steps two through ten on the opposite side of the truck.
12. With both sides of the truck completely finished and the truck still off the ground, cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between brake, ABS lines and all other components.
13. Reinstall the tires onto the truck and torque the lugs to factory specifications, which can be found in the owners manual. Set the truck back on the ground and cycle the steering left to right from stop to stop.
14. Drive the truck for several miles and recheck all clearances. Also check for any play in the front wheel bearings.

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.