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1998-01 DODGE DAKOTA 2 WHEEL DRIVE
FTS3100-6 UPPER CONTROL ARM KIT

PARTS LIST:

1 EA. UCA PASSENGER FT3100-6P	1 EA. UCA DRIVER FT3100-6D
4 EA. URETHANE BUSHINGS FT1000	4 EA. INNER SLEEVES FT3000-6-101
4 EA. OUTER WASHERS FT57-1	4 EA. CROSS SHAFT NUTS FT3100-6N
2 EA. BALL JOINTS 104100B	8 EA. 5/16" BALL JOINT WASHERS
8 EA. 5/16" X 1" GRADE 8 BOLTS	8 EA. 5/16" NUTS
1 EA. GREASE FITTINGS FT84H	1 EA. PKG. OF SILICON LUBE FTLUBE
2 EA. LOW PROFILE BUMPSTOPS FTS60235	2 EA. 3/8" NYLOCK NUTS
2 EA. 3/8" SAE WASHERS	4 EA. 5/16" X 1" BOLTS GR 5
4 EA. 5/16" SAE WASHERS	4 EA. 5/16" NYLOCK NUTS

TOOL LIST:

FLOOR JACK
JACK STANDS
DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL
ASSORTED WRENCHES , SOCKETS, ALLEN WRENCHES ETC.
4'-6' FOOT PRY BAR
THREAD LOCKING COMPOUND

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

THIS UPPER CONTROL ARM KIT WILL NOT WORK WITH OEM WHEELS. 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 ANY POSSIBILITY OF INJURY.

INSTRUCTIONS:

1. Jack up front the end of truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**

2. Starting on the Passenger side of the truck, remove the front tire, brake caliper, sway bar link and the stock shock. Remove the nut holding the tie rod onto the spindle, then separate the tie rod from the spindle and tie it up out of the way.
3. Supporting the lower control arm with a jack, remove the two nuts holding the spindle to the upper and lower ball joints. Separate the spindle from the ball joints and set the spindle aside.
4. Slowly lower the jack supporting the lower control arm and remove the stock coil. **USE CAUTION, THE COIL SPRING CAN BE UNDER LOAD!** Be sure to remove the upper rubber insulator from the coil pockets.
5. Remove the two nuts holding the upper control arm (UCA) to the frame and remove the UCA from the truck. Supporting the UCA cross shaft in a vise, remove the two nuts at the ends of the cross shaft in the UCA. Using an air hammer or press, remove the UCA bushing out of one side of the UCA and slide the cross shaft through the UCA.
6. Supporting the cross shaft in a vise, lubricate the end of the cross shaft with the supplied Teflon lube. Place one sleeve, one bushing (with the lip out), and one gold washer on the end of the cross shaft. Be sure to thoroughly lube all contacting surfaces. Apply a small amount of thread locking compound to the threads of the cross shaft. Install and torque down one of the supplied new outer nuts to factory specifications, **DO NOT REUSE THE FACTORY NUTS.**
7. The a arms are labeled passenger and driver side. Starting with the passenger side UCA, thread one grease fitting into each a arm bushing end. Using the supplied 5/16" hardware attach the new upper ball joint to the UCA as shown in figure 1. The top surface of the upper ball joint will mount against the bottom surface of the UCA, insert the bolts from the bottom up with the nuts on top of the UCA. Take the passenger side UCA and insert the cross shaft through the rear of the a arm, try to line up the grease fitting with one of the grease holes in the urethane bushing. Lubricating all parts thoroughly, place one sleeve, one bushing, again lining up the grease holes, and one gold washer onto the UCA. Apply a small amount of thread locking compound on the threads of the cross shaft torque down one of the supplied new outer nuts to factory specifications, **DO NOT REUSE THE FACTORY NUTS.** Install the supplied bumpstop on the UCA with the urethane facing inboard.
8. Using a die grinder cut the welds attaching the stock upper bumpstop pad to the frame, the pad is shown in figure 2-4 with the white arrow. **BE SURE TO CUT THROUGH ONLY THE WELDS AND NOT THE FRAME.** Sand any remaining weld off the frame. Bolt the UCA cross shaft to the frame using the stock hardware, **ALIGN THE GROOVES IN THE CROSS SHAFT WITH THE GROOVES IN THE FRAME BEFORE YOU TIGHTEN THE CROSS SHAFT ALIGNMENT NUTS.**
9. Using tape attach the rubber coil insulator to the top of the lift coil. The top of the coil has a tighter wind than the bottom. **USE CAUTION WORKING WITH COIL SPRINGS, THE SPRING CAN BE UNDER EXTREME LOAD.** Have a jack ready to place under the lower control arm for support. Insert the coil spring into the spring bucket and using a pry bar push the spring into the lower control arm pocket. Make sure the spring is timed properly into the timing sockets on the lower control arm. Now raise the lower control arm with the jack to hold the coil spring in place.

10. Place the spindle onto the upper and lower ball joints. Reinstall both castle nuts, **BE SURE TO PLACE THE 2 SUPPLIED WASHERS UNDER THE NUT FOR THE UPPER BALL JOINT**, torque to factory specifications and install new cotter pins. Reinstall the brake caliper, tie rod, sway bar and new shock. Torque all fasteners to factory specifications. Attach the brake line tab to the upper control arm using the 5/16" hardware as shown in figure 5. **CHECK THE CLEARANCE BETWEEN THE BRAKE LINE AND THE END OF THE UCA, LIGHTLY BEND THE BRAKE LINE IF NEEDED TO ADD CLEARANCE.**
11. Repeat steps two through ten on the driver side of the truck.
12. When both sides of the truck are completed, reinstall your tires and wheels, torque the lug nuts to factory specs and set the vehicle on the ground. **BE SURE THERE IS AMPLE CLEARANCE BETWEEN THE BRAKE LINE, UCA AND THE TIRES.**
13. Set the toe-in to approximate factory specifications. We recommend driving the vehicle for approximately 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.

