



www.fabtechmotorsports.com

**1000 BEACON STREET ~ BREA, CA 92821
714-990-8850 Fax 714-990-8854
2000 DODGE RAM 1500 2 WHEEL DRIVE
FTS3200-6 UPPER CONTROL ARM KIT**

PARTS LIST:

1 EA. PASS. (UCA) FT3200-6P	4 EA. INNER SLEEVES FT3000-6-101
1 EA. DRIV. (UCA) FT3200-6D	4 EA. OUTER WASHERS FT57-1
2 EA. LOWER BUMPSTOP MOUNTS	4 EA. URETHANE ARM BUSHINGS FT1000
2 EA. LOWER BUMPSTOPS FTS87	1 EA. SILICON LUBE FTSLUBE
4 EA. 3/8" NYLOCK NUT	4 EA. 3/8" SAE WASHER
1 EA. GREASE FITTINGS FT84H	2 EA. LOW PROFILE BUMPSTOPS FTS88
2 EA. UPPER BALL JOINTS 104100B	2 EA. 3/8" B.J. NUT SPACERS FT97150-6-106
4 EA. CROSSSHAFT NUTS M-16 FT3100-6N	2 EA. BALL JOINT 5/16" HARDWARE PACK

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)**

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 THE POSSIBILITY OF SERIOUS INJURY.

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

INSTRUCTIONS:

|

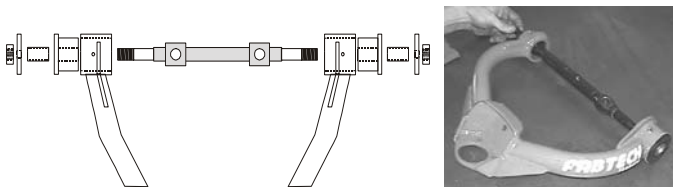
1. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the two front tires.
2. Starting on the passenger side of the truck, support the lower control arm (LCA) with a jack. Remove the sway bar end link from the LCA as well as the stock front shock. Remove the brake caliper from the spindle and tie it up out of the way. **DO NOT ALLOW THE CALIPER TO HANG FROM THE BRAKE LINE!**
3. 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 pin and castle nut attaching the upper ball joint to the spindle and separate the spindle from the ball joint. 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.



4. Remove the two nuts attaching the upper control arm (UCA) to the frame and set the UCA aside. Using a die grinder or sawzall, cut the lower bumpstop mount off the coil bucket. Make your cut horizontally 3 1/2" above the flat surface that the factory lower bumpstop attaches to.



5. Take the stock UCA assembly and clamp the cross shaft in a vise. 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. Locate the new upper control arm (UCA), the passenger side will have the gussets welded on the tops of the main

tubes and Fabtech sticker on the front tube. Slide one urethane bushing, followed by one inner sleeve into the UCA. **BE SURE TO THOROUGHLY LUBE ALL CONTACTING SURFACES WITH THE SUPPLIED SILICON LUBE.** Slide the cross shaft assembly into the new UCA. Slide one inner sleeve followed by one urethane bushing, onto the cross shaft. **BE SURE TO THOROUGHLY LUBE ALL CONTACTING SURFACES WITH THE SUPPLIED SILICON LUBE.**



7. Place one of the supplied washers onto the cross shaft, put several drops of loctite onto the threads and torque the supplied nut to 60 ft/lbs., repeat this on the opposite side of the cross shaft. **DO NOT REUSE THE ORIGINAL NUTS.** Attach one of the supplied low profile (1" tall) bumpstops to the UCA with the supplied 3/8" washer and lock nut, the urethane will be on the backside of the ball joint plate.



8. 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. 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.

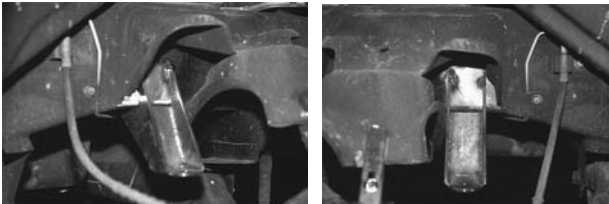


9. Locate the steel brakeline on the frame rail next to the upper control arm mount. Remove the bolt securing the clamp to the frame. Using a center punch, mark a point on the frame rail, on a horizontal line, 1" from the original hole towards the rear of the truck. Using a 1/4" bit, drill a new hole in the frame at the marked location. Secure the brakeline to the frame using the new hole and the original bolt. This step does not apply to the driver's side of the truck.

10. 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 upper bumpstop can fully contact the coil bucket without any interference.



11. Take one of the supplied upper ball joints and attach it to the bottom of the new UCA using the supplied 5/16" hardware kit. The bolts should be inserted from the bottom up with the nuts and washers on the top surface of the UCA. Torque to 20 ft./lbs. Reattach the spindle to the upper ball joint, place one of the supplied 3/8" thick spacers onto the threaded portion of the upper ball joint, followed by the castle nut. Do not fully torque the castle nut.
12. Place a jack under the LCA and lift the control arm assembly up approximately 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 and washers.



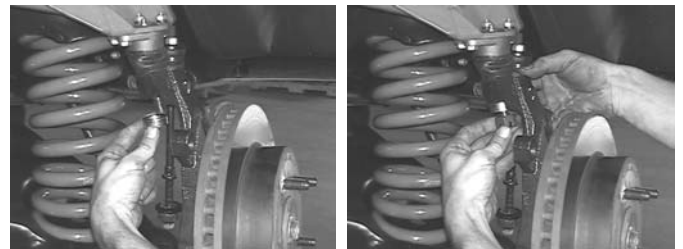
13. Place the lower bumpstop mount onto the rear lower portion of the frame rail, beside the shock mount and against the rear portion of the coil bucket, so that the bumpstop will hit midway up the LCA at full compression. Using a MIG welder, tack weld the bumpstop mount onto the frame in several places. Raise the LCA until it touches the lower bumpstop. If the bumpstop contacts the LCA properly, lower the jack supporting the LCA, separate the upper ball joint from the spindle and weld all contacting surfaces of the lower bumpstop mount to the frame. **BE SURE MAKE ANY NECESSARY ADJUSTMENTS TO THE MOUNT AND REMOVE THE URETHANE BUMPSTOP BEFORE WELDING.**



14. After the lower bumpstop mount has fully cooled, paint all bare metal surfaces. Reinstall the lower urethane bumpstop. Attach the upper coil spring insulator to the top of the coil spring with tape. Lubricate the top of the insulator with oil or grease.



15. Supporting the LCA with a floor jack, position the coil spring in the coil bucket and LCA. With the bottom of the coil spring timed properly in the LCA, raise the jack supporting the LCA.



16. Reattach the spindle to the upper ball joint, placing one of the supplied 3/8" thick spacers onto the threaded portion of the upper ball joint, followed by the castle nut. Torque the castle nut to 60 ft./lbs. and install a new cotter pin. Reattach the tie rod end to the spindle, torque the castle nut to factory specs and install a new cotter pin.



17. 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 a new front shock.

18. Repeat steps two through sixteen on the driver's side of the truck.
19. 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 factory specs. 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.