



1000 BEACON STREET ~ BREA, CA 92821
714-990-8850 Fax 714-990-8854
1998-99 FORD F-250/350 SUPER DUTY 2 WHEEL DRIVE
FTS410 I BEAM DROP BRACKETS

PARTS LIST:

1 EA. I BEAM BRACKET PASSENGER SIDE FT410-104
1 EA. I BEAM BRACKET DRIVERS SIDE FT410-103
9 EA. ½" X 1 ¼" BOLTS GRADE 8
12 EA. ½" NYLOCK NUTS
3 EA. ½" X 3 ½" BOLTS GRADE 8
1 EA. COTTER PIN
24 EA. ½" SAE FLAT WASHERS
1 EA. DROP PITMAN ARM FT309

TOOL LIST:

FLOOR JACK
JACK STANDS
AIR HAMMER WITH CHISEL AND PUNCH BITS
DRILL WITH 1/8" AND 1/2" BITS
ASSORTED METRIC AND S. A. E. WRENCHES AND SOCKETS
C-CLAMPS OR VISE CLAMPS
WHITE LITHIUM GREASE

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 ANY POSSIBILITY OF INJURY.

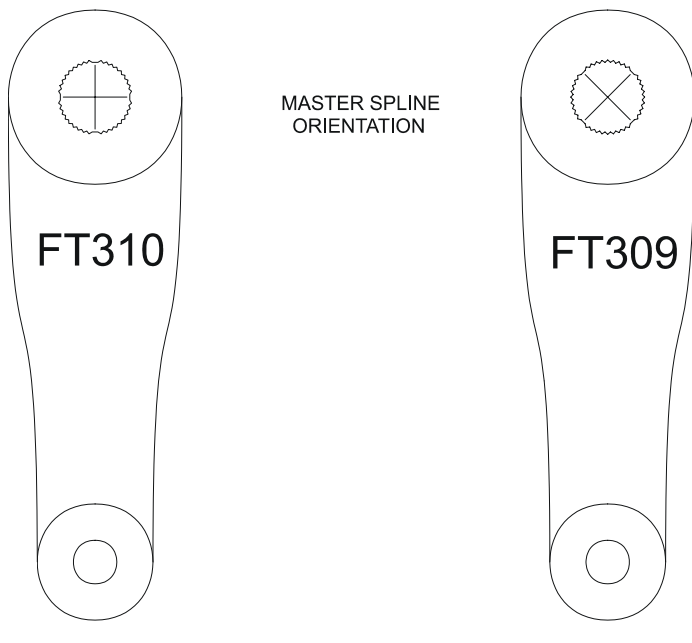
THIS KIT MUST BE INSTALLED WITH THE FTS409 RADIUS ARM KIT AND FTS131 OR FTS136 COIL SPRINGS.

SWAY BAR DROP BRACKETS ARE INCLUDED WITH THE FTS131 AND FTS136 COIL SPRING KITS.

INSTRUCTIONS:

1. Jack up the front end of the truck and support the frame, at the front frame rails, with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE.** Remove the front tires.
2. Remove the brake calipers and tie them up out of the way. **DO NOT ALLOW THE CALIPERS TO HANG FROM THE BRAKE LINES!** Remove the front shocks and the sway bar end links. Loosen the I Beam pivot bolts, **DO NOT REMOVE THESE BOLTS FROM THE I BEAM BRACKETS.**
3. Support the I beams with floor jacks and remove the J clips at the top of the coil spring. Lower the floor jacks supporting the I beams to release the coil springs from the coil buckets and remove the nut at the bottom of the coil springs. Set the coil spring, retaining washer, insulator and lower washer aside. Separate the drag link from the pitman arm. Remove the bolts securing the radius arms to the radius arm mounts and the I beam pivot bolts. Set the radius arm/I Beam assemblies aside.

- The rivets and bolts securing the factory I beam brackets to the frame must be removed. The rivets can be removed by drilling out the heads and pushing the rivet out of the frame with a hammer and punch.
- Attach the new drop brackets to the frame using the included hardware. You will reuse most of the factory holes and have to drill some new ones. Locate the existing holes with the supplied bolts and mark the new holes that must be drilled with a center punch. Drill the holes with a pilot drill (1/8") and follow through with a 1/2" drill. **BE SURE THERE IS NOTHING BEHIND THE FRAME SECTIONS YOU ARE DRILLING THROUGH, PLACE A PIECE OF PLATE STEEL ABOVE THE FRAME BELOW THE OIL PAN TO PREVENT DRILLING INTO THE PAN.** Tighten all the fasteners securing the brackets to the frame.



- Remove the nut securing the original pitman arm to the steering box shaft. A pitman arm puller must be used to remove the pitman arm from the steering shaft. Using the diagram shown above, confirm that the master spline orientation on your factory pitman arm matches the one on the FT309 pitman arm supplied with this kit. If they do not match, you will need to purchase a FTS310 replacement pitman arm. Align the master splines on the steering shaft, replace the original washer and nut and torque the new unit in place at 200-225 ft.-lbs.
- Install the extended radius arms at this time using the instructions supplied with that kit.
- Slide the I beams into the new drop brackets reusing the factory bolts, do not tighten them yet. Reattach the drag link onto the new pitman arm and torque the castle nut, be sure to install a new cotter pin. Reinstall the coil springs the same way they were removed. Replace the tires and fully torque the lug nuts. Set the truck back on the ground. Reattach the sway bar end links to the I beams, using the factory hardware. Fully torque the I beam pivot bolts and check all other fasteners. Set the toe-in to approximate factory specs. We recommend driving the truck for approximately fifty miles and then have the truck aligned to factory specs.

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.