



2008 FORD F250 2WD
6" PERFORMANCE KIT
FTS22120BK FTS22128BK FTS22121BK





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PARTS LIST

FTS22120BK:		
QTY.	PART #	DESCRIPTION
1	FT409DBK	Driver Radius Arm
1	FT409PBK	Pass. Radius Arm
1	FT410-109BK	Driver I-Beam Bracket
1	FT410-103BK	Pass. I-Beam Bracket
4	FT1006	Radius Arm Bushing
2	FT102	Radius Arm Sleeve
1	FT30287	Hardware Kit
4	43141751081	7/16"-14 x 1 3/4" Hex Bolt
7	43141501081	7/16"-14 x 1 1/2" Hex Bolt
2	FTLUBE	Fabtech Bushing Lube
2	FT22055i	Instruction Sheet

FTS22128BK 6" Coil Kit V8 Gas 5.4

QTY.	PART #	DESCRIPTION
2	FT136BK	Coil 6" Lift
2	FT410-108	Coil Spacer
1	FT3400-112P	Sway Bar Drop
1	FT3400-112D	Sway Bar Drop
2	FT410-107BK	Bump Stop Drop
1	FT30205	Steering Stabilizer Drop
1	FT30122	Pitman Arm
1	FT30206	Pitman Arm Spacer
1	FT30258	Sector Shaft Arm Nut
2	FT594	Alignment Cam
2	FT30303	Brake Line Bracket
1	FT30278	Hard Line Extension Kit

FTS22121BK 6"Coil Kit V10 and Diesel		
QTY.	PART #	DESCRIPTION
2	FT137BK	Coil 6" Lift
2	FT410-108	Coil Spacer
1	FT3400-112P	Sway Bar Drop
1	FT3400-112D	Sway Bar Drop
2	FT410-107BK	Bump Stop Drop
1	FT30205	Steering Stabilizer Drop
1	FT30122	Pitman Arm
1	FT30206	Pitman Arm Spacer
2	FT594	Alignment Cam
2	FT30303	Brake Line Bracket
2	FT30409	8" Brake Line
2	FT30410	Brake Line Union
1	FTAS12	Fabtech Warning
1	FTAS16	Driver Warning
1	FTREGCARD	Reg. Card

FT30287 Hardware Kit		
QTY.	Description	Location
2	5/16"-18 x 1 1/4" Bolt	Brake Line Bracket
2	5/16"-18 Nylock Nut	
4	5/16" SAE Flat Washer	
2	5/16"-18 x 1" Thd Frmg Bolt	
2	5/16"-18 x 1 1/4" Bolt	Bump Stop Center
2	5/16" SAE Flat Washer	
2	5/16" Split Washer	
4	7/16"-14 x 1 1/2" Bolt	Bump Stop
4	7/16"-14 Nylock Nut	
8	7/16" SAE Flat Washer	
4	7/16"-14 x 1 1/4" bolt	Sway Bar Drop Brkt
4	7/16"-14 C-Lock Nut	
8	7/16" SAE Flat Washer	
6	1/4"-20 x 1" Bolt	ABS Line & Brkt
6	1/4"-20 C-Lock Nut	@ Radius Arm
12	1/4" SAE Flat Washer	
2	Adel Clamp	ABS Line & Brkt
2	Zerk Fitting	Radius Arm End
1	1/8" x 2" Cotter Pin	Drag Link
1	Lock Tight	
7	8" Zip Ties	4wd & ABS Lines



**2008 FORD F250 2WD
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TOOL LIST:

- FLOOR JACKS
- JACK STANDS
- DRILL WITH ASSORTED BITS
- ASSORTED METRIC & SAE WRENCHES & SOCKETS
- TORQUE WRENCH
- AIR HAMMER WITH CHISEL & PUNCH BITS
- DIE GRINDER WITH CUT -OFF WHEEL

READ BELOW BEFORE INSTALLING THIS KIT

THIS SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS

VEHICLES THAT WILL RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS, TIE RODS ENDS AND IDLER ARM EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED

PRIOR TO THE INSTALLATION OF THIS SUSPENSION SYSTEM A FRONT END ALIGNMENT MUST BE PERFORMED AND RECORDED. DO NOT INSTALL THIS SYSTEM IF THE VEHICLE ALIGNMENT IS NOT WITHIN FACTORY SPECIFICATIONS. CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLATION.

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

FABTECH RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS TO AVOID ANY POSSIBILITY OF INJURY.

INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. 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. Disconnect the negative terminal on the battery.

2. Working on both sides of the truck, disconnect the A.B.S. sensor at its connection point at the back of the wheel liner and from the plastic clamps along the brake line (do not remove from the spindle). Next remove the brake caliper and tie it up out of the way and save the hardware. **DO NOT ALLOW THE CALIPERS TO HANG FROM THE BRAKE LINES!** Remove the front shocks and the sway bar with the end links from the truck. Discard the shocks and hardware, save the sway bar and hardware. Loosen the I-Beam pivot bolts, **DO NOT REMOVE THE BOLTS FROM THE I-BEAM BRACKET.** SEE PHOTO BELOW



3. Working from the driver side of the truck, support the I-beam with a jack and remove the J clip at the top of the coil spring. **EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD!** Lower the floor jack supporting the I-beam and remove the nut at the bottom of the coil spring. Discard the coil spring, and save all hardware.

4. Remove the nut and bolt at the end of the radius arm and the bolt securing the radius arm to the I Beam. Separate the radius arm from the I Beam and save all of the hardware and discard the radius arm.

5. Supporting the factory I-beam with a floor jack, remove the factory I-beam pivot bolt and save. Lower the floor jack removing the I beam from the truck.

6. Repeat steps three through five on the passenger side of the truck.

7. Working from both sides of the truck, locate and remove the factory front bump stops and save. These can

be removed by pulling on the bump stop itself from the cup. Remove the factory mounting cup from the frame and save it and the hardware. SEE PHOTO BELOW

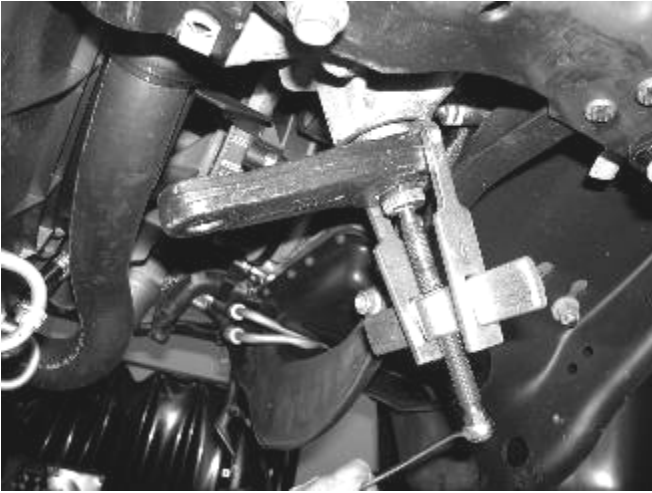


8. Locate the two rivets on the bottom of the coil bucket. Using a die grinder with a cutoff wheel, make an X cut on the face of the rivet. Next, using an air chisel, remove the rivets from the bucket and frame. Using a drill, drill the two holes out to 1/2".

9. Locate FT410-106 and FT410-107 front bump stop drop brackets and 1/2" x 1 1/2" bolt and hardware. Attach the bump stop brackets to the frame to the two holes that you previously removed the rivets from and torque the bolts to 50lbs. Now attach the bump stop cup to the new brackets using the factory hardware. Press the factory bump stop back into the cup. SEE PHOTO BELOW.



10. Separate the drag link from the pitman arm. Remove the factory pitman arm from the steering box using a large pitman arm puller or large two-jaw puller. Save the hardware and discard the pitman arm. SEE PHOTO ON NEXT PAGE.



11. Locate FTS30122 new drop pitman arm. Attach to the steering box in the same indexed position as the factory pitman arm was when removed. **Install the provided FT30258 Sector Shaft Nut and torque to 350 ft. lbs.** (Note: this is a one-time only use nut, once it is tightened on the sector shaft and removed, it must be discarded. SEE PHOTO BELOW.



12. Remove the factory steering stabilizer from the frame bracket and save the hardware. Remove the bracket from the frame and discard and save the hardware.

13. Remove the factory I beam brackets from the frame. Discard the brackets and hardware.

14. Locate FT410-109 & FT410-103 I-beam drop brackets and place the brackets against the frame in the factory I-beam pivot location. 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 and torque to 75lbs. SEE PHOTOS BELOW.



Driver Side I-beam Bracket
Passenger I-Beam connection point

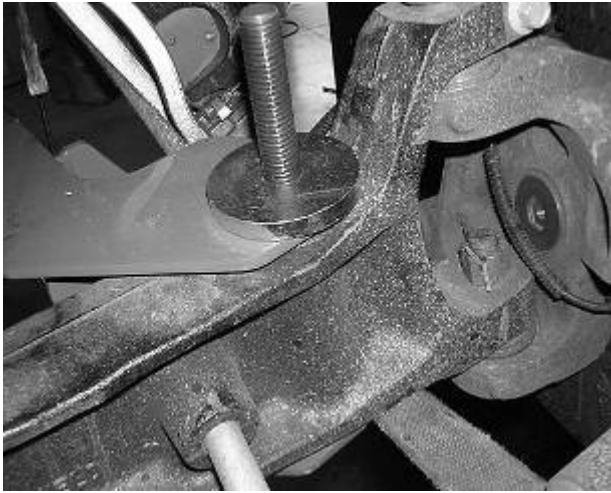


Passenger Side I-beam Bracket
Driver I-Beam connection point

15. Attach the factory I-beams to the new drop brackets in the bottom holes re-using the factory bolts, leave loose at this time.

16. Locate both driver and passenger side radius arms FT409D & FT409P, (offset inboard with the shock mount facing outwards) and the factory radius arm bolts. Insert two of the supplied radius arm bushings and one of the sleeves into each of the radius arms. Be sure to thoroughly lubricate all of the bushings and sleeves using the supplied silicon lube. Attach both the driver and passenger radius arms to the I-Beams using the original hardware, just insert the bolt at this time with no nut. Attach the other end of the radius arms to the frame mounts using the original hardware. Leave loose at this time.

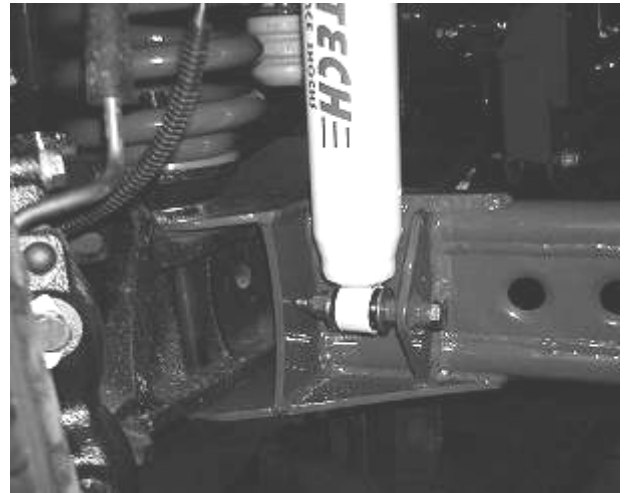
17. Locate the FT410-108 Coil Spacers. Place the spacer on the bolt that connects the I-beam and radius arm that was previously installed. Then place the factory nut on the bolt and torque to 150 ft. lbs. SEE PHOTO ON NEXT PAGE.



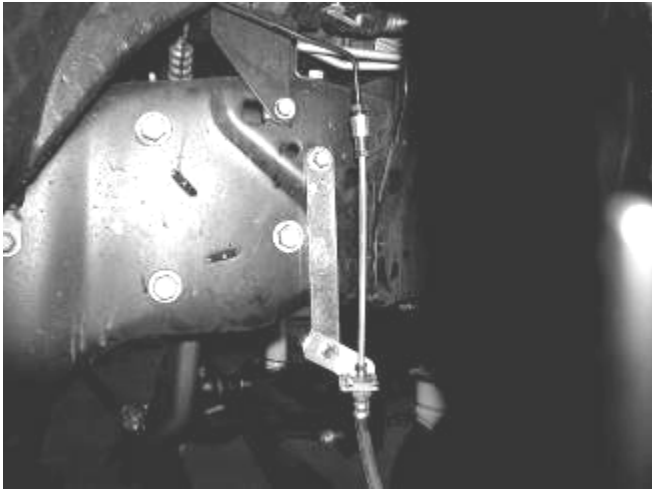
18. Locate the lift coil springs and factory lower coil spring perch. Place the perch on top of the coil spacer along with the factory nylon lower coil seat. Seat the coil on the perch first, then into the coil bucket on the frame. Using the original nut and coil retainer attach the coil spring to the I Beam. Using the original "J" clip and original hardware attach the top of coil to the coil bucket. **NOTE-when installing the "J" clip, the clip will only grab the coil spring and not the bucket like it was factory. SEE PHOTOS BELOW.**



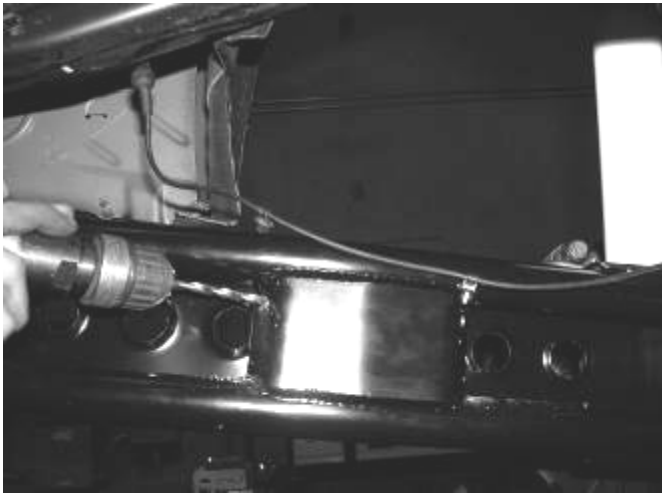
19. Using a floor jack, raise the front I-Beam enough to compress the front coils approx. 1". Locate the FTS7236 front shocks. The factory upper shock bushings must be removed from the coil bucket prior to installing the shocks. Install the top of the shocks using the supplied bushings and hardware. Take the 1/2"-13x4" bolt, nut, and washers attach to the new Fabtech Radius Arm. The shock must be mounted on the front of the shock tab closest to the I-Beam. Tighten the top shock nuts until the bushings start to bulge and torque the lower bolts to 75lbs. Torque the Radius Arm bolts to 200 lbs and the I-Beam pivot bolts to 150 lbs. **SEE PHOTO ON NEXT PAGE.**



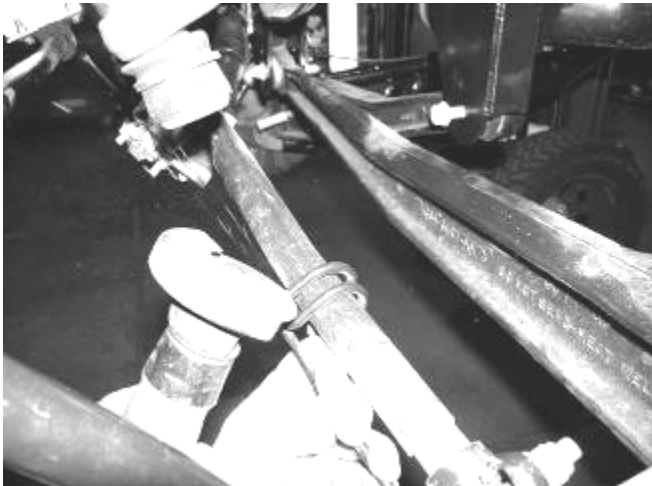
20. Locate the factory brake line mount on the front side of the frame. Remove the bracket from the frame and save the hardware. Locate FT30276 Front Brake Line Drop Bracket and attach to the frame using the original hardware in the factory brake line hole (with the offset of the bracket to the front of the truck). Locate the supplied 5/16" thread forming bolt. Use a drill with a 17/64th drill bit and drill the new hole from the drop bracket into the frame. Install the 5/16" thread-forming bolt into the new hole. Locate FT30409 Hard Brake Line Extension and separate the factory hose from the hard line. Install the supplied FT30410 union and hard line to the factory hard line. Connect the factory hose to the new hard line. Using the supplied 5/16" hardware, attach the factory brake line to the new drop bracket. You will need to carefully bend the hard line down to meet the new brake line bracket. **USE CARE NOT TO DAMAGE THE HARD LINE. SEE PHOTO ON NEXT PAGE.**



21. Locate the back side of the new radius arm and drill a hole on each side of the gusset plate. Reuse the factory clips on the ABS line. Use WD-40 to help move the clips on the line without damaging the line. SEE PHOTO BELOW.



21. Locate the driver side tie rod end and cut off the adjusting sleeve bracket. Once free rotate the tie rod adjusting sleeve so the bolts are now on top of the tie rod. This will allow it to clear the sway bar. SEE PHOTOS BELOW AND IN NEXT COLUMN.

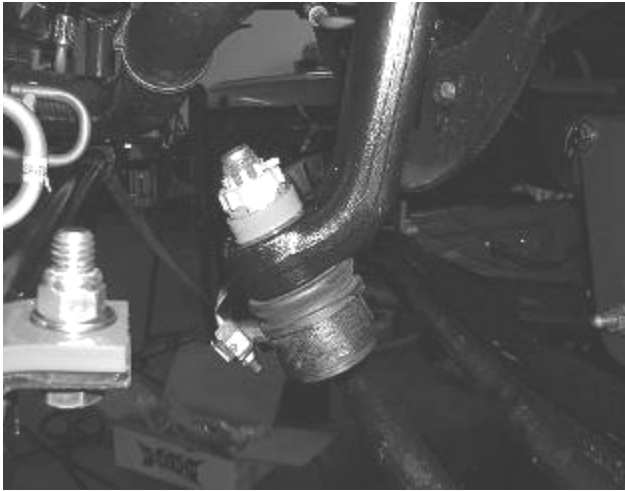


ROTATE THE
ADJUSTING SLEEVE
UP SO THE BOLTS
CLEAR THE SWAY
BAR.

22. Locate FT3400-110D & P sway bar frame drop brackets and attach to the frame (AS SHOWN IN PHOTOS) where the sway bar was originally attached using the factory hardware. **MOUNT THE DRIVER SIDE BRACKET ON THE PASSENGER SIDE, AND THE PASSENGER SIDE ON THE DRIVER SIDE.** Using the supplied 7/16" X 1 1/4" hardware, attach the sway bar to the new drop brackets. Reattach the factory sway bar end links to the axle mounts using the original hardware (Torque to 40 ft. lbs. once the truck is on the ground; do not tighten while the suspension is in the air). The new drop brackets are slotted at both mounting points. For the 6" lift, position the frame mount and sway bar all the way forward toward the front of the truck and torque to 35 ft. lbs. For the 8" lift, position the frame mount and sway bar all the way rearward toward the back of the truck and torque to 35 ft. lbs. SEE PHOTO BELOW.



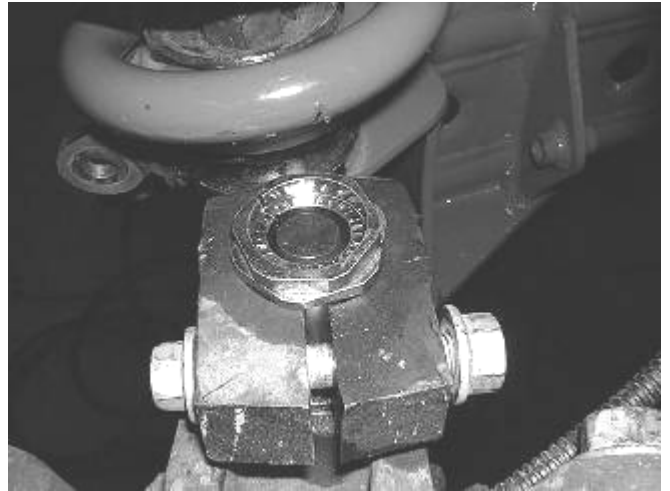
23. Locate FT30206 pitman arm spacer. Place the drag link through the bottom of the new pitman arm. Place the spacer on top of the pitman arm, followed by the factory nut. Torque the nut to 90 ft lbs and install the factory nut keeper and the new cotter pin. SEE PHOTO ON NEXT PAGE.



24. Locate the supplied FT30205 stabilizer bracket and install it in the factory location using the original hardware and torque to 65 ft. lbs. Re-connect the stabilizer to the new drop bracket and tighten to 45lbs. SEE PHOTO BELOW.



25. Locate the factory alignment cam. Completely remove the pinch bolt on the I-Beam and remove the factory alignment cam and discard. Locate the supplied FT594 alignment cam and place it into the I Beam where the stock cam was. Re-install and tighten the pinch bolt. SEE PHOTO IN NEXT COLUMN.



26. Install the front wheels and tires and torque to factory specs. Set the truck back on the ground. Re-torque the all the hardware to recommended specs. Double check the toe-in and reset it to factory specs if necessary.

27. Recheck all bolts for proper torque. Recheck brake hoses and lines for proper clearances.

28. Grease all I-Beam pivot fittings and ball joints.

29. Torque lug nuts to wheel manufacturers specifications. Turn front tires left to right and check for appropriate tire clearance. Note- some oversized tires may require trimming of the front bumper & valance.

30. Check front-end alignment and set to factory specifications. We recommend driving the truck for fifty miles and then have it aligned to factory specs. Readjust headlights.

31. Reconnect the negative terminal of the battery.

REAR INSTRUCTIONS

Follow the instructions included in the rear kit