



INSTALLATION INSTRUCTIONS

2015-2018 FORD F-150 2WD 4" BASIC & PERFORMANCE SYSTEMS

FT22258i

NOTE: TO ORDER WEARABLE REPLACEMENT COMPONENTS DO NOT USE PART NUMBERS SHOWN ON THIS INSTRUCTION SHEET. GO TO FABTECH WEBSITE AND LOOK UP WEARABLE REPLACEMENT PARTS TO FIND THE PROPER PART NUMBER TO ORDER.

- PARTS LIST -

FTS22258 COMPONENT BOX 1		
1	FT30744	FRONT CROSSMEMBER 4" 2WD
1	FT30745	REAR CROSSMEMBER 4" 2WD
1	FT30621	SWAY BAR DROP BRACKET (DRIVER)
1	FT30622	SWAY BAR DROP BRACKET (PASSENGER)
1	FT30749	HARDWARE KIT

FTS22259 COMPONENT BOX 2 - BASIC		
1	FT30617D	SPINDLE (DRIVER)
1	FT30671P	SPINDLE (PASSENGER)
1	FT30748	HARDWARE SUBASSEMBLY
4	FT350U	UBOLT SQ 9/16-18 X 10.50 X 3.00
2	FTBK22	BLOCK 2.25"
2	FTS30503	F150 4" COILOVER

FTS22260 COMPONENT BOX 2 - PERFORMANCE		
1	FT30617D	SPINDLE (DRIVER)
1	FT30671P	SPINDLE (PASSENGER)
1	FT30748	HARDWARE SUBASSEMBLY
4	FT350U	UBOLT SQ 9/16-18 X 10.50 X 3.00
2	FTBK22	BLOCK 2.25"

FT30748 HARDWARE SUBASSEMBLY		
1	FT22258i	INSTRUCTIONS
2	FT292	ALIGNMENT CAM KIT
2	FT30496	BRAKE LINE BRACKET (FRONT)
1	FT70033	BRAKE LINE BRACKET (REAR)
1	FTAS12	STICKER FT BLUE 10X4 DIE CUT
1	FTAS16	DRIVER WARNING DECAL
1	FTREGCARD	REGISTRATION CARD

FT30749 - HARDWARE KIT		LOCATION
6	5/16 SAE WASHER	
3	5/16-18 NYLOCK NUT	
3	5/16-18 X 1" HEX BOLT	
8	7/16 SAE WASHER G8 ZINC	
4	7/16-14 C-LOCK NUT ZINC	
4	7/16-14 X 1 1/4 HEX HD	
8	1/2 SAE WASHER	
4	1/2-13 C-LOCK NUT	
4	1/2-13 X 3" HEX BOLT	
8	9/16 SAE WASHER	
8	9/16-18 NYLOCK NUT	
1	THREAD LOCKING COMPOUND 1 MIL	

K2258 4" BASIC SYSTEM W/ PERFORMANCE SHOCKS		
1	FTS22258	COMPONENT BOX 1
1	FTS22259	COMPONENT BOX 2 - BASIC
2	FTS7266	REAR PERFORMANCE SHOCK

K2258DL 4" PERFORMANCE SYSTEM W/ 2.5" COILOVER		
1	FTS22258	COMPONENT BOX 1
1	FTS22260	COMPONENT BOX 2 - PERFORMANCE
1	FTS22263	2.5" COILOVER
2	FTS810292	2.25" N/R DLSS (REAR)

K2258M 4" BASIC SYSTEM W/ STEALTH SHOCKS		
1	FTS22258	COMPONENT BOX 1
1	FTS22259	COMPONENT BOX 2 - BASIC
2	FTS6333	REAR STEALTH SHOCK

K2259DL 4" PERF SYSTEM W/ 2.5" RESI COILOVER		
1	FTS22258	COMPONENT BOX 1
1	FTS22260	COMPONENT BOX 2 - PERFORMANCE
1	FTS22264	2.5" COILOVER W/ RESI
2	FTS810292	2.25" N/R DLSS (REAR)



- TOOL LIST -

Required Tools (Not Included)

- Basic Hand Tools
- Floor Jack
- Jack Stands
- Assorted Metric and S.A.E sockets, and Allen wrenches
- Torque Wrench
- Die Grinder w/ Cutoff Wheel or Sawzall
- Coil Spring Compressor

- PRE-INSTALLATION NOTES -

READ THIS BEFORE YOU BEGIN INSTALLATION -

Check all parts to the parts list above before beginning installation.

Read all instructions thoroughly from start to finish before beginning the installation. If these instructions are not properly followed severe frame, driveline and / or suspension damage may occur.

Check your local city and state laws prior to the installation of this system for legality. Do not install if not legal in your area.

Prior to the installation of this suspension system perform a front end alignment and record. Do not install this system if the vehicle alignment is not within factory specifications. Check for frame and suspension damage prior to installation.

The installation of this suspension system should be performed by two professional mechanics.

This suspension must be installed with Fabtech shock absorbers.

Use the provided thread locking compound on all hardware.

WARNING- Installation of this system will alter the center of gravity of the vehicle and may increase roll over as compared to stock.

Vehicles that receive oversized tires should check ball joints, uniballs, tie rods ends, pitman arm and idler arm every 2500-5000 miles for wear and replace as needed.

Verify differential fluid is at manufactures recommended level prior to kit installation. Installation of the kit will reposition the differential and the fill plug hole may be in a different position. (For example, if the manufacture recommends 3 quarts of fluid, make sure the diff has 3 quarts of fluid). Check your specific manual for correct amount of fluid.

FOOTNOTES -

- Can not use OEM wheel and tire.
- Does not fit standard cab models.
- Will not fit raptor models.

Wheels & Tires -

- 33/12.50R18 - 18X9 w/5" BS w/Minor Trimming
- 295/60R20 - 20X9 w/5" BS w/Minor Trimming
- 295/70R18 - 18X9 w/5" BS w/Minor Trimming
- 33/12.50R20 - 20X9 w/5" BS w/Minor Trimming

- INSTRUCTIONS -

- FRONT SUSPENSION -

1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Starting on the driver's side. Remove the 2 bolts securing the brake caliper assembly to the spindle. Tie the brake caliper to the frame. **DO NOT ALLOW THE BRAKE CALIPER TO HANG FROM THE BRAKE LINE HOSE.**
3. Remove the brake rotor from the vehicle.
4. Remove the sway bar and sway bar end links. Save hardware.
5. Locate the Anti lock Brake System (ABS) sensor attached to back side of the spindle, remove the bolt attaching the sensor to the spindle. Save the bolt, and hang the sensor aside.
6. Remove the nut securing the tie rod end to the spindle. Using a large hammer strike the spindle to break loose the tie rod end. Save the factory hardware. **USE CARE TO NOT HIT THE THREADS OF THE TIE ROD END.**
7. Loosen the upper and lower ball joint nuts. Disconnect the upper and lower ball joints from the steering knuckle by striking the knuckle with a large hammer next to each ball joint on the knuckle to dislodge the ball joints. **USE CARE NOT TO HIT THE BALL JOINTS WHEN REMOVING.** Retain the hardware and discard the knuckle with the dust shield. The factory dust shield will not be reused. **SEE FIGURE 1**



FIGURE 1 - STEP 7

8. Locate the lower shock mount bolt and remove. Save the hardware. Locate the three upper nuts and remove. Save the hardware. Remove the shock assembly from the truck and set it aside for disassembly later. **DO NOT REMOVE THE CENTER NUT FROM THE TOP OF THE SHOCK ASSEMBLY.**
9. Remove the lower control arm bolts from the frame pivots and remove the lower control arm from the truck. Save the hardware and lower control arm.

10. Repeat steps two through nine on the passenger side of the truck.
11. Locate the Fabtech rear crossmember FT30745. Install the crossmember into the factory rear lower control arm pockets and attach using the original hardware. **NOTE: Due to vehicle variances the front side of the pockets may need to be trimmed SEE FIGURE 2.** Leave loose at this time. **SEE FIGURE 3**

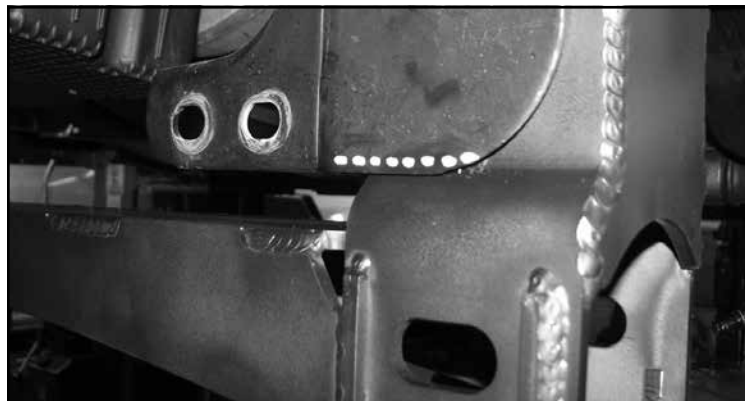


FIGURE 2 - STEP 11



FIGURE 3 - STEP 11

12. Locate the Fabtech front crossmember FT30744. Install into the factory front lower control arm pockets and attach using the original hardware. Leave loose at this time. **SEE FIGURE 4**



FIGURE 4 - STEP 12

13. Locate the factory lower control arms previously removed from the truck. Install into the new Fabtech cross members using the supplied FT292 alignment cams. Leave loose at this time. **SEE FIGURES 5-6**

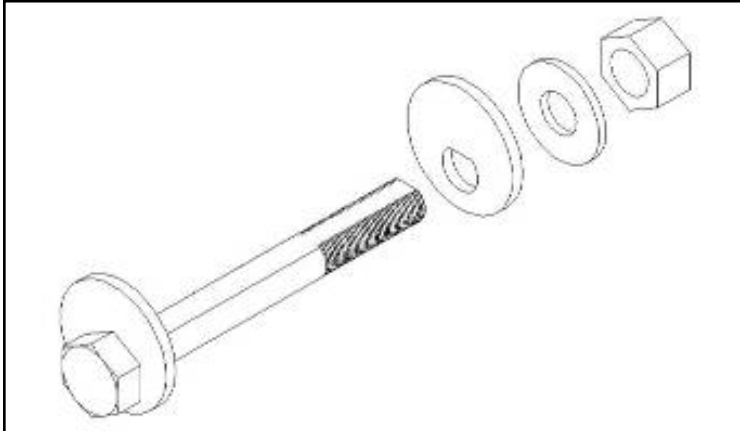


FIGURE 5 - STEP 13

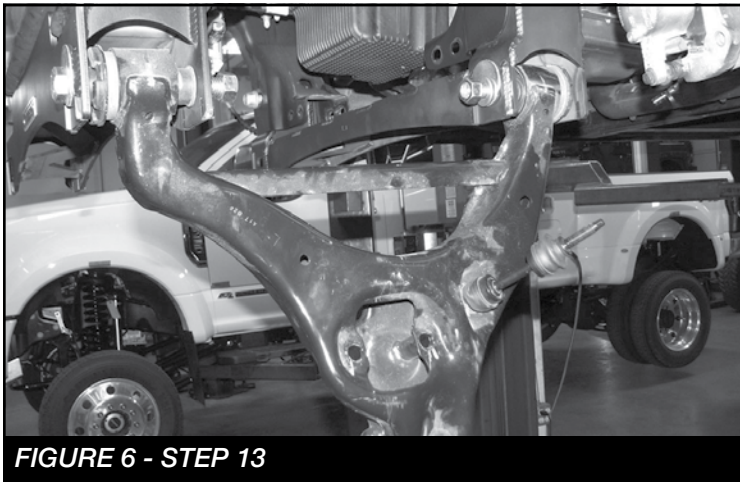


FIGURE 6 - STEP 13

14. Locate the previously removed front shock assemblies. Using a HEAVY DUTY spring compressor, compress the coil spring and remove the coil from the shock assembly. Save the coil, coil hat, bump stop. Discard all other parts. **EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS UNDER LOAD!**

15. Locate FTS30503 new front shocks. Place the factory bumpstop and coil spring, followed by the factory coil hat with the original stem bushing. Using the supplied nylock nut, attach the coil hat to the shock. Torque the nylock nut to 25 ft lbs. **DO NOT USE THE NYLOCK NUT TO COMPRESS THE COIL SPRING, YOU MUST COMPRESS THE COIL SPRING WITH A HEAVY DUTY COIL SPRING COMPRESSOR TO ASSEMBLE THE SHOCK.** Do not reinstall the factory shock boot or any aftermarket shock boot onto the shock. **SEE FIGURE 7**

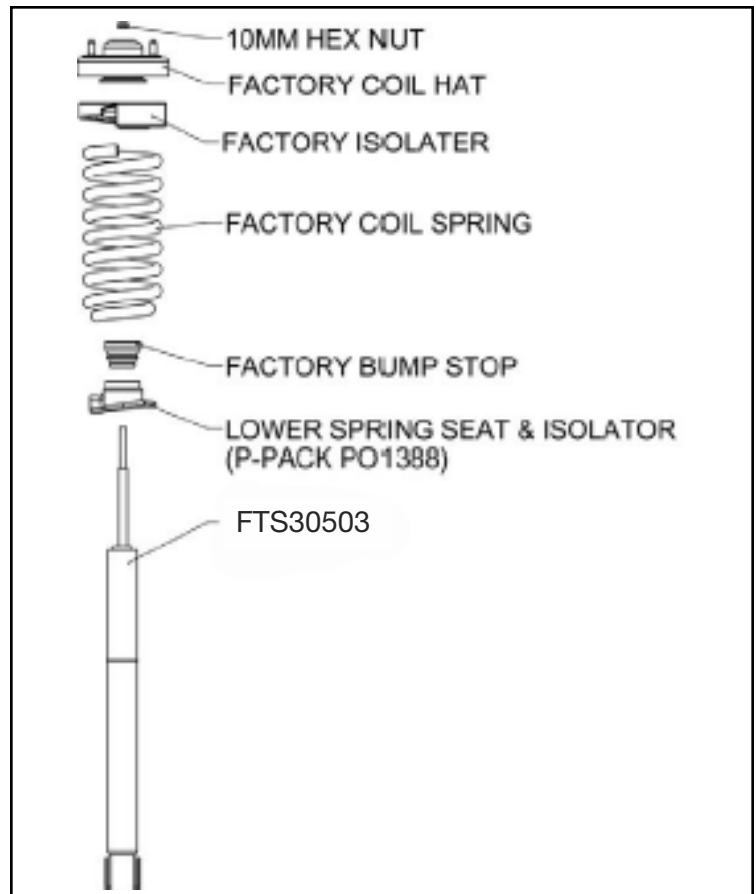


FIGURE 7 - STEP 15

16. Locate the factory spindles and remove the hub assemblies and dust shields. Save hardware. Reinstall the hub assembly onto the new Fabtech spindles using the factory bolts. Torque to 160 ft-lbs. **SEE FIGURE 8**

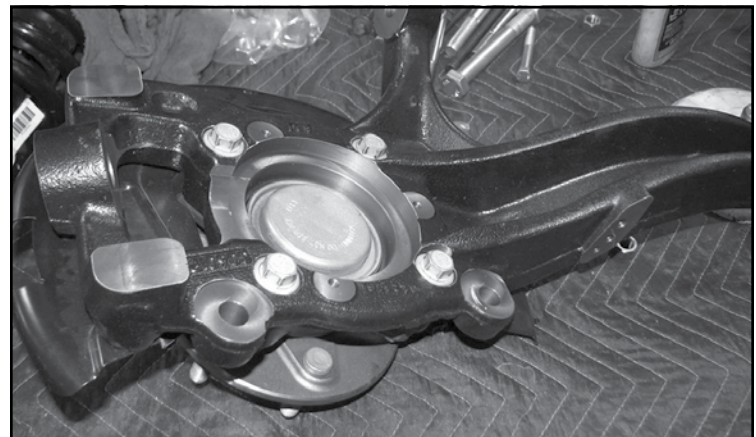


FIGURE 8 - STEP 16

IF INSTALLING A DIRT LOGIC COILOVER DO SO NOW.

17. Install the shock assembly into the upper shock mount using the factory 3 nuts (58 ft-lbs) and the supplied 1/2" hardware for the lower mount to control arm (127 ft-lbs). **SEE FIGURE 9**

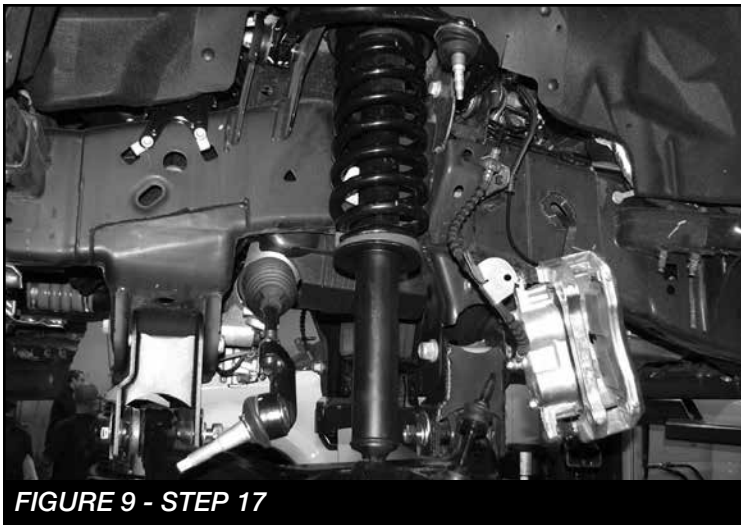


FIGURE 9 - STEP 17

18. Attach the new Fabtech spindle onto the lower ball joint using the original nut and provided spacer tied to the knuckle. Torque to 85 ft-lbs. Holding the top of the spindle inboard set the upper ball joint into the spindle. Attach the upper ball joint to the spindle using the factory nut. Torque to 110 ft-lbs. **SEE FIGURE 10**

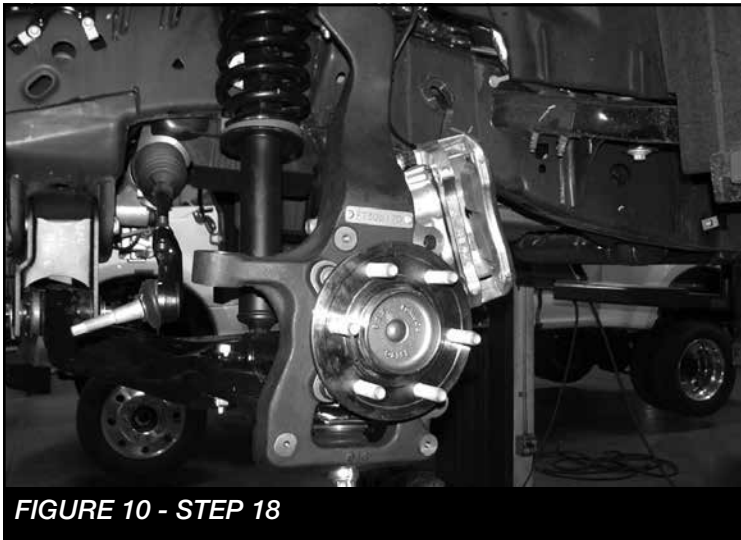


FIGURE 10 - STEP 18

19. Repeat steps 17-18 on the passenger side.
20. Install the new brake line bracket (FT70032) using the factory hardware and supplied 5/16" hardware. Torque to 29 ft-lbs. **SEE FIGURE 11**



FIGURE 11 - STEP 20

21. Reinstall the ABS sensor to the new spindle using the factory bolt. Install the factory dust shield and brake rotor. **SEE FIGURE 12**

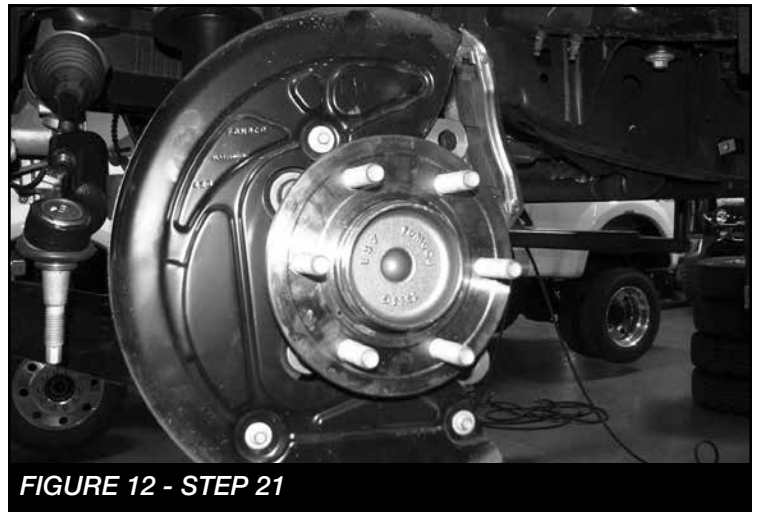


FIGURE 12 - STEP 21

22. Torque the factory lower control arm cam bolts to 145 ft lbs. Before torquing the cam bolts place the cam so it is in the center of its adjustment. Torque the crossmember to control arm pocket bolts to 130 ft lbs.
23. Using the stock hardware along with the supplied thread locking compound reinstall the brake caliper onto spindle. Torque the bolts to 80 ft lbs.
24. Install the tie rod end into the new Fabtech spindle. Torque to 70 ft lbs. **SEE FIGURE 13**

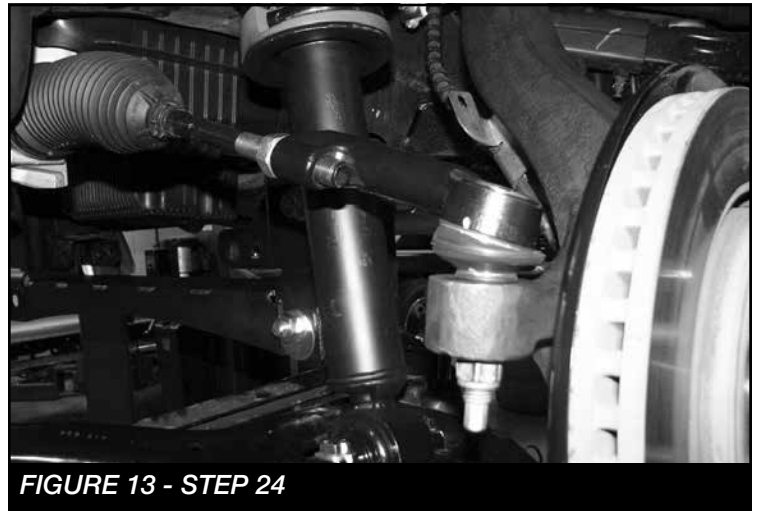


FIGURE 13 - STEP 24

25. Repeat steps 20-24 on Passenger side.

26. Locate the FT30621 (driver) and FT30622 (passenger) sway bar brackets. Using the factory bolts, nuts, and washers attach the sway bar brackets to the frame. Leave loose. Locate the factory sway bar and attach it to the new bracket using the supplied 7/16" x 1 1/4" bolts, nuts, and washer. Attach the sway bar end links to the factory lower control arm. Torque bracket hardware to 83 ft-lbs and ball joints to 50 ft lbs. **SEE FIGURE 14**



FIGURE 14 - STEP 26

- REAR SUSPENSION -

27. Jack up the rear end of the vehicle and support the frame rails with jack stands. Release the parking brake at this time. Supporting the rear differential, remove the rear shocks, u-bolts, blocks and lower axle down. Use care not to over extend the brake hose.
28. Locate the factory brake line mount on the driver side of the frame. Locate the supplied brake line bracket (FT70033) and attach the bracket between the factory frame mount and the factory brake line using the factory and supplied 5/16"-18 X 1" bolts and hardware. Torque to 29 ft-lbs. **SEE FIGURE 15**



FIGURE 15 - STEP 28

29. Locate and install the rear lift blocks FTBK22. The extended bump stop perch will be facing inboard of the truck. Using the provided u-bolts, nuts and washers, align the axle, lift blocks, and springs and torque u-bolts to 184 ft-lbs. **SEE FIGURE 16**

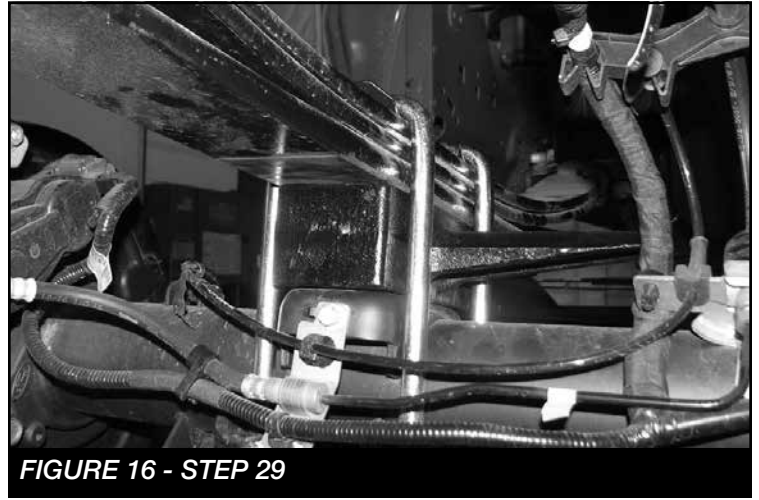


FIGURE 16 - STEP 29

30. Locate the Fabtech performance shocks (FTS7266), Stealth shocks (FTS6333)(use sleeves from P-1465 bag) or Dirt Logic shocks (FTS810292). Install the shocks using the factory hardware and torque upper and lower bolts to 100 ft-lbs. **SEE FIGURES 17-18**



FIGURE 17 - STEP 30

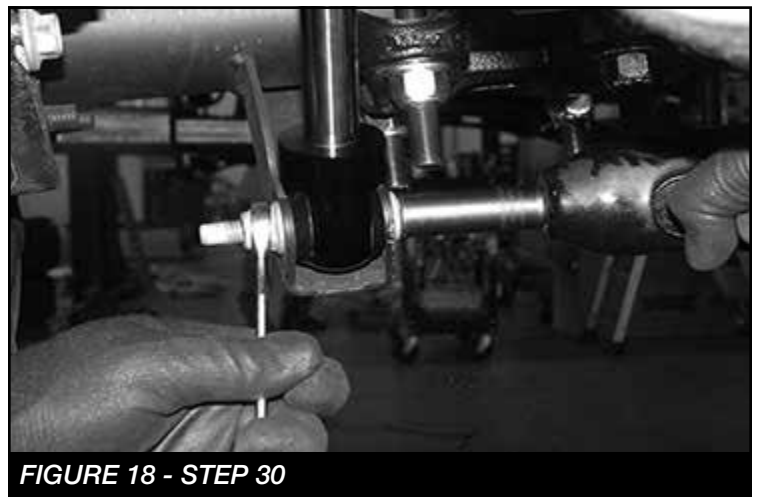


FIGURE 18 - STEP 30

31. Install tires and wheels and torque lug nuts to wheel manufacturer's 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.**
32. Check front end alignment and set to factory specifications. Readjust headlights.
33. Recheck all bolts for proper torque.
34. Recheck brake hoses, ABS wires and suspension parts for proper tire clearance while turning tires fully left to right.
35. Check the fluid in the front and rear differential and fill if needed with factory specification differential oil. **Note - some differentials may expel fluid after filling and driving. This can be normal in resetting the fluid level with the new position of the differential/s.**
36. Install Driver Warning Decal. Complete product registration card and mail to Fabtech in order to receive future safety and technical bulletins on this suspension.

Vehicles that will receive oversized tires should check ball joints, uniballs and all steering components every 2500-5000 miles for wear and replace as required.

**RE-TORQUE ALL NUTS, BOLTS AND LUGS
AFTER 50 MILES AND PERIODICALLY
THEREAFTER.**