



## ***Installation Instructions***



### ***6" Suspension System 2004-2008 Nissan Titan 2wd & 4wd***

**Fabtech Motorsports**  
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***6" 04-08 Nissan Titan 2wd & 4wd  
FTS25000 & FTS25001 & FTS25002***

**Tool List: (not included)**

- Floor Jack & Jack Stands
- Assorted Metric & S.A.E Sockets & Wrenches
- Torque Wrench
- Die Grinder With Cut Off Wheel & Grinding Wheel
- Heavy Duty Ratchet Strap

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.

THE BASIC KIT IS NOT DESIGNED TO WORK WITH ANY FACTORY EQUIPPED LEVELING SYSTEMS.

CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THIS KIT. IF ANY PARTS ARE MISSING, CONTACT FABTECH AT 909-597-7800.

NOTE- 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. THIS SUSPENSION SYSTEM DOES NOT REQUIRE WELDING FOR INSTALLATION. DO NOT WELD ANY OF THESE COMPONENTS.

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

DO NOT ALTER THE FINISH OF THESE COMPONENTS, EXAMPLE- CHROMING, ZINC PLATING OR PAINTING. CHANGING THE FINISH CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

THIS SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS TO PREVENT POSSIBLE BALL JOINT & CV DAMAGE.

THE INSTALLATION OF THIS SUSPENSION SYSTEM SHOULD BE PERFORMED BY TWO PROFESSIONAL MECHANICS.

A LARGER TIRE CANNOT BE INSTALLED ON THE O.E.M WHEEL. FABTECH RECOMMEND'S A 17X8 WHEEL WITH A 5" BACK SPACING WITH A 315/70R17 TIRE. IF VEHICLE IS EQUIPPED WITH FACTORY 18 INCH WHEELS, YOU MUST USE 18 INCH WHEELS OR LARGER.

ON TWO-WHEEL DRIVE TRUCKS, A FTS95000 CARRIER BEARING DROP MUST BE INSTALLED TO PREVENT DRIVELINE VIBRATION

VERIFY DIFFERENTIAL FLUID IS AT MANUFACTURES RECOMMENED LEVEL PRIOR TO KIT INSTALLATION. INSTALLATION OF THE KIT WILL RE-POSITION THE DIFFERENTIAL AND THE FILL PLUG HOLE MAY BE IN A DIFFERENT POSITION. (FOR EXAMPLE, IF THE MANUFACTURE RECCOMENDS 3 QUARTS OF FLUID, MAKE SURE THE DIFF HAS 3 QUARTS OF FLUID). CHECK YOUR SPECIFIC MANUAL FOR CORRECT AMOUNT OF FLUID.

**Available Options From Fabtech:**

- FTS25000 – 2.5 Dirt Logic Coil Over Shock Kit (4wd Models ONLY)
- FTS65000BK - Floating Rear Traction Bar Kit
- FTS95000 – Carrier Bearing Drop (2wd Models ONLY)
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***FTS25000 & FTS25001 & FTS25002  
Parts List / Hardware***

FTS25001			Titan 4WD 6" Box 2		FT60052 Hardware kit	
Qu	Part #	Description	Qua	Description		
4	FT1500U	U-Bolt	4	9/16"-12 x 4 1/2" Hex Bolt		
2	FT205	Add-A-Leaf	4	9/16"-12 C-Lock Nut		
2	FT30064	Impact Tube Mounts	8	9/16" SAE Flat Washer		
1	FT60002BK	Front Crossmember	2	1/4"-20 X 1" Hex Bolt		
1	FT60003BK	Rear Crossmember	2	1/4"-20 Nyloc Nut		
1	FT60004BK	Driver Frt. Bump Stop	4	1/4" SAE Flat Washer		
1	FT60005BK	Pass. Frt. Bump Stop	2	Adel Clamp		
2	FT60006BK	Frt. Sway Bar End Link	10	3/8"-16 X 1 1/4" Hex Bolt		
1	FT60008BK	Skid Plate	8	3/8"-16 Nyloc Nut		
1	FT60052	Hdwr Sub-Assembly Kit	18	3/8" SAE Flat Washer		
1	FT60050	Hdwr Sub-Assembly Kit	2	3/8" Split Washer		
2	FT70011BK	Impact Tube	2	1/4"-20 x 1 1/4" Hex Bolt		
2	FTBK2	Block	2	1/4" SAE Flat Washer		
			4	1/2"-13 x 3" Button Head Bolt		
			8	1/2" SAE Flat Washer		
	FT60050	Hdwr Sub-Assembly Kit				
Qu	Part #	Description				
2	12008007100	Zip Tie	4	1/2"-13 Nyloc Nut		
4	31000005052	5/16 SAE Flat Washer	6	7/16"-14 C-Lock Nut		
2	31180003352	5/16-18 C-Lock Nut	6	7/16" SAE Flat Washer		
2	31181001081	5/16-18 x 1" Hex Cap Bolt	4	1/8" x 2 Cotter Pin		
2	CB-06X5	Center Pin	2	3/16" x 2" Cotter Pin		
1	FT1044	Bushing Kit	2	9/16"-12 x 4 1/2" Hex Bolt		
2	FT25001i	Instruction Sheet	1	9/16"-12 x 4" Hex Bolt		
1	FT50048	End Link Bushing Kit	3	9/16"-12 C-Lock Nut		
1	FT50089	End Link Sleeve Kit	6	9/16" SAE Flat Washer		
1	FT60007	Rear E-Brake Bracket	4	7/16"-14 x 3 1/2" Hex Bolt		
2	FT60014	Frt. Bump Stop Nut Tab	4	7/16"-14 Nyloc Nut		
2	FT60019	Factory Skid Plate Bracket	8	7/16" SAE Flat Washer		
2	FT60020	Brake Line Nut Tab	2	1/2"-13 x 2 1/2" Hex Bolt		
2	FT60026	Cam Bolts	1	1/2"-13 x 1 1/2" Hex Bolt		
1	FT60027	Driver Steering Stop	2	1/2"-13 Nyloc Nut		
1	FT60028	Driver Steering Stop	1	1/2" Split Washer		
1	FT60028	Pass. Steering Stop	5	1/2" SAE Flat Washer		
2	FT70014	Rear Brake Line Bracket	2	1/4"-20 x 1 1/4" Hex Bolt		
1	FT97150-6-106	Rear Diff Mount Spacer	2	1/4-20 x 3/4" Hex Bolt		
2	37240003952	Center Pin Nut	2	1/4"-20 Nyloc Nut		
			4	1/4" SAE Flat Washer		
			8	1/4" SAE Flat Washer		
			2	8mm-1.25 x 20mm Hex Bolt		
	FTS25002	Titan 4WD 6" Box 1				
Qu	Part #	Description				
1	FTS60001D	Driver Side Spindle	2	8mm Flat Washer		
1	FTS60001P	Pass. Side Spindle	2	8mm Split Washer		
2	FT60021BK	Strut Assembly Spacer	8	9/16-18 Nyloc Nut		
1	FTAS12	Sticker	8	9/16 SAE Washers		
1	FTAS16	Sticker	1	Lock Tight		
1	FTAS16	Driver Warning				
1	FTREGCARD	Registration Card				

## FRONT SUSPENSION INSTRUCTIONS:

1. Disconnect the negative terminal on the battery. With the vehicle on level ground set the emergency brake and block the rear tires. 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.

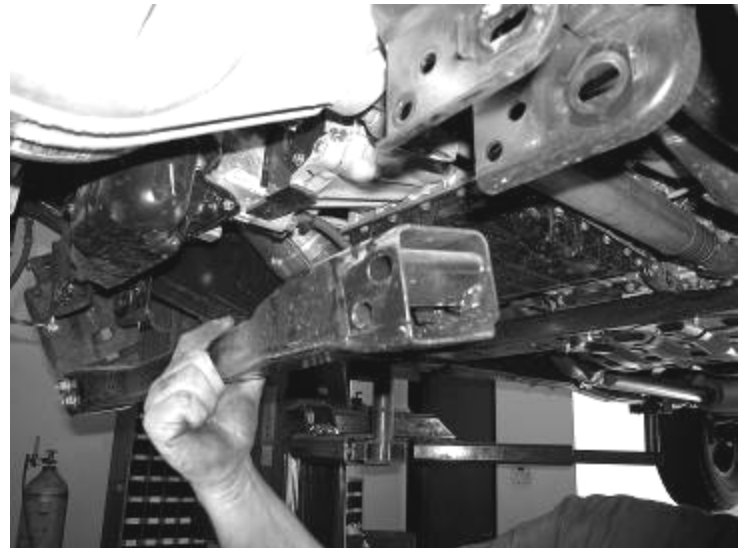
2. Remove the factory differential skid plate and discard. If the truck is equipped with the optional **ALUMINUM** bumper to crossmember skid plate, remove it and save along with the hardware. If it is equipped with factory black **STEEL** skid plate, remove and discard, it will not go back onto the vehicle.
3. Disconnect the tie rod ends from the steering knuckle by striking the knuckle to dislodge the tie rod end. **USE CARE NOT TO DAMAGE THE THREADS ON THE TIE ROD END WHEN REMOVING.** Save the hardware.
4. Locate the sway bar end links and remove from the factory lower control arms and the sway bar. Discard the end links and hardware.
5. Working from the driver side of the truck, remove the brake caliper and place it next to the frame. **DO NOT HANG THE BRAKE CALIPER FROM THE BRAKE HOSE.** Retain the hardware for reinstallation. Remove the brake rotor and save. Unplug the ABS wire at the plug next to the upper control arm and remove all the ABS line clips. Remove the ABS line bracket from the backside of the spindle and save along with the hardware. **DO NOT DISCONNECT THE ABS SENSOR FROM THE BEARING ASSEMBLY.**
6. Remove the cotter pin and nut from the C.V. Axle at the spindle and save the nut and discard the cotter pin.
7. Remove both upper and lower ball joint nuts and save. Using a large hammer strike the spindle to dislodge the ball joints from the spindle. Remove the spindle from the upper ball joint first than the C.V. axle from the hub bearing, than from the lower ball joint. **USE CARE TO NOT DAMAGE THE THREADS ON THE BALL JOINTS WHEN REMOVING.** SEE PHOTO NEXT COLUMN.



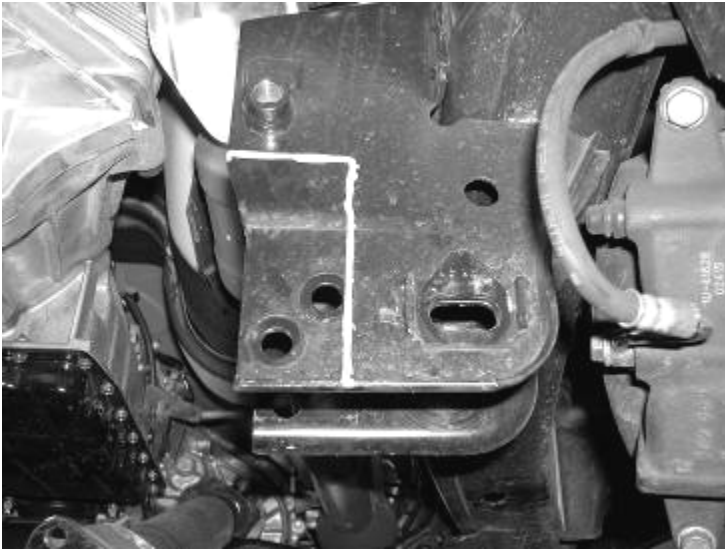
8. Remove the hub assembly from the stock spindle and save along with the hardware. Discard the spindle.
9. Remove the three upper strut assembly bolts from the truck and save. Remove the lower shock bolt and save. Remove the strut assembly from the truck and save. **The factory**

**shock assembly will be reused if you are installing the 6" Basic System. If you are installing the 6" Performance System you can discard the factory shock assembly.**

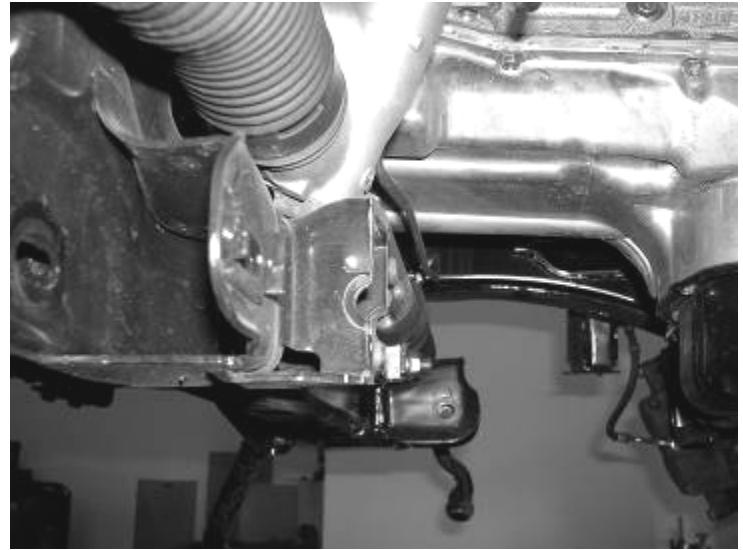
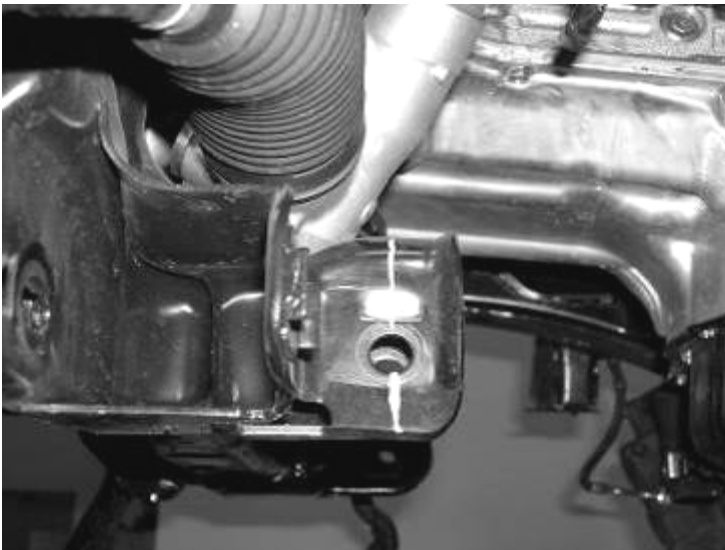
10. Remove the C.V. Shaft from the differential. Save the shaft and the hardware.
11. Remove the lower control arm from the factory pivots and discard the factory alignment cams.
12. Repeat steps five through eleven on the passenger side of the truck.
13. Working on both sides of the truck, remove the factory rear crossmember from the truck and discard the crossmember and hardware. SEE PHOTO BELOW.



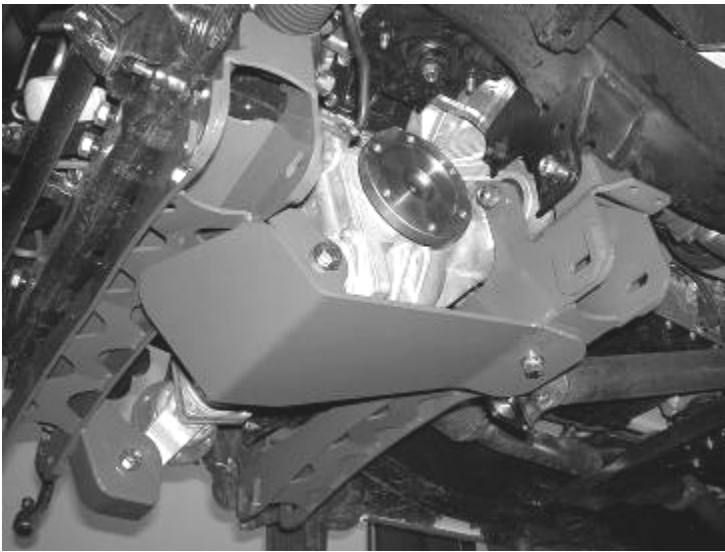
14. Disconnect the front drive shaft from the front differential and save the hardware. Disconnect the vent hose from differential.
15. Remove the front differential from the truck and discard the factory hardware.
16. Locate the factory differential mount next to the driver side rear lower control arm pocket. Cut a 4 1/2" by 2" section of the frame mount from the truck. **(this cut must be made on 4wd and 2wd trucks)** SEE THE PHOTOS BELOW FOR EXACT LOCATION.



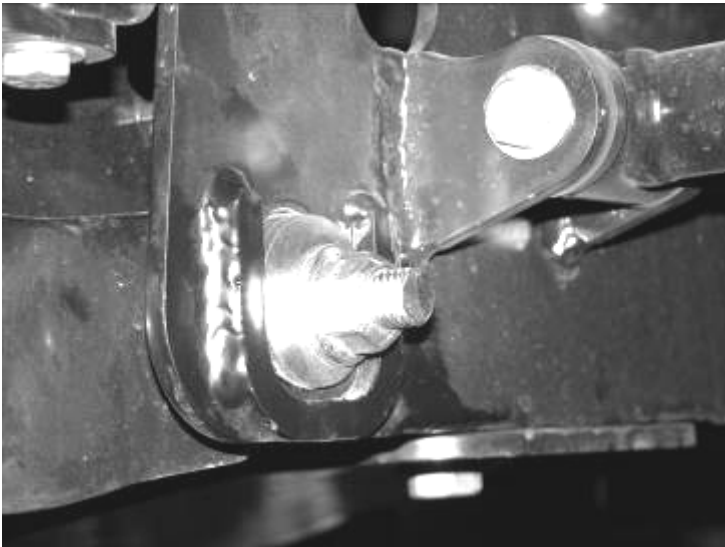
17. Locate the driver side front differential mount and cut 1" off the end of the mount on the frame. SEE PHOTOS IN NEXT COLUMN.



18. Locate FT60002 Front Crossmember. Using the supplied 9/16" x 4 1/2" bolts, nuts, and washer attach the crossmember to the factory front lower control arm pockets. Leave loose at this time.
19. Reinstall the front differential back into the truck attaching the two front differential mounts on the differential to the new crossmember using the supplied 9/16" x 4" bolts, nuts, and washers on the passenger side diff mount and the supplied 9/16" x 4 1/2" bolt, nut, and washer on the driver side. Leave loose at this time. Using a HEAVY DUTY ratchet strap to support the rear of the differential as high as possible into the truck at this time.
20. Locate FT60003 Rear crossmember and attach to factory lower control arm pockets using the supplied 9/16" x 4 1/2" bolts, nuts, and washer. Leave loose at this time.
21. Lower the rear of the front differential down into the rear mount of the new rear crossmember. Attach the rear differential to the crossmember using the supplied 9/16" x 4 1/2" bolt, nut, and washers and FT97150-6-106 spacer. The spacer will be placed to the rear of the factory differential mount. Leave loose at this time. Remove the ratchet strap from the truck. SEE THE DIAGRAM ON THE LAST PAGE.
22. Remove the previously installed driver front differential bolt. Locate FT60008 skid plate and install over the driver front differential mount and reattach using the same 9/16" bolt. Attach the rear of the skid plate to the rear crossmember using the supplied 1/2" x 1 1/2" bolt, split washer, and flat washer. SEE PHOTO BELOW.

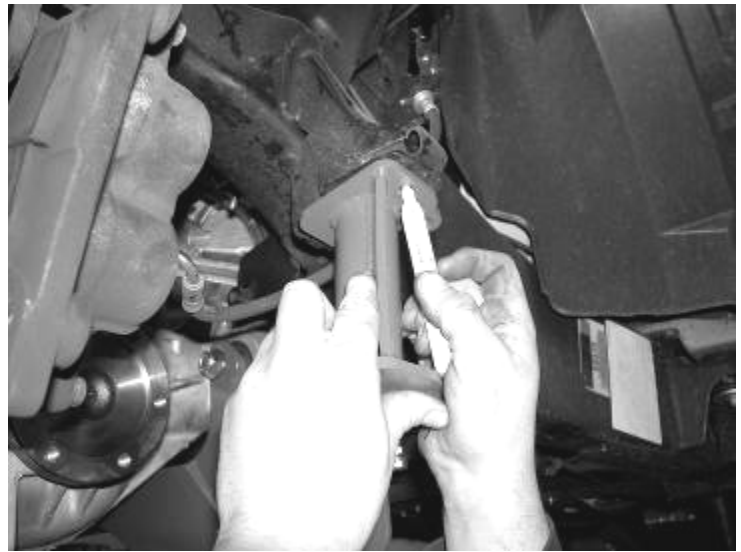


23. Locate the previously removed factory lower control arms. Attach them to the new crossmembers using the Supplied FT60026 alignment cams. When installing the alignment cams make sure they are in the middle of their adjustment. Once the cams are installed into the crossmember and tighten and torque to 75ft. lbs. SEE PHOTO BELOW.



24. Torque the differential mount bolts to 90 ft. lbs. Torque the crossmember to frame bolts to 90 ft. lbs. Torque the 1/2" bolt on the skid plate to 55 ft. lbs. Reattach the front drive shaft to the differential and torque the bolts to 65 ft. lbs. Use a small amount of the supplied thread locking compound on the drive shaft bolts.

25. Locate FT60004 bump stop mount. Using the supplied 3/8" x 1 1/4" bolt, nuts, and washers attach the mount to the rear crossmember. Once attach mark the upper hole where the bump stop bracket meets the frame and drill a 3/8" hole. Using the supplied FT60014 nut tab and 3/8"x 1 1/4" bolts, flat washer, and split washer, attach the bump stop to the frame. Torque bolts to 30 ft. lbs. SEE PHOTOS BELOW.



Picture showing where to install the nut tab into the frame

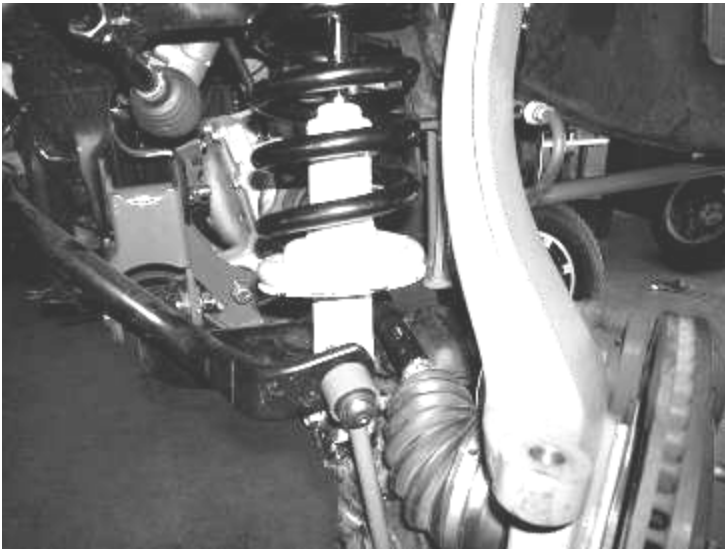
26. Working from the driver side of the truck, locate the previously removed C.V. shaft and attach to the differential using the original hardware. Torque to 65 ft. lbs.

### **FOLLOW STEPS TWENTY-SEVEN THROUGH TWENTY-NINE FOR BASIC KIT ONLY.**

### **IF INSTALLING THE PERFORMANCE 2.5 DIRT LOGIC COIL OVER KIT, FOLLOW THE INSTRUCTIONS ENCLOSED WITH THE SHOCK KIT FOR PROPER INSTALLATION OF THE SHOCK.**

27. Using a drill with a 15/32" drill bit, drill the three upper strut mount holes out in the frame.
28. Locate the previously removed shock assembly and attach FT60021 spacer to the top of the stock assembly using the stock hardware. Use a small amount of the supplied thread locking compound on the strut to spacer hardware. **You will need to index the spacer so the longer side of the spacer will be facing out board of the truck and the pigtail end on the bottom of the coil is facing inboard on the truck. (you may need to disassemble the coil over to get the pig tail to the inside) SEE PHOTO BELOW.**





Strut Installed w/ Pigtail Inboard

29. Install the complete shock assembly into the truck attaching the three upper bolts first using the supplied 7/16" C-lock and flat washers, leave loose. Then attach the lower mount to the original mount on the lower control arm using the original hardware. Torque upper hardware to 55 ft. lbs and the lower hardware to 90 ft. lbs. **MAKE SURE THE LONGER SIDE OF THE STRUT SPACER IS FACING THE OUT BOARD SIDE OF THE TRUCK AND THE PIGTAIL END OF THE COIL SPRING ON THE BOTTOM OF THE COIL IS FACING INBOARD OF THE TRUCK.**

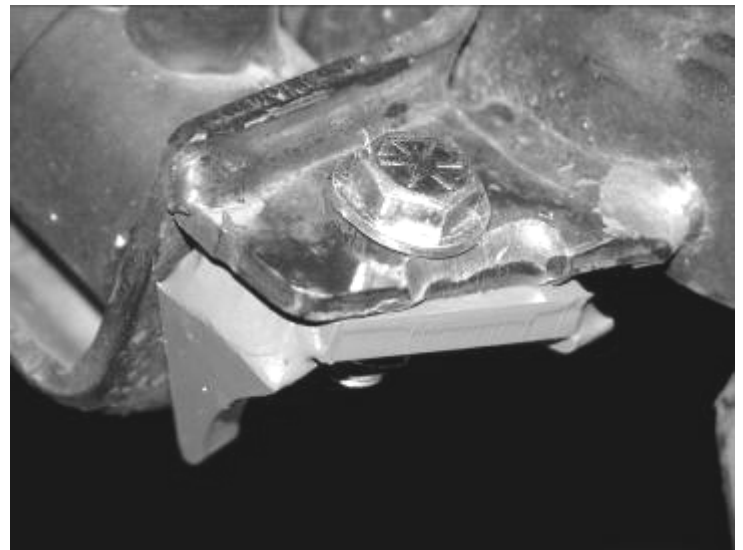
#### RESUME INSTALL ON ALL KITS.

30. Locate FTS60001D steering knuckle and install the previously removed bearing assembly using the original hardware along with a small amount of the supplied thread locking compound on each of the bolts. Torque the bearing bolts to 90 ft. lbs. Make sure the hub assembly with the dust shield is in the same position as it was on the factory spindle. Attach the previously removed ABS bracket to the back of the spindle in the same position using the stock hardware.
31. Attach the steering knuckle with the bearing assembly installed to the truck, first attaching it to the lower ball joint using the original hardware then attach to the upper ball joint using the original hardware. Torque the lower ball joint nut to 75 ft. lbs and the upper ball joint nut to 70 ft. lbs. Use one of the supplied small cotter pins to secure the upper ball joint nut. **When installing the knuckle onto the truck make sure to push the C.V. axle end through the bearing assembly before attaching the upper ball joint.**
32. Using the original C.V. Axle nut attach the axle to the bearing assembly. Torque to 160 ft. lbs. Using one of the supplied larger cotter pin to secure the bolt.
33. Repeat steps twenty-six through thirty-two on the passenger side of the truck.

34. Working from both sides of the truck, route the ABS line up the back of the spindle to the ABS bracket on the spindle, then up to the ABS bracket on the frame, then finally connect it to the plug on the frame. SEE PHOTO BELOW.

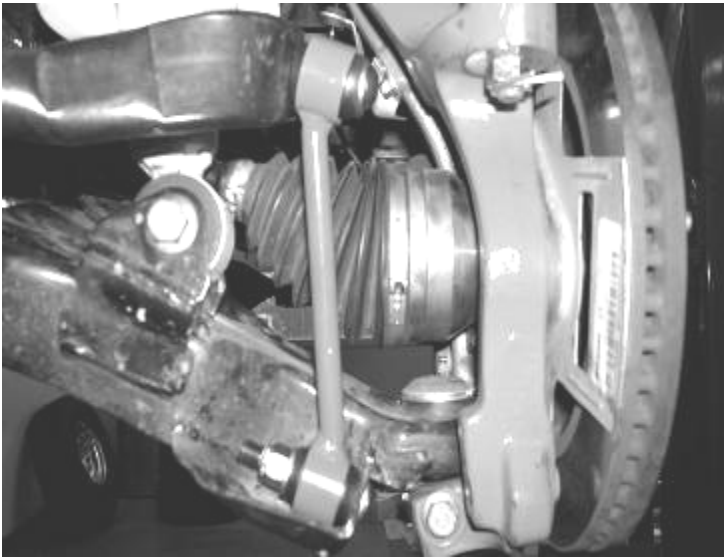


35. Working from the driver side, locate FT60027 Driver Steering stop (SEE DIAGRAM ON LAST PAGE) and provided 5/16" hardware. Place the stop just below the bottom of the factory stop on the lower control arm and attach it with the 5/16" hardware. Torque to 20 ft. lbs. **(NOTE: if there is damage to the factory steering stop, this must be repaired first so that the new stop fits flush against it).** SEE PHOTOS BELOW AND ON NEXT PAGE.

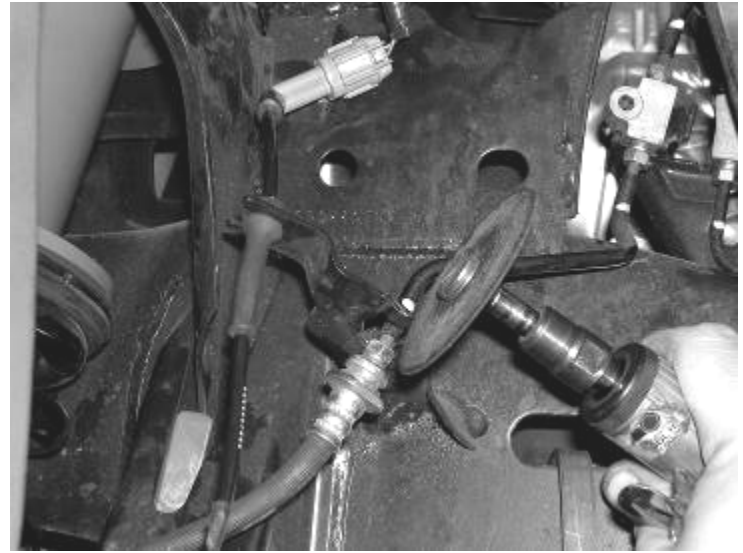




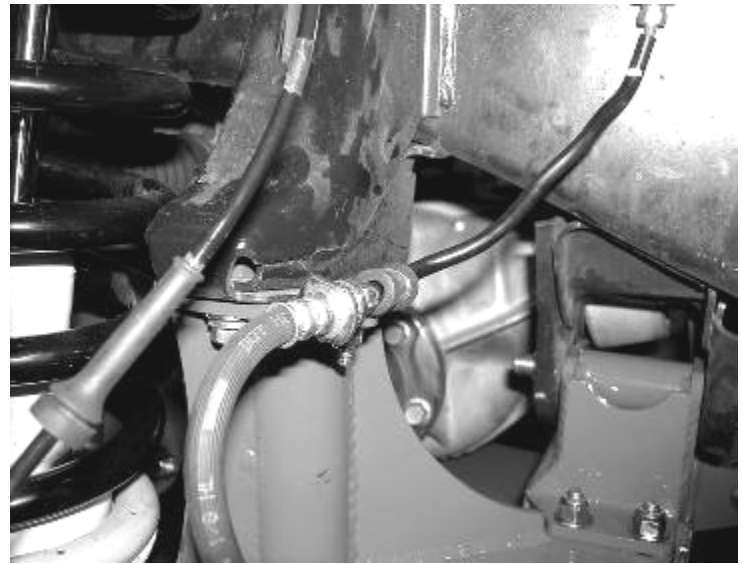
36. Repeat step thirty-five on passenger side of vehicle.
37. Locate FT60006 Sway bar end links and install one of the supplied bushing and one of the supplied sleeves into each end of the end links. Using the supplied  $\frac{1}{2}$ " x 3" button head bolts attach the end links to the truck as shown in the photo below. SEE PHOTO BELOW.



38. Locate the brass brake line union mounted on top of the frame. Remove the bolt attaching to the frame mount and discard the bolt. CAREFULLY pull the hard line 4" down on the frame
39. Locate the brake line tab where the soft line meets the hard line. Remove the clip that attaches the line to the frame and discard. Using a die grinder with a cut off wheel CAREFULLY cut the tab so the line can be removed from the mount. SEE PHOTO IN NEXT COLUMN.



40. Reinstall the original brake rotor, followed by the brake caliper. Use a small amount of the supplied thread lock compound on the caliper bolts and torque to 100 ft. lbs.
41. Using the supplied  $\frac{1}{4}$ " x 1" bolt, nut, and washers, along with one of the Adel clamps attach the brake line to the Fabtech bump stop mount. SEE PHOTO BELOW.

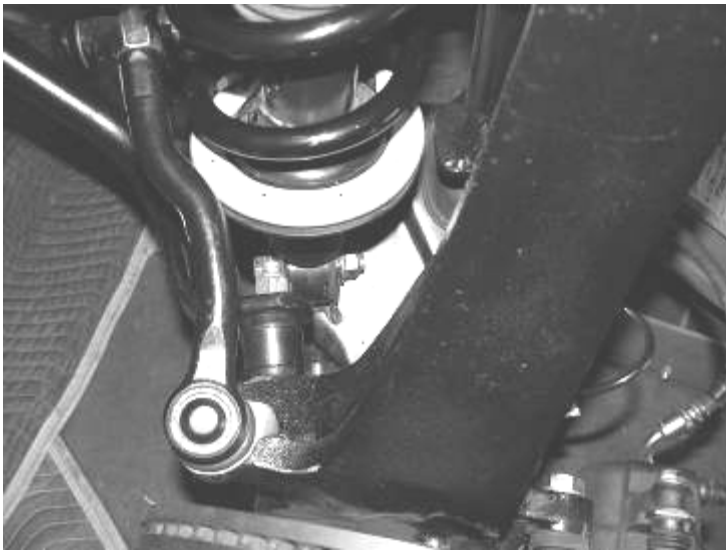


42. Locate FT60020 Brake Line nut tab and attach the brake line union to the frame using the supplied  $\frac{1}{4}$ " x 1  $\frac{1}{4}$ " bolt and flat washer. SEE PHOTO ON NEXT PAGE.





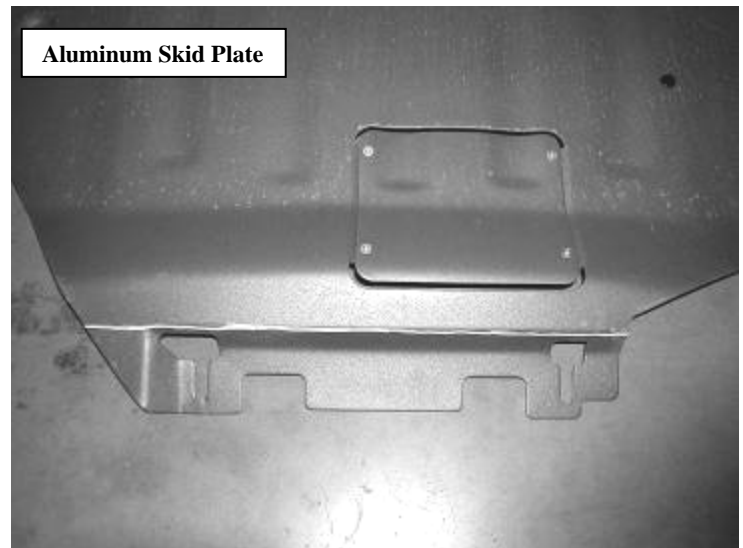
43. Remove both factory tie rod ends from the truck and put the driver's side tie rod end on the passenger side and the passenger side tie rod end on the driver's side. Attach the tie rod end to the spindle from the top down. Using the original castle nut, torque to 55 ft. lbs. Use one of the supplied small cotter pins to secure the nut. SEE PHOTO BELOW.



44. Locate FT70011 Impact tubes and install two bushings and one sleeve into each end on the impact tube. Using the supplied 7/16" x 3 1/2" bolts, nuts, and washers attach the impact tubes to the rear crossmember. Leave loose at this time.
45. Locate FT30064 Impact tube mounts and attach them to the other end of the impact tubes using the supplied 7/16" x 3 1/2" bolts, nuts, and washers. Raise the impact tube with the mount up to the transmission crossmember and mark the hole. Using a drill with a 1/2" drill bit, drill completely through the crossmember. Using the supplied 1/2" x 2 1/2" bolts, nuts, and washers attach the mounts to the frame. SEE PHOTO IN NEXT COLUMN.



46. Locate the optional ALUMINUM factory skid plate if the truck was equipped with it. Measure 3" up from the bottom and mark a straight line from side to side. Using a die grinder with a cut off wheel cut the 3" lower section off. SEE PHOTOS BELOW.



Before Cutting



After Cutting

47. Install the skid plate back on to the truck using the stock bolts. Measure 3" out on both sides of the Fabtech Logo on the front crossmember and drill a 3/8" hole on both sides of the Logo plate. Attach the FT60019 Skid Plate brackets to the crossmember using the supplied 3/8" hardware. Line up the FT60019 brackets to the factory skid plate and drill a 3/8" hole, attach using the supplied 3/8" hardware. SEE PHOTO BELOW.



## Double Check All Nuts And Bolts Are Now Tight Before Proceeding To The Rear.

### REAR SUSPENSION INSTRUCTIONS:

48. Jack up the rear end of the vehicle and support the frame rails with jack stands. Block the front wheels. Release the parking brake at this time. Supporting the rear differential with a floor jack, do not allow the axle to hang freely.
49. Locate the factory e-brake bracket on the body of the truck, above the drive shaft, on the passenger side. Remove the two bolts attaching the bracket to the body and save the hardware. Locate FT60007 e-brake drop bracket and attach to the body using the original hardware. Attach the Fabtech bracket to the factory bracket using the supplied 1/4" x 3/4" bolt, nut, and washer. SEE PHOTO IN NEXT COLUMN.



50. Locate the two factory brake line mounts on the driver side of the axle. Remove the factory cover bracket and discard. Remove both brake line brackets from the axle and discard the hardware. Locate the supplied brake line brackets FT70014 and attach to the axle using the supplied 8mm bolt, split, and flat washer. Using the supplied 1/4" x 1 1/4" bolts, nuts, and washers, attach the brake line to the new Fabtech bracket. Using one of the supplied zip ties attach the ABS line as shown below. Check the ABS line on the other side of the truck for proper clearance at this time also. SEE PHOTO BELOW.



51. Remove the rear shocks and u-bolts, and lower the axle down. **USE CARE NOT TO OVER EXTEND THE ANY BRAKE LINES.** Discard the stock shocks and u-bolts.
52. Clamp the leaf spring in the middle of the spring and remove the center bolt.

53. Separate the springs and install the provided add a leaf with the new center bolt in a pyramid pattern smallest on the bottom graduating to the longest on top. The factory flat overload leaf should remain on the bottom of the pack. Clamp the spring and tighten the center bolt as not to leave a gap between the springs. Cut the thread of the bolt smooth with the nut. The nut should be on the top of the leaf spring pack.
54. Locate and install the 2" rear lift blocks. The short end of the block should face to the front of the vehicle. Using the provided U bolts, nuts, and washers align axle, lift blocks, and springs, stock bump stop and torque the U-Bolts to 90lbs. SEE PHOTO BELOW.



55. Install the new Fabtech shocks (not included with the kit) and Torque to 65 lbs using factory hardware on both upper and lower mounts
56. Recheck all bolts for proper torque. Recheck the front and rear brake hoses and ABS lines for proper clearances.

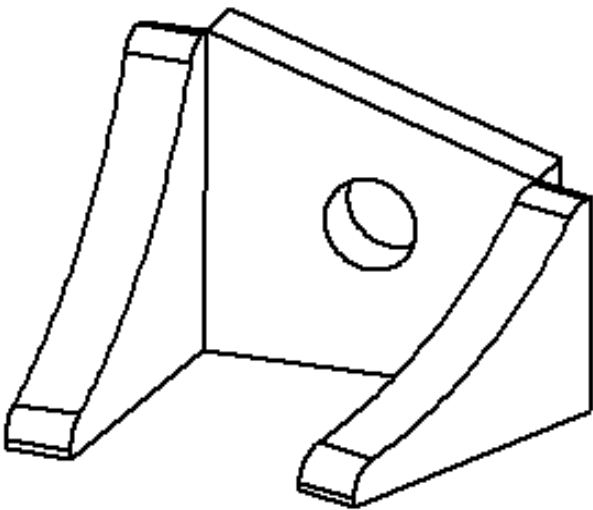
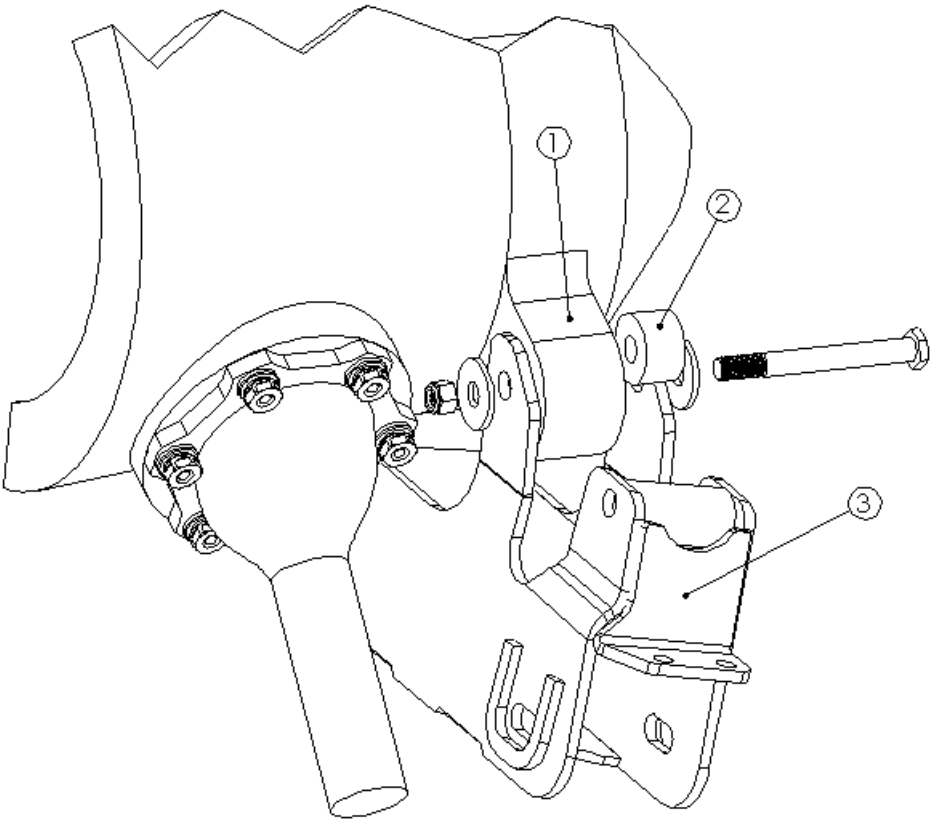
**If installing this kit on a two-wheel drive truck, you must install the FTS95000 – Carrier Bearing Drop at this time. Follow the instructions included with the Carrier Drop kit**

57. Install tires and wheels and 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 bumper and valance.
58. Check the front-end alignment and set to the factory specifications.
59. Check front differential fluid level due to CV Shaft removal.
60. Adjust the front headlights to the proper angle.

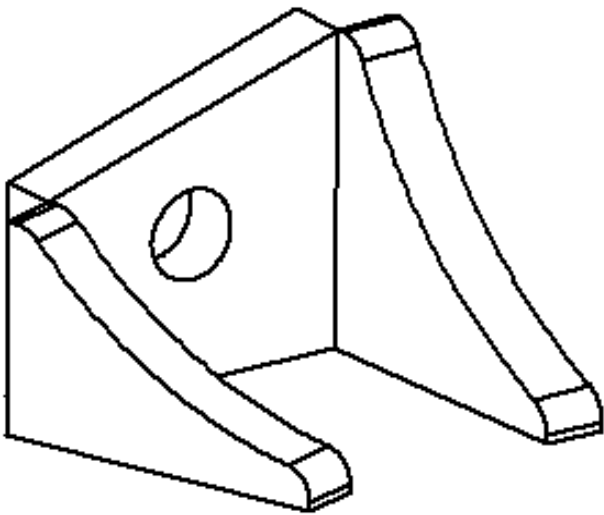
**RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.**

For technical assistance call: 909-597-7800

ITEM#	QTY.	DESCRIPTION
1	1	FRONT DIFFERENTIAL
2	1	FT97150-6-106 SPACER
3	1	FT60003 CROSSMEMBER



**PASSENGER**



**DRIVER**

**STEERING STOPS**

## Product Warranty and Warnings-

Fabtech provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials.

The Limited Lifetime Warranty excludes the following Fabtech items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Take apart shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Lifetime Warranty.

Fabtech does not warrant any product for finish, alterations, modifications and/or installation contrary to Fabtech's instructions. Alterations to the finish of the parts including but not limited to painting, powdercoating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

Fabtech 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.

Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death. Fabtech front end Desert Guards may impair the deployment or operation of vehicles equipped with supplemental restraining systems/air bag systems and should not be installed if the vehicle is equipped as so.

Fabtech makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturers production changes and/or inconsistencies by the auto manufacturer, Fabtech cannot be responsible for 100% compatibility, including the fitment of tire and wheel sizes listed. The Tire and Wheel sizes listed in Fabtech's catalog are only a guideline for street driving with noted fender trimming. Fabtech is not responsible for damages to the vehicle's body or tires.

Fabtech's obligation under this warranty is limited to the repair or replacement, at Fabtech option, of the defective product only. All costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. Fabtech is not responsible for damages and/or warranty of other vehicle parts related or non related to the installed Fabtech product. 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 as determined by Fabtech.

Fabtech suspension components must be installed as a complete system including shocks as shown in our current catalog. All warranties will become void if Fabtech parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension parts may cause premature wear and/or product failure resulting in an accident causing injury or death. Fabtech does not warrant products not manufactured by Fabtech.

Installation of Fabtech product may void the vehicles factory warranty; it is the consumer's responsibility to check with their local vehicle's dealer for warranty disposition before the installation of the product.

It is the responsibility of the distributor and/or the retailer to review all warranties and warnings of Fabtech products with the consumer prior to purchase.

Fabtech reserves the right to supercede, discontinue, change the design, finish, part number and, or application of parts when deemed necessary without written notice. Fabtech is not responsible for misprints or typographical errors within the catalog or price sheet.