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4331 EUCALYPTUS AVE. ~~ CHINO, CA 91710
909-597-7800 FAX 909-597-7185

1997-03 DODGE DAKOTA 2 WHEEL DRIVE
FTS3100-6 UPPER CONTROL ARM KIT

PARTS LIST:

1 EA. UCA PASSENGER FT3100-6P	1 EA. UCA DRIVER FT3100-6D
4 EA. URETHANE BUSHINGS FT1000	4 EA. INNER SLEEVES FT3000-6-101
4 EA. OUTER WASHERS FT57-1	4 EA. CROSS SHAFT NUTS FT3100-6N
2 EA. BALL JOINTS FT20155	8 EA. 5/16" BALL JOINT WASHERS
8 EA. 5/16" X 1" BOLTS	8 EA. 5/16" NUTS
1 EA. GREASE FITTINGS FT84H	1 EA. PKG. OF SILICON LUBE FTLUBE
2 EA. LOW PROFILE BUMPSTOPS FTS60235	2 EA. 3/8" NYLOCK NUTS
2 EA. 3/8" SAE WASHERS	4 EA. 5/16" X 1" BOLTS
4 EA. 5/16" SAE WASHERS	4 EA. 5/16" NYLOCK NUTS

TOOL LIST:

FLOOR JACK
JACK STANDS
DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL
ASSORTED WRENCHES, SOCKETS, ALLEN WRENCHES ETC.
4'-6' FOOT PRY BAR
THREAD LOCKING COMPOUND

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

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

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

THIS UPPER CONTROL ARM KIT WILL NOT WORK WITH OEM WHEELS. YOU MUST USE WHEELS WITH A MAXIMUM 3 3/4" BACKSPACING.

WARNING: 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 front the end of truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**
2. Starting on the Passenger side of the truck, remove the front tire, brake caliper, sway bar link and the stock shock. Remove the nut holding the tie rod onto the spindle, then separate the tie rod from the spindle and tie it up out of the way.
3. Supporting the lower control arm with a jack, remove the two nuts holding the spindle to the upper and lower ball joints. Separate the spindle from the ball joints and set the spindle aside.
4. Slowly lower the jack supporting the lower control arm and remove the stock coil. **USE CAUTION, THE COIL SPRING CAN BE UNDER LOAD!** Be sure to remove the upper rubber insulator from the coil pockets.
5. Remove the two nuts holding the upper control arm (UCA) to the frame and remove the UCA from the truck. Supporting the UCA cross shaft in a vise, remove the two nuts at the ends of the cross shaft in the UCA. Using an air hammer or press, remove the UCA bushing out of one side of the UCA and slide the cross shaft through the UCA.
6. Supporting the cross shaft in a vise, lubricate the end of the cross shaft with the supplied Teflon lube. Place one sleeve, one bushing (with the lip out), and one gold washer on the end of the cross shaft. Be sure to thoroughly lube all contacting surfaces. Apply a small amount of thread locking compound to the threads of the cross shaft. Install and torque down one of the supplied new outer nuts to factory specifications, **DO NOT REUSE THE FACTORY NUTS.**
7. The a arms are labeled passenger and driver side. Starting with the passenger side UCA, thread one grease fitting into each a arm bushing end. Using the supplied 5/16" hardware attach the new upper ball joint to the UCA as shown in figure 1. The top surface of the upper ball joint will mount against the bottom surface of the UCA, insert the bolts from the bottom up with the nuts on top of the UCA. Take the passenger side UCA and insert the cross shaft through the rear of the a arm, try to line up the grease fitting with one of the grease holes in the urethane bushing. Lubricating all parts thoroughly, place one sleeve, one bushing, again lining up the grease holes, and one gold washer onto the UCA. Apply a small amount of thread locking compound on the threads of the cross shaft torque down one of the supplied new outer nuts to factory specifications, **DO NOT REUSE THE FACTORY NUTS.** Install the supplied bumpstop on the UCA with the urethane facing inboard.
8. Using a die grinder cut the welds attaching the stock upper bumpstop pad to the frame, the pad is shown in figure 2-4 with the white arrow. **BE SURE TO CUT THROUGH ONLY THE WELDS AND NOT THE FRAME.** Sand any remaining weld off the frame. Bolt the UCA cross shaft to the frame using the stock hardware, **ALIGN THE GROOVES IN THE CROSS SHAFT WITH THE GROOVES IN THE FRAME BEFORE YOU TIGHTEN THE CROSS SHAFT ALIGNMENT NUTS.**
9. Using tape attach the rubber coil insulator to the top of the lift coil. The top of the coil has a tighter wind than the bottom. **USE CAUTION WORKING WITH COIL SPRINGS, THE SPRING CAN BE UNDER EXTREME LOAD.** Have a jack ready to place under the lower control arm for support.

Insert the coil spring into the spring bucket and using a pry bar push the spring into the lower control arm pocket. Make sure the spring is timed properly into the timing sockets on the lower control arm. Now raise the lower control arm with the jack to hold the coil spring in place.

10. Place the spindle onto the upper and lower ball joints. Reinstall both castle nuts, **BE SURE TO PLACE THE 2 SUPPLIED WASHERS UNDER THE NUT FOR THE UPPER BALL JOINT**, torque to factory specifications and install new cotter pins. Reinstall the brake caliper, tie rod, sway bar and new shock. Torque all fasteners to factory specifications. Attach the brake line tab to the upper control arm using the 5/16" hardware as shown in figure 5. **CHECK THE CLEARANCE BETWEEN THE BRAKE LINE AND THE END OF THE UCA, LIGHTLY BEND THE BRAKE LINE IF NEEDED TO ADD CLEARANCE.**
11. Repeat steps two through ten on the driver side of the truck.
12. When both sides of the truck are completed, reinstall your tires and wheels, torque the lug nuts to factory specs and set the vehicle on the ground. **BE SURE THERE IS AMPLE CLEARANCE BETWEEN THE BRAKE LINE, UCA AND THE TIRES.**
13. Set the toe-in to approximate factory specifications. We recommend driving the vehicle for approximately fifty miles and then have the vehicle aligned to factory specifications. Re-adjust headlights

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

For technical assistance call: 909-597-7800

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.

