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1995 1/2 - 2004 TOYOTA TACOMA 2 WD
4 CYLINDER KIT FTS4130-4-4
3" LIFT KIT

PARTS LIST:

2 EA. (UCA) FT4130-4A	2 EA. COIL SPRING FT2001P
2 EA. FRONT SHOCKS FT7078B	
4 EA. URETHANE BUSHINGS FT1000	4 EA. INNER SLEEVES FT4130-4-100
4 EA. OUTER WASHERS FT55-1	2 EA. LOW PROFILE BUMPSTOPS FTS60235
2 EA. 3/8" SAE WASHERS	2 EA. 3/8" NYLOCK NUT 1
1 EA. GREASE FITTINGS FT84H	1 EA. SILICON LUBE FTLUBE
1 EA. BUMPSTOP MNT. DRV FT4130-4BD	1 EA. BUMPSTOP MNT. PS FT4130-4BP

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

TOOL LIST:

JACK STANDS
FLOOR JACK
DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL
DISC GRINDER
MIG WELDER
ASSORTED METRIC WRENCHES AND SOCKETS
FOUR TO SIX FOOT PRY BARS
EXTERNAL SPRING COMPRESSOR (FOR INSTALLING LIFT COILS)
BLUE LOCTITE (PERMATEX 242)

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

THIS KIT INCLUDES DIFFERENT COIL SPRINGS FOR THE PASSENGER AND DRIVER SIDE MARKED "FTS2...P" AND "FTS2...D".

WARNING:

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

THIS KIT WILL NOT WORK WITH STOCK OFFSET WHEELS. YOU MUST USE A WHEEL WITH A MAXIMUM BACKSPACING OF 3.75".

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.

INSTRUCTIONS:

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!**
2. Remove the front tires.
3. Starting on the left (driver) side, remove the brake caliper from the spindle and secure it to the frame. **DO NOT LET THE CALIPER HANG FROM THE BRAKE LINE.** 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. Also, remove the sway bar end links.
4. Support the lower control arm (LCA) with a jack. Remove the castle nut off the upper control arm and the two bolts holding the lower ball joint/steering arm assembly to the spindle. Separate the spindle from the ball joints. Slowly, lower the jack supporting the LCA to release the coil spring. **USE CAUTION, THE COIL SPRING IS UNDER EXTREME LOAD!** Save the upper coil insulator.
5. Remove the two bolts holding the upper control arm (UCA) to the frame. Remove the UCA from the frame and discard any alignment shims that were on the truck. Remove the upper ball joint from the UCA, saving the factory hardware. Secure the cross shaft of the UCA in a vise and remove the two bolts on the end of the cross shaft. Using either a air chisel or a press, remove a bushing out of one side of the UCA and remove the cross shaft from the UCA.
6. Support the cross shaft in a vise. Using the supplied silicon lube, lubricate one bushing and one inner sleeve. Slide the inner sleeve onto the cross shaft, then the bushing (with the lip facing outward), followed by the outer washer. Apply a small amount of loctite to the threads of the cross shaft and torque the bolt to factory specifications.
7. Take one of the new UCA and slide the cross shaft through it. Lubricating all parts, slide one inner sleeve, one bushing and one outer washer onto the cross shaft. Apply a small amount of loctite to the threads of the cross shaft and torque the bolt to factory specifications. Apply a small amount of loctite to the factory bolts and bolt the upper ball joint to the UCA. The top surface of the upper ball joint should be against the bottom of the UCA, the bolts should go up from the bottom with the nuts on top. Thread the supplied grease fittings into the bushing ends of the UCA.
8. Using either a die grinder or sawzall, carefully cut off both the front and rear UCA bumpstop mounts as shown in figure 1, making sure not to cut into the frame rail. **DO NOT USE A TORCH, EXCESSIVE HEAT CAN WEAKEN THE FRAME!** Using a file or grinder, remove all burrs from the frame rail.
9. Place a floor jack under the LCA. Find the A coil spring, marked FTS2001. Using tape, either electric or duct, attach the upper coil insulator to the top of the new lift coil. The top of the coil has the flat wind. Attach the spring compressor as low on the coil as possible as shown in figure 2. Insert the top of the coil spring into the upper spring pocket. Using the pry bars pop the coil into the pocket of the LCA. Make sure the bottom of the coil is properly timed in the LCA, see figure 3. Raise the jack to support the LCA. **USE CAUTION, THE COIL SPRING IS UNDER EXTREME LOAD!**

10. Take the new UCA assembly and bolt it to the UCA mount. Apply a small amount of loctite to the UCA bolts and torque them to factory specifications. Reattach the spindle to the upper and lower ball joints. Torque the two lower nuts to factory specifications and install a new cotter pin. Only hand tighten the upper ball joint castle nut. Reinstall the caliper and sway bar end link. Torque all nuts and bolts to factory specifications. Next, install the new FTS7078 shock. You might need to sand the opening in the lower control arm slightly to slide the shock through. Slowly lower the jack supporting the LCA.
11. Be sure to remove all paint from the frame rail, at the rear UCA bumpstop mount. Take the new bumpstop mount plate and gusset assembly, the gusset will be offset to the rear as shown in figure 6, and tack weld the straight edge of the plate to the top corner of the frame, rear of the coil bucket. The plate will locate itself as long as the top of the gusset is flush against the lower part of the frame and the side of the plate touches the rear edge of the coil bucket. This should leave a 3/16"-1/4" gap between the top of the bumpstop plate and the bottom of the UCA, see figures 4 and 5. If everything fits properly, completely weld the plate and gusset to the frame. When everything has cooled down, spray paint all bare metal areas. You can now install a low profile urethane bumpstop (5/8" tall, 2" round), in the bumpstop mount.
12. Reattach the upper ball joint to the spindle. Torque the castle nut to factory specifications, and install a new cotter pin. Repeat steps three through twelve on the right (passenger) side of the vehicle, be sure to use the passenger side coil spring (FTS2...P).
13. Reattach the sway bar end links and reinstall both front tires, tighten all lugs to factory specifications. Set the toe in to approximate factory specifications. We recommend you drive the vehicle for 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.



FIGURE 1

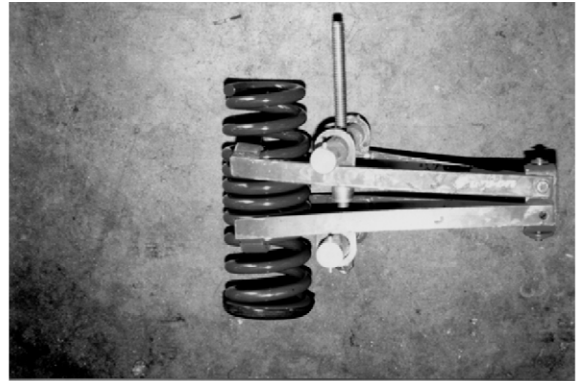


FIGURE 2

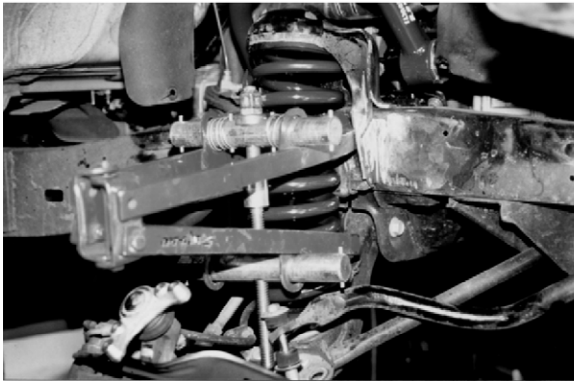


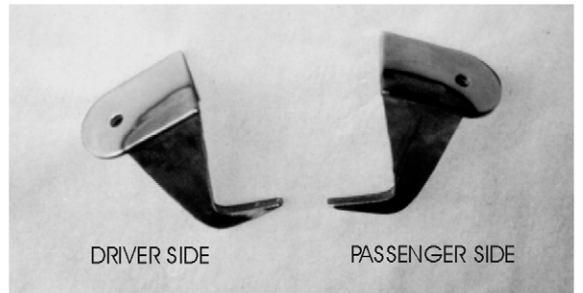
FIGURE 3



FIGURE 4



FIGURE 5



DRIVER SIDE

PASSENGER SIDE

BUMP STOP MOUNT PLATES

FIGURE 6