



Installation Instructions



6" Performance Suspension System 1988-98 GM 4WD K1500 P/U

**Fabtech Motorsports 4331 Eucalyptus Ave. Chino CA 91710
Tech Line 909-597-7800 Fax 909-597-7185 Web www.fabtechmotorsports.com**



6" 1988-98 GM 4WD K1500

FTS21014BK 6" GM 88-98 K1500 BOX 1		
Qty	Part #	Description
1	FTS20107D	Spindle –Driver side
1	FTS20107P	Spindle - Passenger side
2	FT20113	CV Spacers
1	FT20118BK	Skid Plate
1	FT20110	Diff Drop Bracket (pass.)
1	FT20111	Diff Drop Bracket (driver)
2	FT20115BK	Rear Bump Stop Bracket
2	FT20040	Sway Bar links
1	FT20152	Hardware
4	FT1500U-3	U Bolts
1	FT20400	Hdwr Sub-Assembly Kit
2	FTBK4	4" Blocks

FTS21015BK 6" GM 88-98 K1500 BOX 2		
Qty	Part #	Description
1	FT20108	Front Crossmember
1	FT20109	Rear Crossmember
2	FT20112	Impact Strut Rear Mount
2	FT20065	Impact Strut
2	FT20114	Torsion Bar Drop Bracket
1	FT20706	Hardware Kit
1	FT1599-1-5	Brake line Bracket Rear
2	FT214	Add a Leafs
2	CB-06X5	Center Pin Bolt 3/8" x 5"
2	37240003952	Center Pin Nuts- 3/8"

FT20400 Hdwr Sub-Assembly Kit		
Qty	Part #	Description
1	FT1044	Impact Strut Bushing Kit
2	FT21014i	Instruction Sheet
2	FT60235	Low Profile Bumpstops
2	FT90084	Sway Bar Bushing Kit
1	FT90085	Chevy Diff. Bushing Kit
1	FT90086	Chevy Torsion Bar Bushing Kit
1	FT916H	U Bolt Hardware
1	FTS1500-9	Brake Line Kit C1500
1	FTAS12	Fabtech Sticker
1	FTAS16	Driver Warning
1	FTREGCARD	Reg. Card

IF INSTALLING THIS KIT TO 4 DOOR TAHOE MODLES YOU WILL NEED THE FACTORY TORSION BAR CROSSMEMBER FROM THE PICK UP TRUCK MODEL TO COMPLETE THE INSTALL.

NOTE- THIS SUSPENSION INCREASES THE VEHICLES TRACK WIDTH 4" WIDER THAN STOCK

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

SUSPENSION SYSTEM MUST BE INSTALLED WITH FABTECH SHOCK ASBORBERS

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

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

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

ON 2 & 4 DOOR S.U.V. MODLES, CHECK THE REAR DRIVE SHAFT ONCE COMPLETED FOR CORRECT LENGTH. LENGTHEN THE REAR DRIVE SHAFT AS NEEDED.

THE FACTORY REAR SWAY BAR ON ALL 2 & 4 DOOR S.U.V. MODELS MUST BE REMOVED AND DISCARDED

VERIFY DIFFERENTIAL FLUID IS AT MANUFACTURES RECOMMENDED 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 RECOMMENDS 3 QUARTS OF FLUID, MAKE SURE THE DIFF HAS 3 QUARTS OF FLUID). CHECK YOUR SPECIFIC MANUAL FOR CORRECT AMOUNT OF FLUID.

OVERSIZED TIRES CANNOT BE USED ON OEM WHEELS.

HARDWARE LIST:

FT20706		FT20706	
Qty	Description	Qty	Description
2	5/8-11x 5-1/2" Hex Cap Bolt	4	7/16-14 x 3-1/2" Hex Cap Bolt
2	5/8-11x 4-1/2" Hex Cap Bolt	8	7/16-14 x 1-1/4" Hex Cap Bolt
4	5/8-11 Steel Lock Nut	16	7/16-14 Nylok Lock Nut
8	5/8" SAE Flat Washer	28	7/16" SAE Flat Washer
2	3/8"-16 Nylok Lock Nut	10	3/8-16 x 1-1/4" Hex Cap Bolt
1	9/16-12 x 5" Hex Cap Bolt	10	3/8-16 Steel Lock Nut
1	9/16-12 x 4" Hex Cap Bolt	20	3/8" SAE Flat Washer
2	9/16-12 x 1-3/4"	4	1/2-13 x 1 1/4"
4	10mm x 1.5 x 60mm	4	1/2-13 Steel Lock Nut
8	9/16" SAE Flat Washer	8	1/2" SAE Flat Washer
4	10mm Flat Washer	4	3/8-16 x 1-1/4"
4	9/16-12 Steel Lock Nut	4	3/8-16 Nylok Lock Nut
2	1/4-20 x 1/2" Hex Cap Bolt	8	3/8" SAE Flat Washer
2	1/4" SAE Flat Washer	1	5/16-18 x 1" Hex Cap Bolt
2	1/4" Split Lock Washer	2	5/16" SAE Flat Washer
2	5/16-18 x 1-1/2" Hex Cap Bolt	1	5/16-18 Nyloc Lock Nut
4	5/16" SAE Flat Washer		
2	5/16" Split Lock Washer		
2	5/16"-18 Nylok Nut		

FT20152

Qty	Description
4	1/2-13 X 3 Button Head
12	10mm x 1.5 x 90mm
12	10mm Flat Washer
1	Loctite
1	1/2-13 x 1-1/4" Hex Cap Bolt
1	1/2-13 Steel Lock Nut
2	1/2" SAE Flat Washer
6	7" Zip Tie
4	Cotter Pin 1/8" x 2"

TOOL LIST: (NOT INCLUDED)

- FLOOR JACK & JACK STANDS
- ASSORTED METRIC AND S.A.E SOCKETS, & WRENCHES
- LARGE C CLAMP OR C CLAMP VISE GRIPS
- DIE GRINDER WITH CUTOFF WHEEL OR SAWZALL
- TORSION BAR REMOVAL TOOL
- TORQUE WRENCH

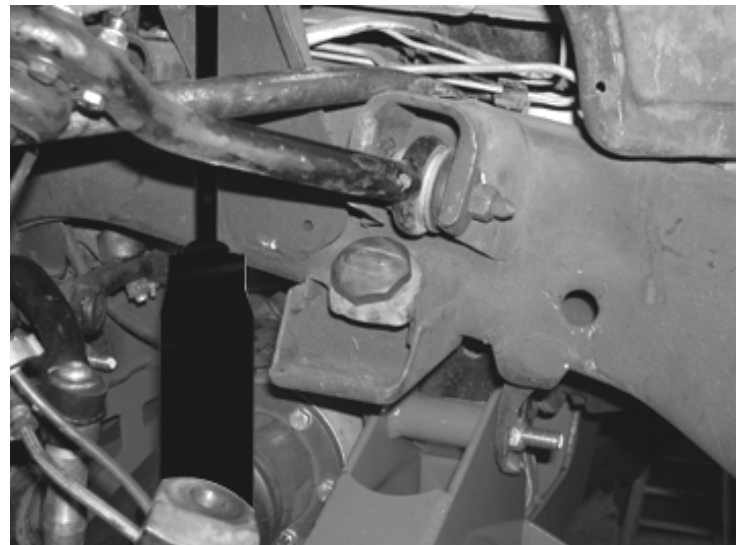
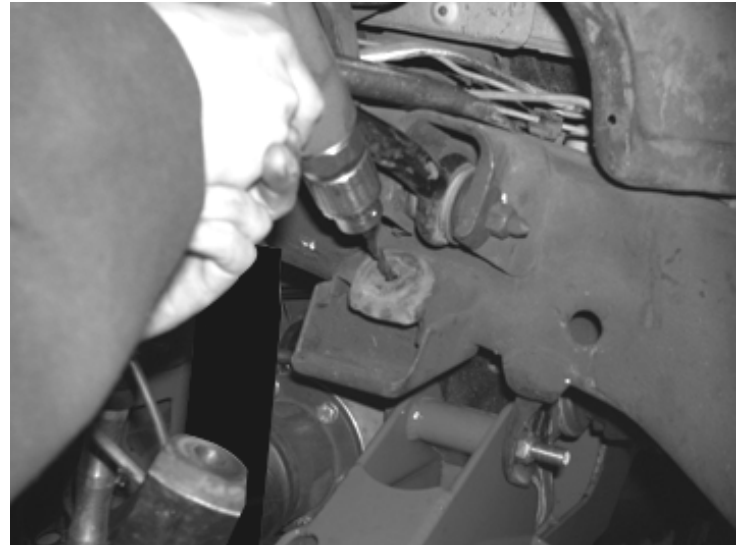
READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.

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

FRONT SUSPENSION INSTRUCTIONS:

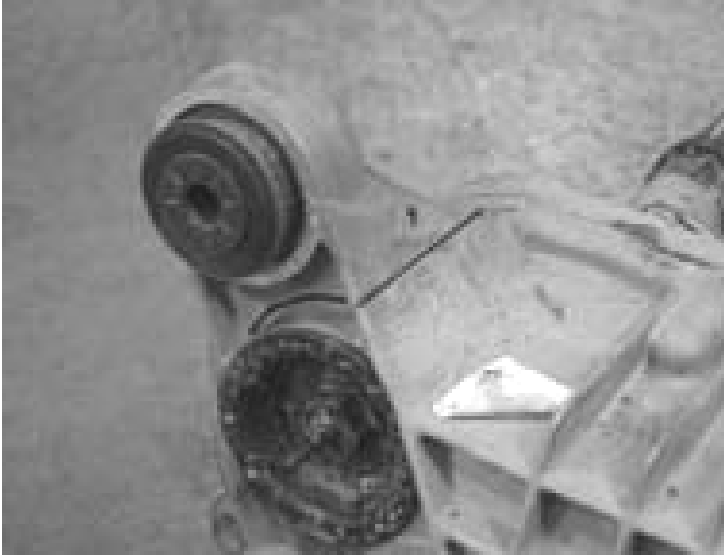
1. Disconnect the negative terminal on the battery. With the vehicle on level ground set the emergency brake and block the rear tires. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. On both sides of the truck, locate the torsion bar adjusting cams and threaded bolts. Measure exposed threads of torsion bar adjusting bolts and record for reinstallation. Mark torsion bars indicating driver and passenger. Using a torsion bar removal tool unload the torsion bars and remove the crossmember and bars. Retain the hardware for reinstallation. NOTE- Do not attempt to unload or remove torsion bars without the proper torsion bar tool. Torsion bars are under extreme spring loaded.
3. Remove the sway bar link ends from the sway bar and lower control arm and discard sway bar end links.
4. Remove the stock shocks and discard save hardware.
5. Remove the stock lower rubber bump stops from the frame and save bump stops and hardware as they will be reinstalled.
6. Working from the driver side of the truck, disconnection the ABS line from the frame and control arm. Remove the caliper from the rotor and place above the upper control arm during this portion of the installation. **DO NOT ALLOW CALIPER TO HANG FROM BRAKE LINE.**
7. Loosen the nut on the tie rod end, using a hammer strike the steering knuckle by the tie rod end to dislodge the tie rod end from the knuckle. Use care not to damage the tie rod end when removing, save hardware.
8. Remove brake rotor from the steering knuckle. Remove axle nut, washer, axle shaft, hub bearing and dust shield and retain parts and hardware for reinstallation.
9. Disconnect CV axles from differential housing and remove, discard hardware.
10. Remove 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 nuts and discard knuckle.
11. Remove the lower control arms from the frame and retain the hardware for reinstallation.

12. Remove the upper control arm from the frame pockets. Locate the alignment knock out plugs on the frame pockets and punch out to allow increased align ability at the end of this installation. Note some vehicles may already have these alignment cam knock out plugs removed.
13. Locate the Fabtech low profile bump stop FT60235. With the factory upper control arm pushed up as far as possible drill a hole into the frame below the rear control arm pocket below the upper control arm. Attach the bump stop with the supplied 3/8" nut and flat washer, torque to 5 ft/lbs. SEE PHOTOS BELOW.



14. Repeat steps six through thirteen on passenger side of truck.
15. Remove front factory differential skid plate and splash shield and discard.

16. Disconnect front driveshaft from differential housing and retain bolts and u joint clamps for reinstallation.
17. Disconnect the electrical connection including the two retaining clamps and the vacuum line from differential housing.
18. Remove front differential from truck.
19. Locate the mounting bushing eye on the upper front side of the differential housing and mark the housing with a cut line smooth to the housing. Using a sawzall cut the entire ear off the housing. SEE PHOTOS ON NEXT PAGE.



20. On the driver side of the differential housing, above the rear bushing mount mark and cut/grind with a die grinder the aluminum fins vertically upward to allow housing to sit into new crossmember mount. SEE PHOTOS BELOW & IN NEXT COLUMN



Photo shown with aluminum fins cut

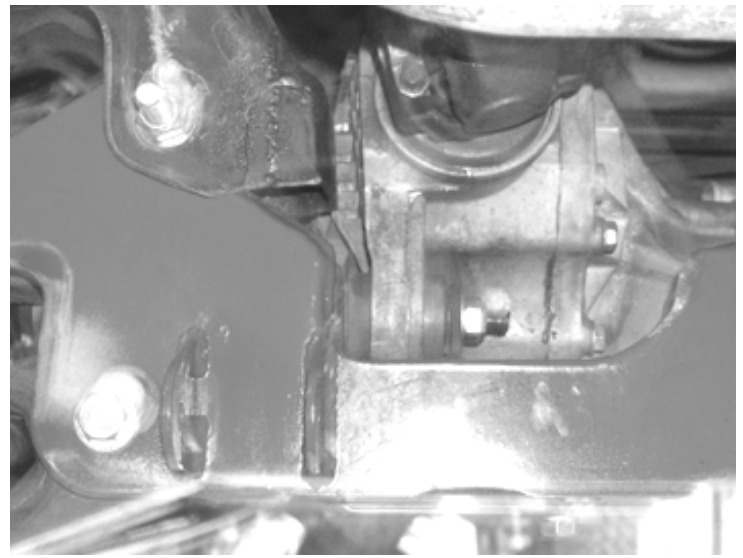
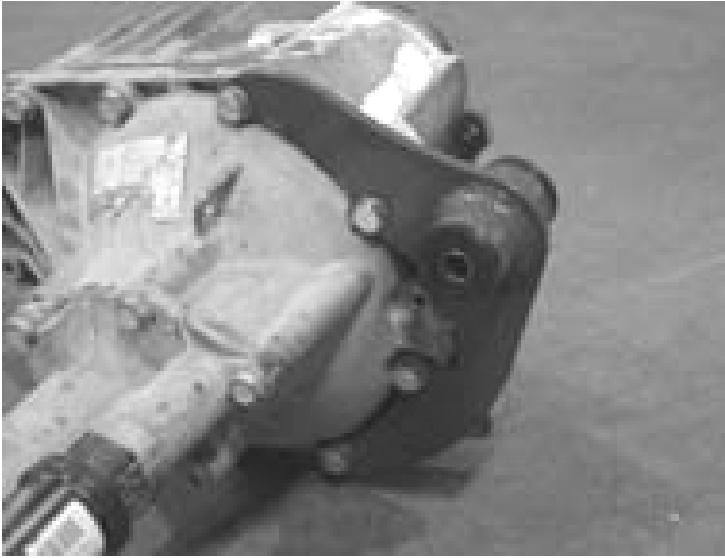


Photo shown with differential installed and proper clearance of differential fins to crossmember

21. Using a die grinder with a cut off wheel. Cut the factory lower diff mount from the driver side of the truck. This mount is located on the rear lower control arm pocket.
22. Locate the C shaped Fabtech differential bracket and install bushings and sleeve in bracket from Bushing Kit FT90085.
23. Place differential bracket to the differential housing and remove the appropriate 4 housing bolts. The bracket should be positioned with the bushing eye to the topside of the housing. Using provided the 10mm x 1.5 x 60mm bolts and washers in hardware kit FT20706 attach the differential bracket to housing and torque to 30 lbs. using thread lock compound. Note- Some leakage of the differential oil is normal during this process. Recheck and fill differential housing oil once differential is mounted in vehicle. SEE PHOTO ON NEXT PAGE

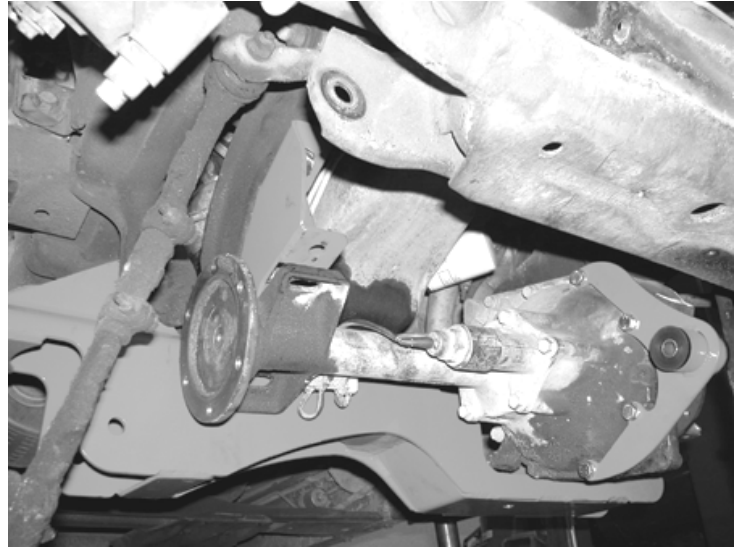


Diff Housing Bracket

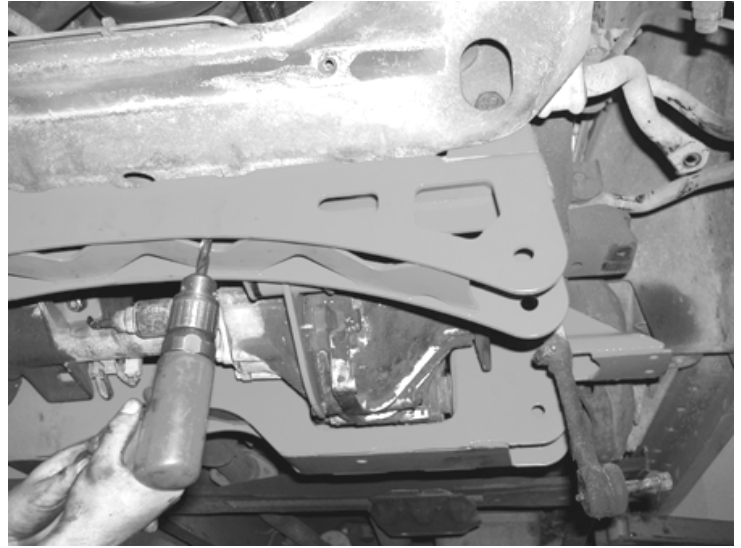
24. Locate and install the Fabtech rear crossmember into the factory lower control arm pockets using the stock hardware and torque to 90lbs. Locate and install the stock rubber lower bump stops previously removed to the angled portion of the crossmember using the stock nuts and torque to 15lbs SEE PHOTO BELOW.



25. Locate and install the Fabtech Passenger side Diff bracket to the bottom of the factory mount with the wide end of the bracket to front of the vehicle using the stock hardware Torque to 70lbs.
26. Place the differential housing into the rear crossmember using 9/16"-12 x 4" bolt, nut and washers on the driver side and 9/16"-12 x 1-3/4" bolts, nuts and washers on the passenger side from hardware kit FT20706, leave loose. SEE PHOTO BELOW.



27. Locate and install the Fabtech front crossmember into the factory lower control arm pockets using the stock hardware, leave loose. Locating the holes on the bottom side of the Fabtech crossmember center punch and drill the frame. Attach the crossmember to the frame using the supplied 3/8"-16x 1 1/4" bolts, nuts, and washers. Leave loose. SEE PHOTO IN NEXT COLUMN.



28. Position the front differential urethane bushing mount into the front crossmember tabs. Locate and install the differential skid plate around the differential housing bushing using 9/16"-12x5" bolt, nut and washers from hardware kit FT20706. Torque to 70lbs. SEE PHOTO BELOW

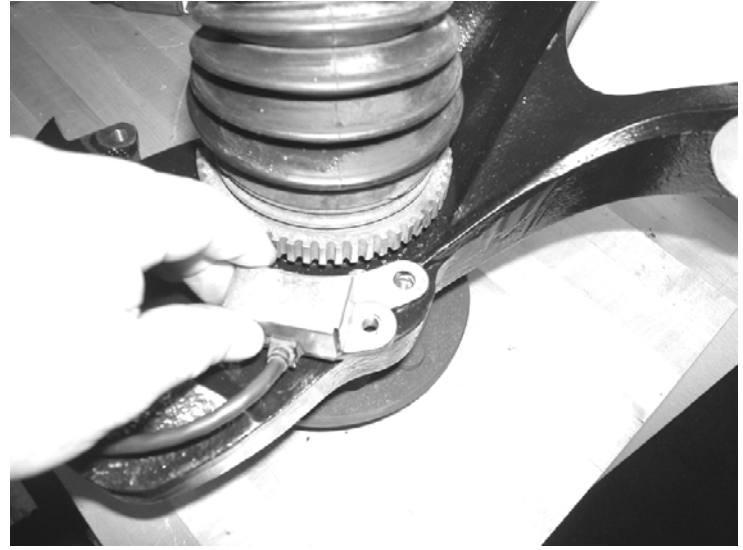


29. Torque the rear driver side diff bushing bolt to 70lbs and passenger side diff bushing bolts to 70lbs.
30. Install the lower control arms into the new crossmembers using the 5/8" x 5-1/2" and 5/8" x 4-1/2" bolts nuts and washers from hardware kit FT20706. Leave loose.
31. Using 1/2" x 1-1/4" bolt, nut and washers attach the rear of the skid plate to the bottom of the rear crossmember and torque to 70lbs.
32. Torque the front crossmember frame pocket bolts to 125lbs

33. Working on the driver side on the truck, locate the steering knuckle FT20107D. Attach the lower control arm ball joint to the knuckle using the stock hardware and torque – 1991 and earlier to 94lbs and 1992 and later to 84lbs. Attach the upper control arm ball joint to the new knuckle using the factory hardware and torque- 1990 and earlier to 94lbs, 1991 to 70lbs, 1992 to 84 and 1993 and later to 94LBS. Torque control arm pivot bolts to 125 ft/ lbs.
34. Reinstall the factory dust shield and hub bearing assembly using the stock hardware and torque flange bolts- 1991 and earlier to 66lbs, 1992 and later 133lbs. **(Factory dust shield can only be re-installed on 1992 and later model trucks).** Locate brake line tab on frame. Remove spring clip to allow brake line slack. Reinstall brake rotor and caliper. Torque caliper bolts to 30lbs.

ABS INSTALLATION ON 88-92 MODLES

35. Place the factory ABS sensor on top of the mounting surface on the knuckle and attach the ABS sensor using factory hardware. Route the ABS line up the backside of the knuckle, attaching the line clamp to the knuckle. NOTE: You will need to slide the factory line clap up the ABS line approx. 2". SEE PHOTO BELOW.

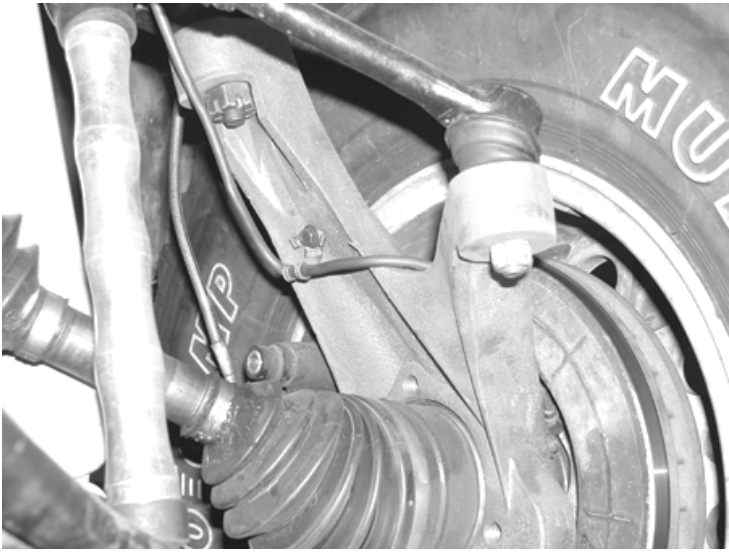


36. Locate the factory ABS line clip on the ABS line, slide the clip up the ABS line 2". This will allow you to connect the clip to the mounting hole on the backside of the spindle, attach with factory hardware. Locate the factory line clip on the frame, disconnect. Using a drill, drill a 1/4" guide hole in the frame 2" below the stock hole, reattach to frame. Using the supplied zip tie, secure the ABS line to the spindle tie rod arm. Locate the pig tail end of the ABS line on the frame, loosen clip on the frame and pull slack out from the frame. Reconnect ABS plug. SEE PHOTO IN NEXT COLUMN.

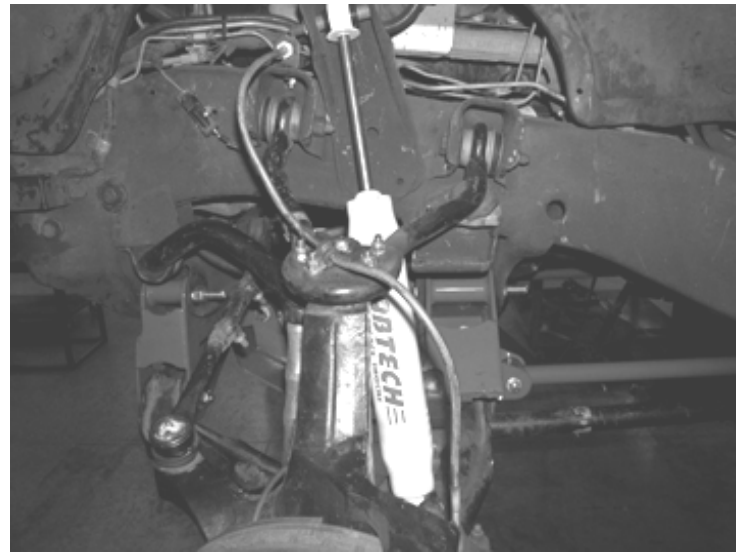


RESUME INSTALL OF ALL MODLES

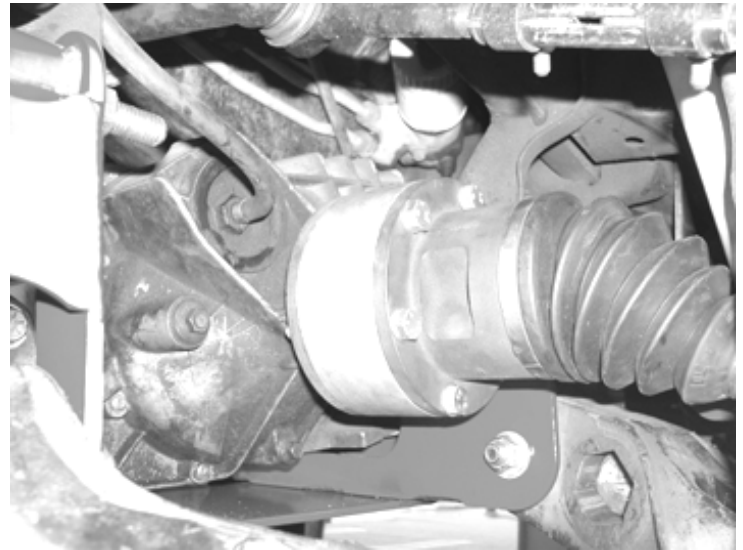
37. Re-route the ABS line to the steering knuckle using the factory steel guide clamp to the back of the steering knuckle and attach with the supplied 1/4" x 3/4" bolt and washer from hardware kit FT20706. Torque to 10LBS. Route ABS line to the front leg of the upper control arm. Using provided plastic tyrap secure line to the upper control arm away from the tire and wheel. SEE PHOTO BELOW.



38. Locate the new Fabtech brake lines FTS1500-9G. Remove the banjo bolt securing the brake line to the caliper. Separate the hard line section from the rubber brake line at the frame. Remove the clip holding the rubber brake line to the frame tab and set aside. Insert the new brake line into the frame mount tab and reinstall the clip. Using the supplied crush washers attach the end of the brake line with the banjo fitting to the caliper. Be sure there is a crush washer on each side of the banjo fitting and the old washer is not still attached to the bolt or caliper. Do not tighten the banjo bolt. Attach the factory hard line to the upper fitting on the new brake line. Tighten the upper fitting on the new brake line. Slide the supplied strap clamp onto the new brake line and attach it to the upper ball joint bolt with the supplied 5/16" bolt, nut, and washers from hardware kit FT20706. Turn the spindle right to left making sure the brake line does not come in contact with any part of the suspension or frame. Tighten banjo fitting. Bleed entire braking system. SEE PHOTO BELOW.



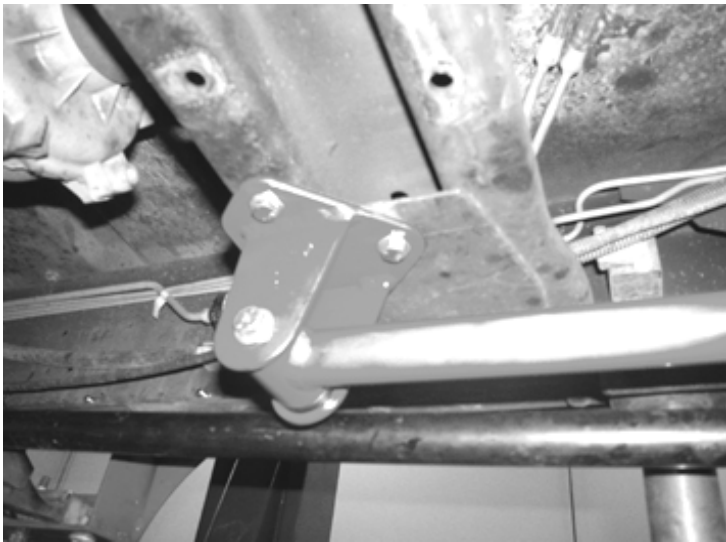
39. Reinstall axle shaft through new knuckle and torque axle nut –1994- and earlier to 173 lbs. 1995 to 180lbs and 1996 and later to 165lbs.
40. Locate and install the Fabtech CV spacers between the CV axle and the differential housing using 10mm x 90mm bolt and washer from Hardware kit FT20152 with the provided thread lock compound and torque to 55 lbs. in a cross pattern. SEE PHOTO IN NEXT COLUMN.



41. Reattach the vacuum hose and electrical plug to the diff.
42. Reattach the driveshaft to the differential yoke using the stock hardware and torque to 19lbs. NOTE- Some exhaust pipe may need to be rerouted for driveshaft clearance.
43. Locate and install the Fabtech sway bar link ends with the provided urethane bushings and washers on the control arm using 1/2" x 3" button head bolts from hardware kit FT20152. Torque to 10 ft-lbs.
44. Locate and install Fabtech front shocks FTS7299 (not included in kit) using the stock hardware and torque the upper mount to 15 ft-lbs and lower to 55 ft-lbs.
45. Locate and install the bushings and sleeves into the Impact Strut bars. Attach the Impact Struts into the tabs on the

backside of the lower control arm crossmember using 7/16" x 3-1/2" bolts, nuts and washers from hardware kit FT20153, leave loose. Attach the other end of the Impact Strut to the new Impact Strut mounting bracket (FT20112) using a 7/16"x 3-1/2" bolt, nut, and washers. Leave loose.

46. With the Impact Strut attached to the Impact Strut mount raise the mount to the bottom of the transmission crossmember aligning the front hole of the new Impact Strut mount to the factory hole on the transmission crossmember. Using 3/8" x 1-1/4" bolts, nuts and washers from hardware kit FT20153 attach the mount to the crossmember. Locate the inner hole on the Impact Strut mount, drill a hole through the transmission crossmember. Use two 3/8" flat washers insert between Impact Strut mount and the transmission crossmember, now using a 3/8" x 1 1/4" bolt, nut and washer to attach bracket. Torque all Impact Tube and Impact Tube mounting bolts to 45 ft/lbs. **NOTE:** You will not use the outer hole in the Impact Strut mount. SEE PHOTOS ON NEXT PAGE.



47. Locate the torsion bar drop down mounts. Placing the Fabtech mount on the frame where the stock torsion bar crossmember was mounted. Bolt the Fabtech torsion drop down bracket to the frame with the supplied 1/2" x 1 1/4" bolts on the two outer holes and 3/8" x 1 1/4" bolt, nut, and washers to the single inner hole. Do not tighten at this time.

Repeat on passenger side. Place the factory torsion bar crossmember into the Fabtech torsion bar drop down brackets and attach using the factory hardware. Torque torsion mount bolts to 65lbs. Locate the three bolt holes on the outer side of the frame, drill the three holes through the frame and install the supplied 3/8 x 1 1/4" bolts, nuts, and washers Torque to 65ft/lbs. **NOTE: Before drilling the frame check for fuel and electrical lines on backside of frame. SEE PHOTOS IN NEXT COLUMN.**



48. Repeat steps thirty two through forty six on the passenger side on the truck.
49. Reinstall the driver and passenger side torsion bars into the factory torsion bar crossmember.
50. Set Torsion Bar adjusters to the recorded thread measurement from the disassembly.

EXT. CAB MODELS ONLY

51. Locate the crossmember rear of the transmission, under the drive shaft. Remove from frame (on some models this crossmember is bolted on and some models have it riveted on). Flip the crossmember upside down and drill factory holes out. Reattach to

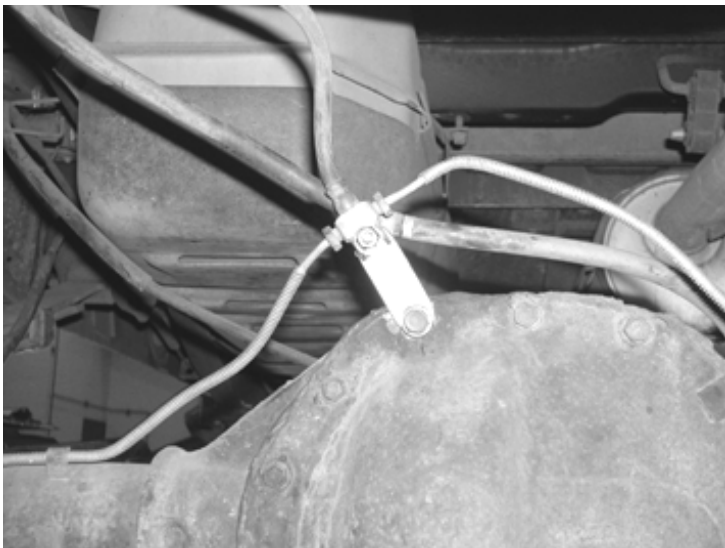
frame with supplied 7/16" bolts, nuts, and washers. SEE PHOTO ON NEXT PAGE.



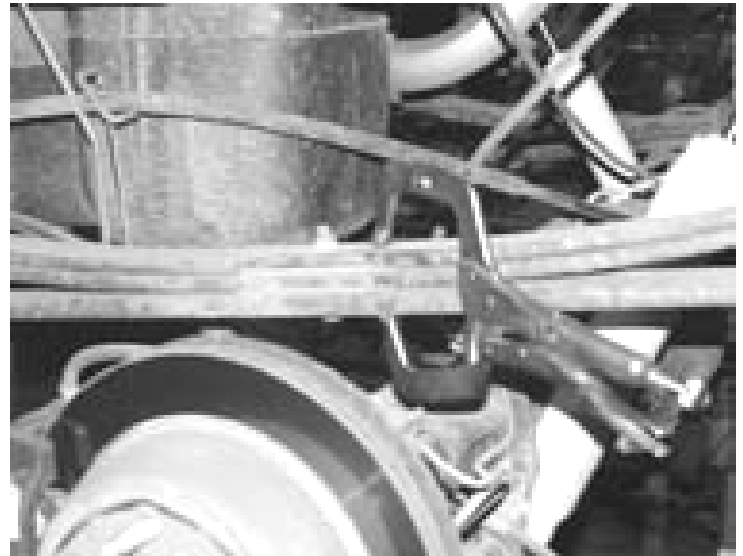
52. Install front tires and wheels. Torque lug nuts to wheel manufacturers specifications.

REAR P/U SUSPENSION INSTRUCTIONS:

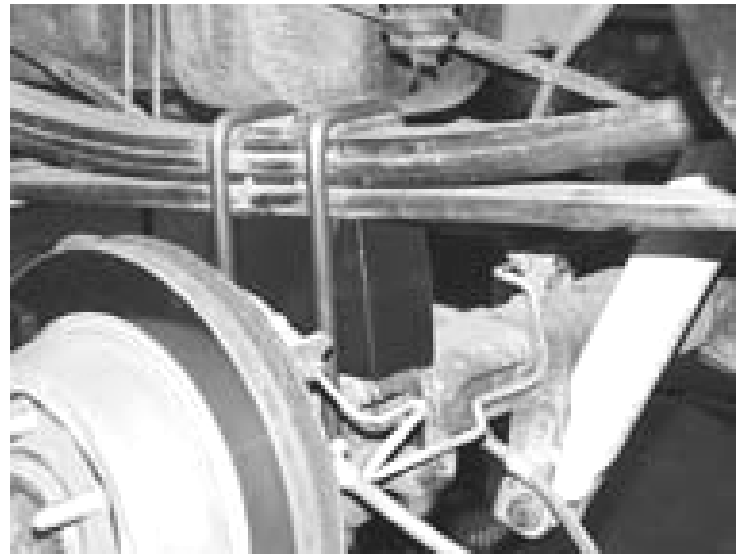
53. Jack up the rear end of the vehicle and support the frame rails with jack stands. Remove tires and wheels. Supporting the rear differential remove the brake hose bracket from the axle, rear shocks, u bolts, blocks and lower axle down. Use care not to over extend the brake hose.
54. Locate and attach brake hose extension bracket to the stock brake hose and to the differential housing using 5/16" x 1" bolt, nut, and washer from hardware kit FT20153. Torque to 10Lbs. SEE PHOTO BELOW.



55. If installing this kit on an SUV with a factory rear sway bar, remove and discard at this time.
56. Clamp the leaf spring in the middle of the spring and remove the center bolt. SEE PHOTO IN NEXT COLUMN.



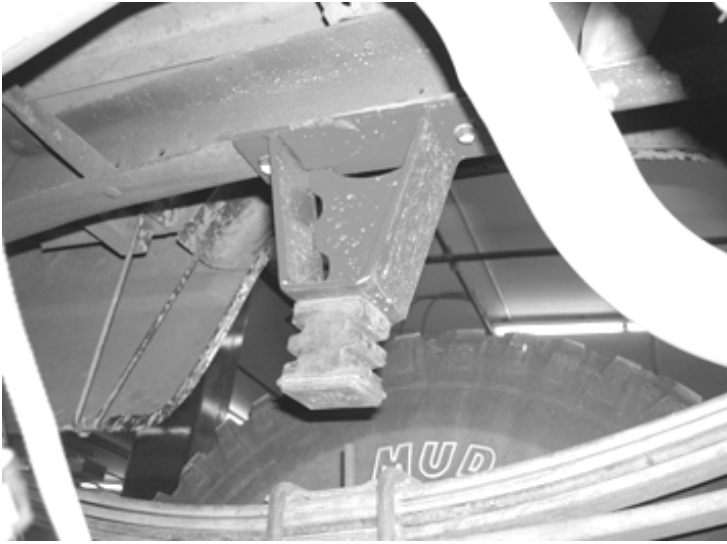
57. Separate the springs and install the provided add a leaf with the new center bolt in a pyramid pattern smallest leaf on the bottom graduating to the longest leaf on top. The factory flat overload leaf should remain on the bottom of the pack. Clamp the spring and tighten the center bolt as not to 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.
58. Locate and install the rear lift blocks with the provided short center pin on the bottom of the block, to the axle. 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 and torque to u bolts to 90lbs. SEE PHOTO BELOW.



STEP #57 IS FOR PICK-UP TRUCKS ONLY

S.U.V.'S WILL USE STOCK BUMP STOPS

59. Remove rear rubber bump stops and steel bracket from frame. Install the new Fabtech bump stop extension bracket FT20115 using 3/8" x 1-1/4" bolts, nuts and washers from hardware kit. Torque to 20lbs. Reinstall factory rubber bumps stop to the bottom of the new bracket. SEE PHOTO ON NEXT PAGE.



60. Install new Fabtech rear shocks FTS7266 (not included in kit) with the factory hardware and torque upper bolts to 65lbs and lower bolts to 65lbs.
61. Recheck all bolts for proper torque. Recheck brake hoses and lines for proper clearances.
62. Check the fluid in the front differential and fill if need with factory specification differential oil.
63. 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 tires may require trimming of the front plastic bumper valance.
64. Recheck all nuts and bolts for proper torque tightness before driving. Drive the truck for 50 miles and have it 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.