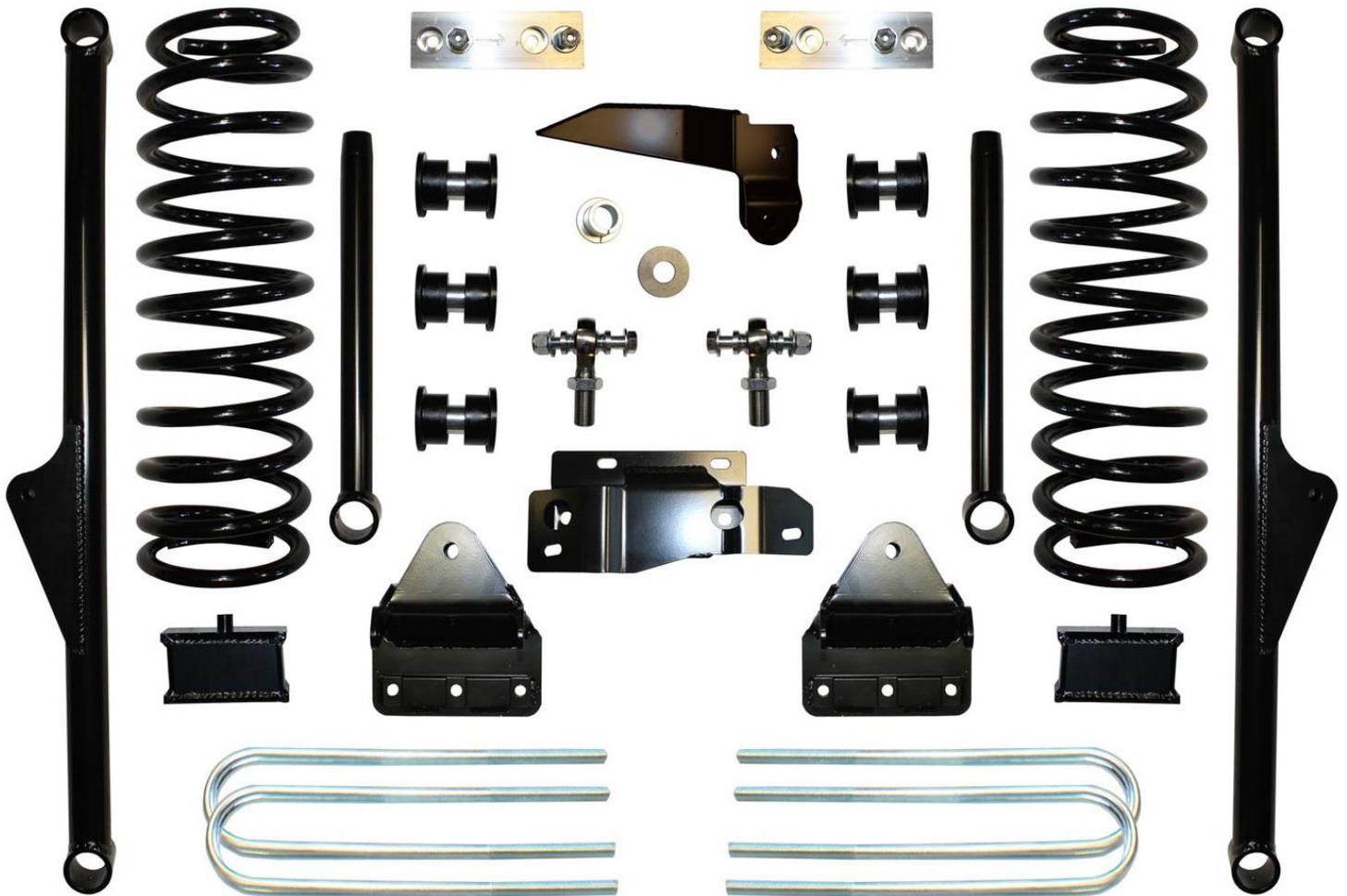


63020

FULL THROTTLE SUSPENSION

2009-2013 DODGE 2500 4WD 6" DIESEL KIT 2009-2012 DODGE 3500 4WD 6" DIESEL KIT

- Heavy Duty Long Arm Construction For Superior Ride Quality And Travel
- Lower Arms Constructed Of 1 .75" DOM Tubing W/ Urethane Bushing On Both Ends
- Extended Links Are Over Twice The Length Of The Factory Arms
- Easy To Install Long Arm Brackets Utilize Factory Transmission Cross member
- Moves Front Axle Forward For Better Fender Clearance
- Matched Pitman Arm Drop And Track Bar Bracket To Reduce Bump steer
- Full 6" Coil With Factory Like Ride
- New Transmission Mount To Alleviate Driveline Vibration
- Rear Lift Is Accomplished W/ Offset Rear Lift Blocks Keep Rear Axle Centered
- Heavy Duty Semi-Gloss Black Powder For Long Life And Great Looks
- Kits Are Available With Replacement Coil Springs Or Upgradable Coil over Conversion



63020

2009-2012 DODGE 2500/3500 6" DIESEL KIT

63000-4 COMPONENT BOX 1

- 1) Left lower arm
- 1) Right lower arm
- 2) Upper arms
- 2) Frame brackets

Hardware list

- 12) Bushings MO2918
- 2) Sleeves 1 x 2.625 x .630
- 2) Sleeves 1 x 2.625 x .730
- 2) Sleeves 1 x 2.350 x .565
- 2) 7/8" Right Hand Heims Joints
- 2) 7/8" -14 Jam Nuts
- 4) 5/8" to 9/16" Misalignment Spacers
- 8) 1/2" x 1 1/2" bolts
- 6) 1/2" Nut inserts
- 2) 1/2" Nut plates
- 2) 1/2" x 7 Bolts
- 16) 1/2" Washers
- 2) 9/16" x 3 1/2" Bolts
- 2) 9/16" Nylock nuts
- 4) 9/16" Washers

63000-2 COMPONENT BOX 2

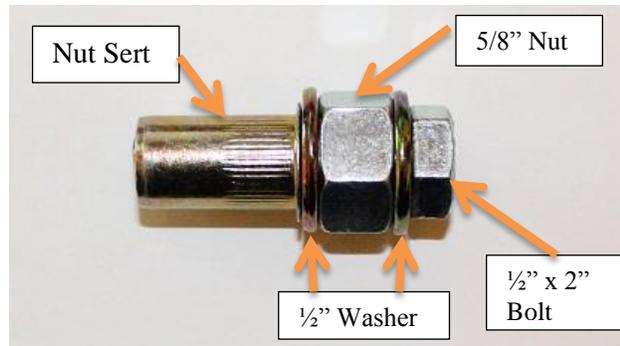
- 1) Track Bar Bracket
- 2) 3" Tall X 3 Wide X 5 Long Blocks
- 4) 9/16" X 4" X 15" U Bolts
- 8) 9/16"-18 Fine Nuts
- 8) 9/16" Washers
- 2) Sway Bar Drops
- 1) Pitman Arm Sleeve
- 4) 7/16" Nylock Nuts
- 4) 7/16" Washers
- 1) 5/8" X 3 1/2" Bolt
- 1) 5/8" Nylock Nut
- 2) 5/8" Washers
- 1) 1/2" X 4" Bolt
- 1) 1/2" Nylock Nut
- 2) 1/2" Washers

64000-14 BOX 3

- 2) Diesel 6" Coil Springs

Nuts Sert Tool Part# NST5006, Not Required But Is Very Helpful When Installing The Nut Sert Into The Hole. Install nut sert with nut and washer as shown in picture 2. The 1/2" x 2" bolt goes thru the 5/8" nut with a washer on both side of the 5/8" nut then into the nut sert. Tighten until the backside of the rivet nut has been deformed inside the frame rail and is set into place (nut sert will lock itself in place).

Nut Sert Tool Part# NST5006



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) Support the front axle with 2 floor jacks.

3) Remove the bolts attaching the brake line tabs to the front axle.



4) Remove the front sway bar end links from the axle mount. Remove the bolts securing the sway bar mounts to the frame and set the sway bar aside, save all sway bar hardware. **NOTE** sway bar will need to be flip when reinstalling



5) Remove front drive shaft.



6) Disconnect the ABS wiring.

7) Remove the hardware attaching the drag link to the pitman arm and separate the tie rod end from the pitman arm. Save the hardware.



8) Remove the nut securing the track bar to the frame and separate. Save the track bar hardware.



9) Remove the wiring attached to the transmission cross member.



10) Remove the 3 bolt attaching the transmission mount to the cross member.



11) Support the transmission using a tripod stand or transmission jack.



12) Remove the bolts holding the transmission cross member to the frame.



13) Remove the transmission mount.



14) Remove the top half of the factory mount





15) Install the supplied mount as shown below.

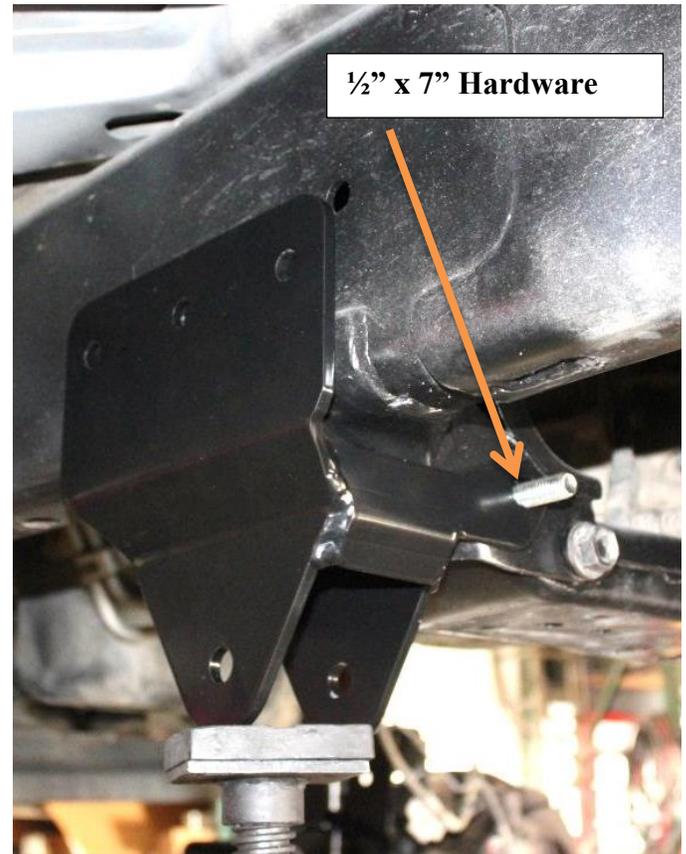


16) Reinstall the transmission mount into the truck using the factory hardware.



17) Reinstall the transmission cross member.

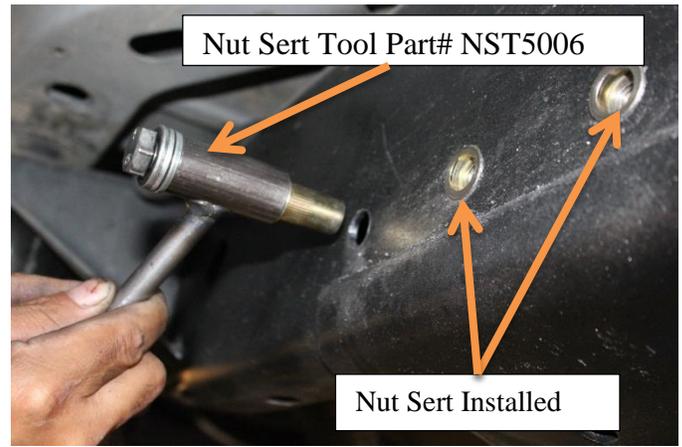
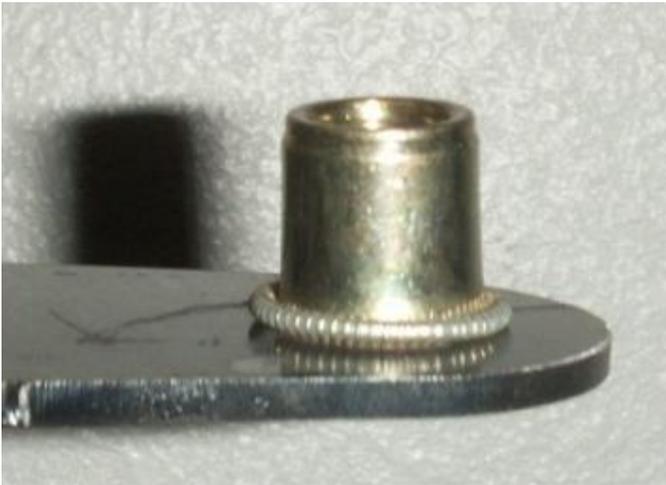
18) Install the FTS control arm frame mount using the outer transmission cross member bolt to locate and hold bracket as you mark and drill the mounting holes to 1/2". Next remove the bracket and enlarge holes to 11/16" for installation of nut inserts. With holes enlarged install nut inserts using supplied spacer and tighten bolt till each nut insert crimps itself tight into the frame. Once all nut inserts are installed, re-install the bracket using supplied 1/2 x 1-1/2 & 1/2 x 7" bolts. A tab nut is supplied for the bolt going from the bottom of the bracket up through the transmission cross member mount



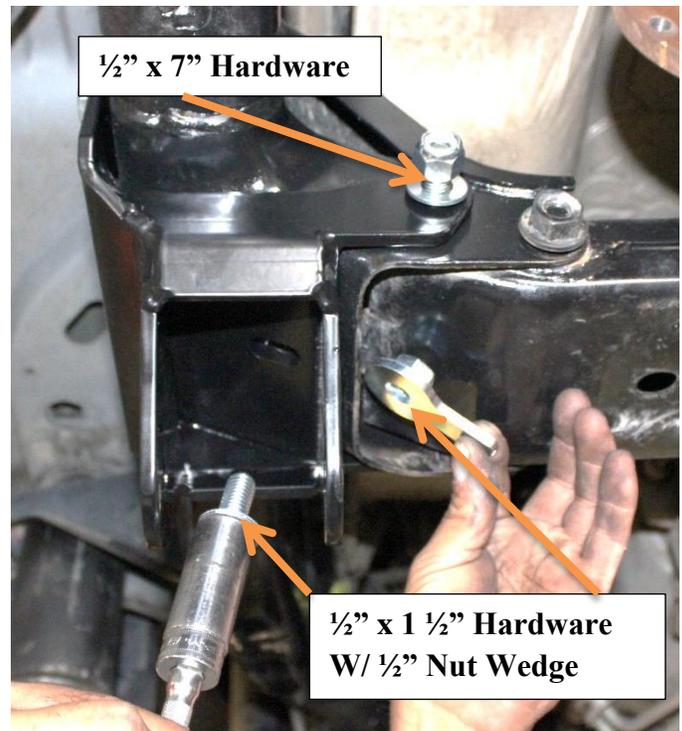
19) Center punch the 3 outside hole as shown.



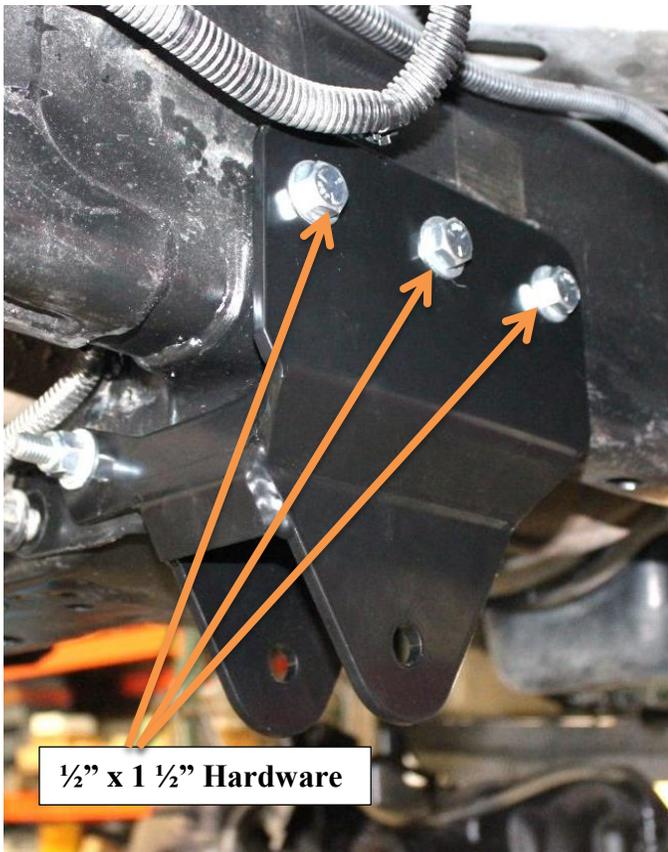
20) After drilling the hole out to 11/16". Install rivet nuts with serrated edge washer as shown. Pic1 shows collapsed rivet nut as a reference. The 1/2" bolt goes thru the sleeve to keep the insert from spinning. Tighten until the backside of the rivet nut has been deformed Inside the Frame Rail and is set into place (nut sert will lock itself in place).



21) Install the wedge nut as shown using the 1/2" x 1 1/2" bolt.



22) Tighten all the 1/2" hardware to 70 ft.-lbs.



23) Remove the top nuts on the front shocks and the lower bolts securing the shock to the axle. Leave the shock loose inside the factory coil spring at this time. Save the lower Hardware and discard the upper.



24) Leaving the front axle supported on the 2 jacks raise the truck enough to remove the coil springs and shocks. Save the upper rubber insulator and discard the coil springs and shocks. USE EXTREME CARE WHEN WORKING WITH COILS THAT ARE UNDER LOAD!



25) Loosen the bolts securing the link arms to the frame and front axle, DO NOT REMOVE THE BOLTS.



26) Use a floor jack to hold the pinion up and start removing the lower links.



27) Remove the bolts attaching the upper and lower link arms to the front axle and then the frame. Save the factory bolts and discard the links.



28) Now cut off the factory lower control arm mount flush with the bottom of the frame as shown.



29) Locate the FTS lower link arms. (This link is 38 1/2" from the center of the barrel to the center of the barrel). Press the supplied MO2918 bushing into the arm at both ends, install the sleeve with the .730 hole on the end that mounts to the axle, install the sleeve with the .630 hole on the end that mounts to the frame. NOTE use grease on the surfaces of the bushings and sleeves before installing.



30) Install the bushings and grease fitting as shown.



31) Attach the FTS lower link arms to the lower axle mounts first using the factory hardware then to the FTS bracket using the factory hardware. NOTE: Also when reinstalling the alignment cam bolts in the lower axle pivot; make sure they are set in the center of their adjustment.



32) Locate the FTS upper link arms. Using the e 7/8 heims joint supplied , screw the 7/8" jam nut onto the heims joint , then screw the heims joint into the upper link bar l(This link is 24" from the center of the barrel to the center of the heims joint). Press the supplied MO2918 bushing into the arm , Install the sleeve with the .565 hole . NOTE Use grease on the surfaces of the bushings and sleeves before installing.



If Installing Double Shock skip 26

34) Take one of the FTS coil springs and locate the top of the coil spring (smaller diameter end). Front shocks (not supplied with this kit) and place one shock inside each coil spring BEFORE INSTALLING ON THE TRUCK. The shocks must be placed inside the coil spring before it is installed. Place the original coil spring insulator on top of the coil spring and place the coil spring onto the front axle. Align the coil spring in the upper and lower pockets and raise the jacks supporting the front axle. Raise the axle just enough to compress the coil spring 1/4". USE CARE TO NOT LIFT THE TRUCK OFF OF THE SUPPORT STANDS.

Double Shock Instructions

35) Install upper double shock bracket using the 7/16" x 1 1/4" Hardware on the back 2 bolt holes. Use the 7/16" x 3 1/4" on the front hole attaching the shock hoop bracket.



33) Next install the FTS upper control arms using the factory hardware at the axle ends and supplied 9/16" x 3 1/2"bolts in the middle of the arm.



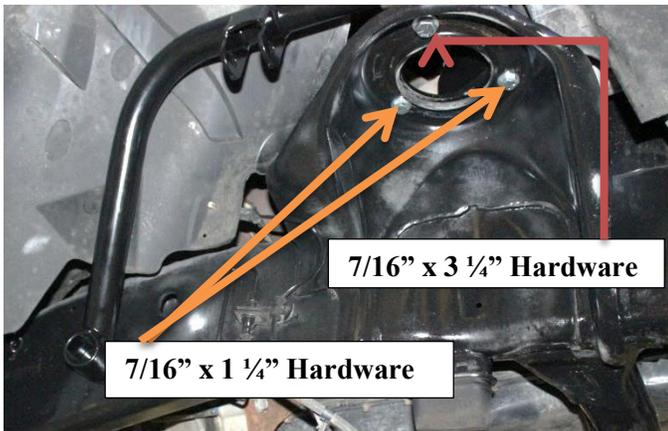
36) Mount the shock hoop to the upper bracket using the $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt,



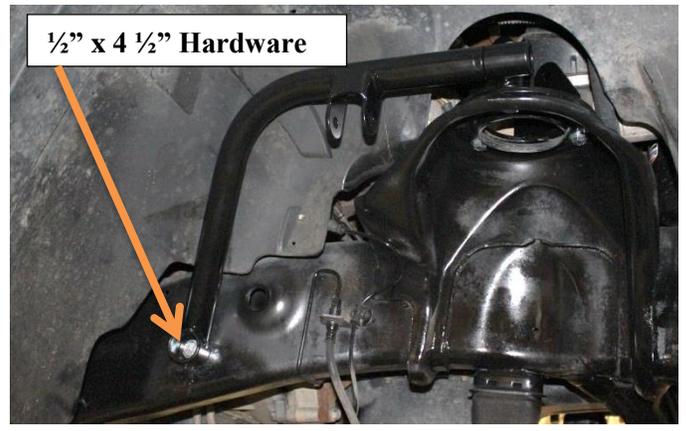
39) After drilling the 1" hole thru the outer portion of the frame insert the sleeve into the frame



37) With the shock hoop mounted against the frame, Center punch the lower hole.



40) Install the shock hoop using the $\frac{1}{2}$ " x $4\frac{1}{2}$ " hardware thru the lower hole and the $\frac{1}{2}$ " x $1\frac{1}{2}$ " thru the upper hole.



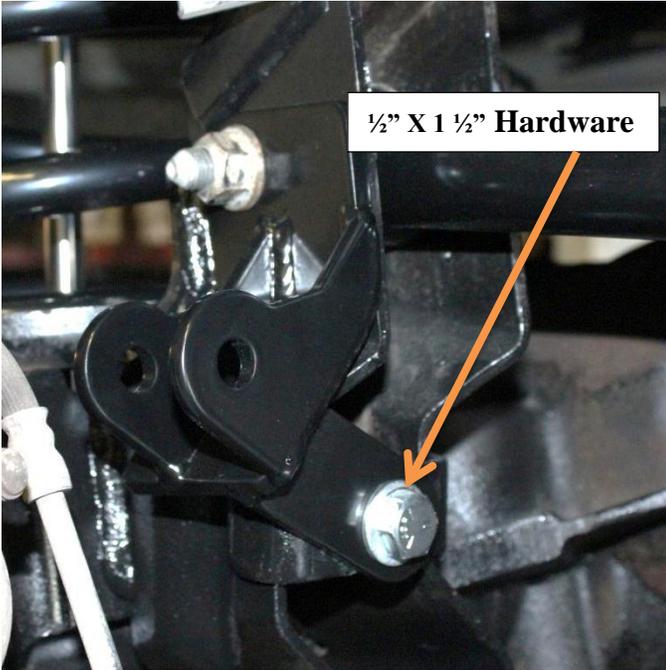
38) Drill the lower hole 1" thru the outside of the frame and $\frac{1}{2}$ " thru the inside. Install the supplied frame sleeve.



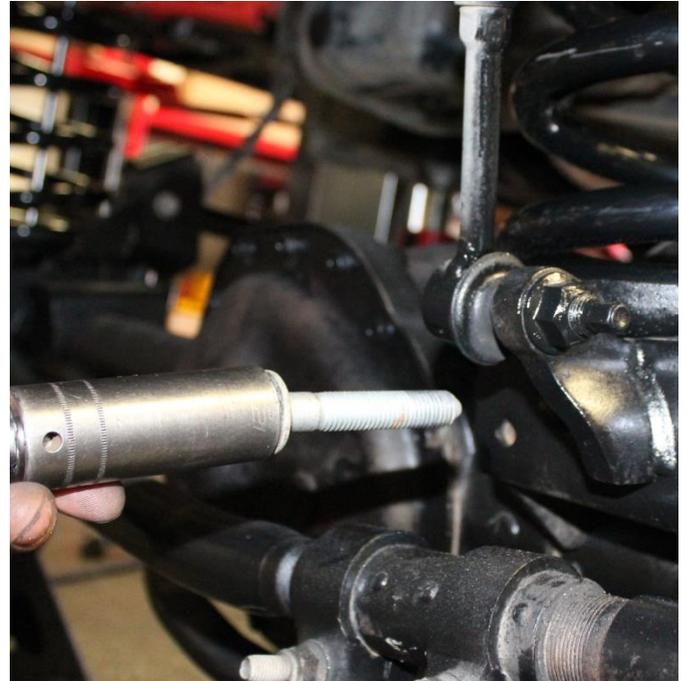
41) Drill out the rear hole to $\frac{1}{2}$ " or slightly larger.



42) Install the lower shock brackets using the factory hardware on the upper hole, Use the 1 ½" thru the lower back hole. Torque the ½" hardware to 70ft.-lbs.



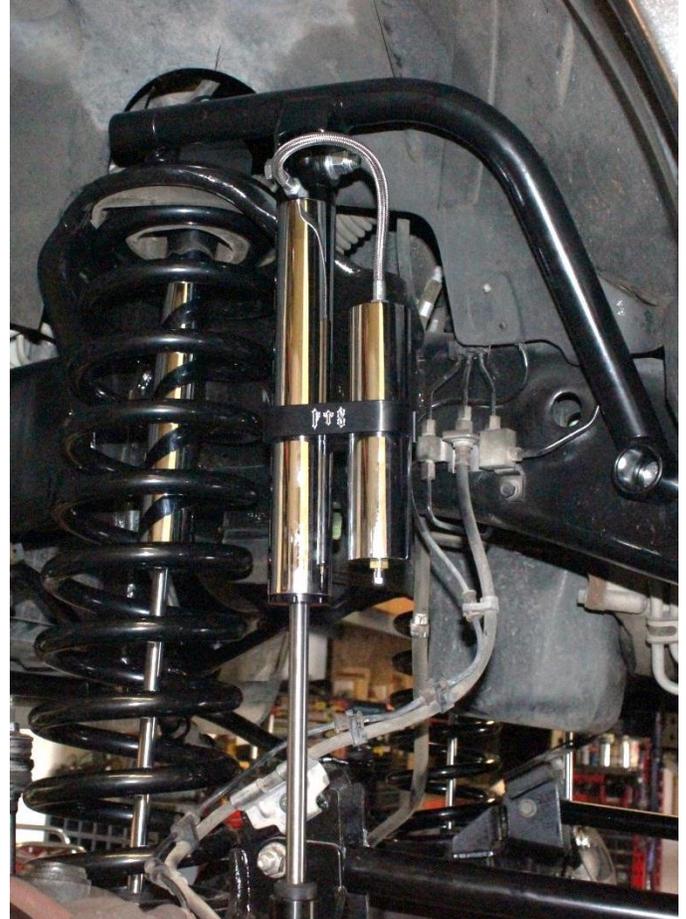
44) Jack up the axle to compress the coil spring enough to get the lower shock bolt in.



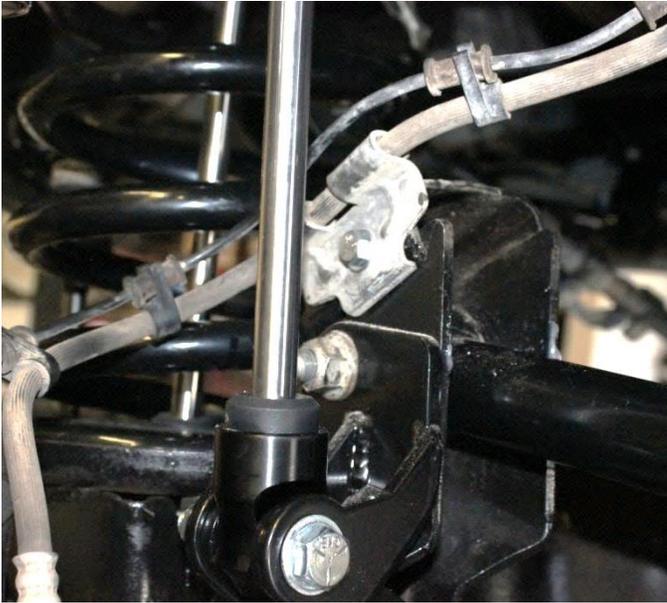
43) Install the front coil springs, put the shock inside the coil spring and then slide the coil and shock into position. Attach the top of the shock using the supplied aluminum spacers abs the ½" 4 ½" hardware.



45) Attach the front shocks to the upper and lower mounts. You will use the supplied hardware for the upper mount and factory lower hardware. Torque the upper hardware to 35 ft. lbs. and the lower hardware to 60 ft.-lbs.



46) Install the lower shock mount using the 1/2" x 3 1/4" hardware.



47) Drill out the taper factory pitman arm using a 7/8 drill bit or reamer. Install the supplied split taper sleeve into the hole you just drilled into the pitman arm. Note that the sleeve will be installed from the bottom of the pitman arm.



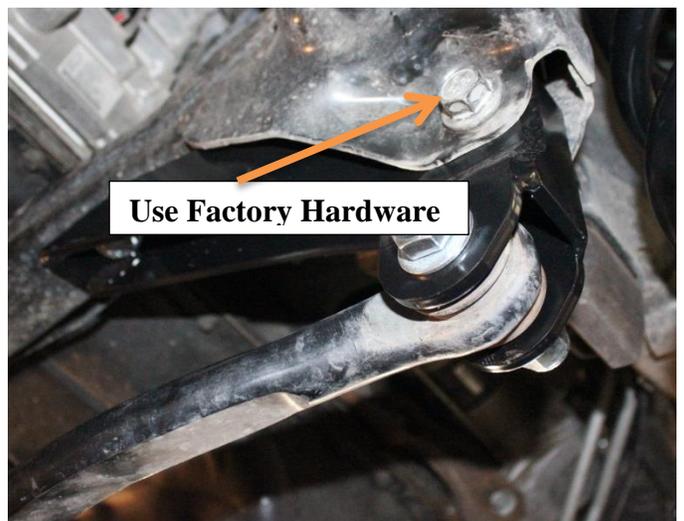
48) Install the sleeve from the bottom side of the pitman arm as shown below.



49) Connect the factory tie rod to the pitman arm making sure it now goes from the bottom facing up as shown in the picture. Install supplied hardened flat washer and factory nut. Torque the original nut to 45 ft.-lbs. Use Loctite on the threads



50) Install the track bar bracket using the factory hardware threw the frame.

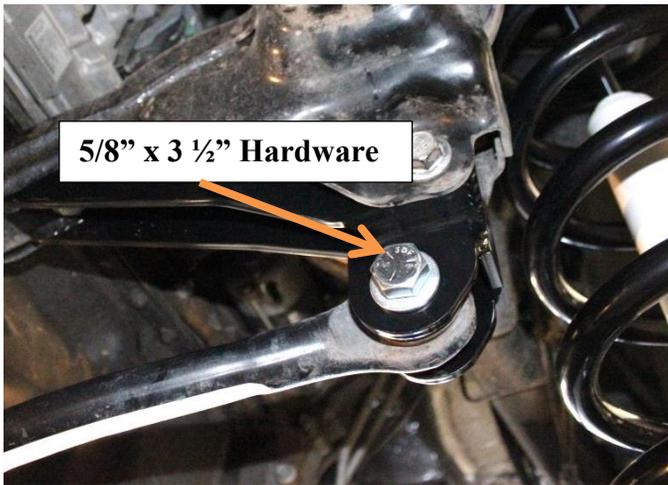


51) Install the supplied $\frac{1}{2}$ " x $3\frac{1}{4}$ " hardware as shown.



$\frac{1}{2}$ " x $3\frac{1}{4}$ " Hardware

52) Connect the track bar to the new drop bracket using the supplied $\frac{5}{8}$ " x $3\frac{1}{2}$ " bolt, nut, and washers torque to 125 ft lbs

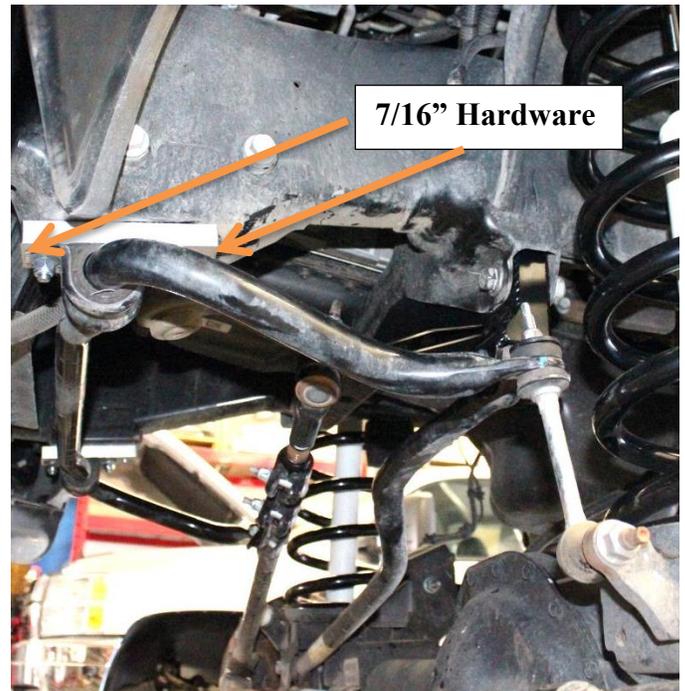


$\frac{5}{8}$ " x $3\frac{1}{2}$ " Hardware

53) Install the sway bar drop bracket with the arrow pointing toward the front of the truck using the factory hardware

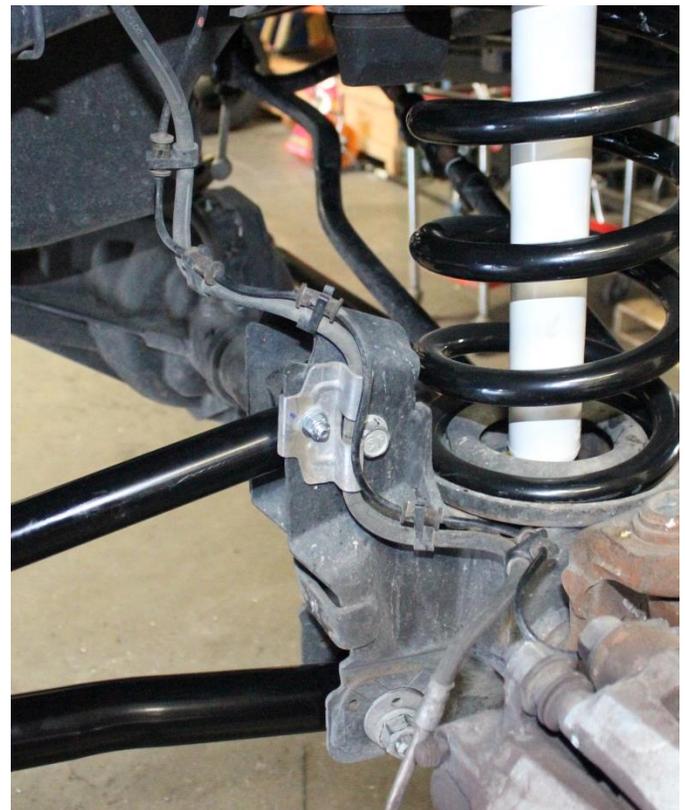


54) Flip sway bar over and install supplied left and right sway bar drop brackets with supplied bolts. When I stall the FTS sway bar brackets the should look as if they were pushing the sway bar toward the front of the vehicle



$\frac{7}{16}$ " Hardware

55) Drill a $\frac{9}{32}$ hole in the upper control arm mount on the axle as shown in picture 2 and mount the factory brake line using the factory hardware. Reconnect the ABS sensors. Turn the wheel from lock to lock making sure that both the brake lines as well as ABS lines have adequate clearance as well as slack over the entire range of motion.





56) Reinstall the front drive shaft with the factory hardware. Use lock tight on threads



57) You will need to check to see if the front drive line binds at full droop

- 1) With the axle hanging spin the front drive shaft 3 full revolution in both directions
- 2) If the drive line has no tight spots you are good to go
- 3) If you have a tight spot in the drive shaft, you might need to purchase a relocking ring FTS part # 64000-9

REAR INSTRUCTIONS

- 1) Jack up the rear end of the vehicle and support the frame rails with jack stands.
- 2) Supporting the rear differential remove and discard the rear shocks.
- 3) Remove the U Bolt nuts and discard u bolts. Lower the axle down slowly



- 4) Install the new FTS supplied block, jack the axle back up to where the blocks are touching the leaf springs. Use the 9/16" X 4" X 16" u bolts, slide the over the axle from the bottom up and thru the factory upper plates torque to 100 ft.- lbs.



IF YOU ARE INSTALLING TRACTION BARS FOLLOW STEPS 5 THRU 16 IF NOT SKIP THIS PART

5) Install the new upper plate on top of the spring over leaf spring center pins



6) Using the supplied $\frac{3}{4}$ x 3 $\frac{1}{4}$ " x 18" u bolts Install them front the top side down.

7) Install the new FTS lower traction bar axle saddle using the $\frac{3}{4}$ washers and high nuts supplied and torque to 150ft.-lbs.



8) Now you are ready to set the truck on the ground, you will need to bounce the rear of the truck to settle the leaf spring before installing the traction bars

9) Install the supplied bushing into the traction bars

10) Install the supplied sleeve in both ends of the traction bar. NOTE use grease on the surfaces of the bushings and sleeves before installing.

11) Mount the frame bracket to the other end of the traction bar and push it up as a guide of where to drill the holes

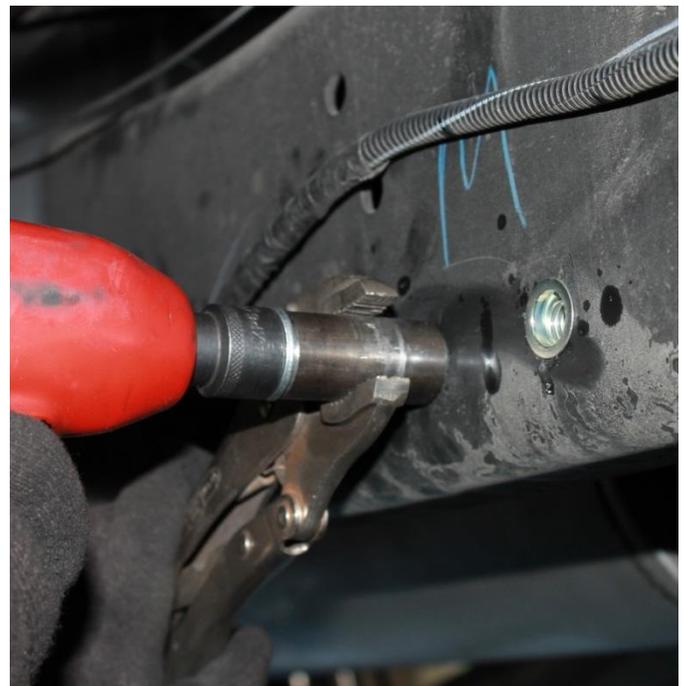


12) Mark all 4 of the holes in the frame with a scribe.

13) Using a $\frac{1}{4}$ drill bit as a pilot hole. Then drill the holes to 11/16 only through the front side and the bottom side of the frame.

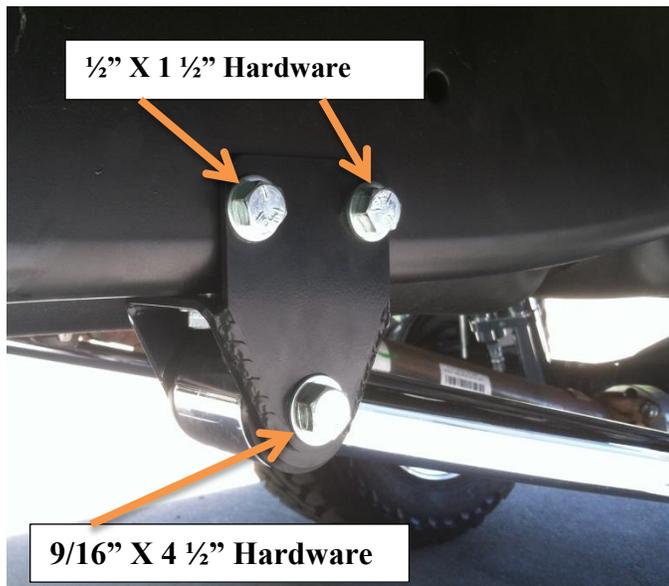
14) Using the supplied nut sert press them into all 4 holes

15) Using a $\frac{1}{2}$ x 3 bolt and a sleeve with a $\frac{1}{2}$ hole in it you will grab the sleeve with vise grips or channel locks, insert the $\frac{1}{2}$ bolt through the sleeve and tighten the bolt with a impact gun till it collapse the nut sert. Be sure you are holding the vise grips tightly



16) Install the traction bar frame bracket with the ½ x 1 ½ bolts and washers and tighten to 65 ft.- lbs.

17) Install the FTS traction bars with the 9/16" x 4 ½" bolts supplied and tight to 95 ft.-lbs.



18) Install shocks

Product Warranty and Warnings-

FTS 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 FTS 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.

Reservoir 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.

FTS does not warrant any product for finish, alterations, modifications and/or installation contrary to FTS instructions. Alterations to the finish of the parts including but not limited to painting, powder coating, 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.

FTS 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.

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

FTS's obligation under this warranty is limited to the repair or replacement, at FTS 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. FTS is not responsible for damages and/or warranty of other vehicle parts related or non-related to the installed FTS 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 FTS. FTS suspension components must be installed as a complete system including shocks as shown on our current website. All warranties will become void if FTS 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. FTS does not warrant products not manufactured by FTS. Installation of FTS 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 FTS products with the consumer prior to purchase.

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

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fts.dwgs@gmail.com