



## INSTALLATION INSTRUCTIONS

Part # FTS4108

6" Suspension System 2001-2004 Chevrolet 2500HD Pickup 4wd



## OPTIONS

Front Dual Shock Hoop Part # FTS5200  
Bilstein 5100 Series Gas Shocks





**Footnotes:**

1. Driveline vibration will occur in 4wd at highway speeds on Standard and Autotrac models. A CV drive shaft is required.

2. This system fits 2500HD only.



**INSTALLATION INSTRUCTION**

Part FTS4108

6" Suspension System

2001-2004 Chevrolet 2500HD Pickup 4wd

*Read instructions from start to finish before installation of components*

**HARDWARE LIST**

**CARTON 1 (A)**

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<b>CARTON 1 (A)</b>		<b>CARTON 1 (A)</b>	
<b>70-7592 Lower A-Arm Subframe Hardware Kit</b>	<b>Qty</b>	<b>70-7599 End Link Hardware Kit</b>	<b>Qty</b>
5/8-11 x 4.5 L Gr.8 Bolt	2	50-410813 Sway Bar Link Component	2
5/8-11 x 5.5 L Gr.8 Bolt	2	CA1005-10 U-Bracket w/5/8" Bolt,	2
5/8-11 Stover Lock Nut	4	MO0392-Bk-01 Bushing, 5/8" Hourglass	2
5/8 Gr 8 Sae Flat Washer	8	SLE104 Sleeve 5/8" x 1/2 x 1.5 L	2
<b>70-7593 Upper A-Arm Mount Hardware Kit</b>		1/2-13 x 2.5 Gr.5 Bolt	2
50-410803-05 Upper A-Arm Bracket Spacer	4	1/2-13 Stover Locknut	2
9/16-12 x 4" L Gr.8 Bolt	4	1/2" Sae Gr.8 Flat Washer	2
9/16-12 Stover Lock Nut	4	5/8 Gr.5 Stover Locknut	2
9/16" Gr.8 Sae Flat Washer	8	5/8 Gr.5 Sae Flat Washer	1
1/2-13 x 1.5 Gr.8 Bolt	4	50-410813 Stem Bushing Kit w/Washers	2
1/2-13 Stover Lock Nut	4	<b>70-7597 Carrier Bearing Drop Bracket, Bump Stop &amp; Center Skid Plate Hardware Kit</b>	
1/2" Gr.8 Sae Flat Washer	8	7/16-14 x 1.25"L Gr.8 Bolt	2
<b>70-7594 Steering Hardware Kit</b>		7/16-14 Stover Lock Nut	2
50-410805-07 Double Ended Rod End	2	7/16" Gr.8 Sae Flat Washer	4
1/2-13 x 4.50" Gr.8 Bolt	1	3/8-16 x 1.25"L Gr.8 Bolt	4
1/2-13 x 3" Gr.8 Bolt	2	3/8-16 Stover Lock Nut	4
1/2-13 x 3.50" Gr.8 Bolt	2	3/8 Gr.8 Sae Flat Washer	8
1/2" Gr.8 Sae Flat Washer	12	1/2-13" 1.5 Gr.8 Bolt	2
1/2-13 Stover Lock Nut	3	1/2-13 x 2" Gr.8 Bolt	2
SLE104 Shock Eye Sleeve	1	1/2 Gr.8 USS Flat Washer	4
<b>70-7595 Differential Drop Hardware</b>		50-410811-02 Steering Bolt Safety Plate	2
9/16-12 x 4" L Gr.8 Bolt	2	<b>70-7601 Lateral Compression Strut Hardware Kit</b>	
9/16-12 x 1.75"L Gr.8 Bolt	3	1/2-13 x 4 Gr.8 Bolt	4
9/16-12 Stover Lock Nut	5	1/2-13 x 1.5 Gr.8 Bolt	2
9/16" Gr.8 Sae Flat Washer	10	1/2 Gr.8 Sae Flat Washer	10
<b>70-7596 Torsion Drop Hardware</b>		1/2-13 Stover Lock Nut	4
7/16-14 x 1.25"L Gr.8 Bolt	8	50-410814-03 Tab Nut 1/2-13 X 6 L	2
7/16-14 Stover Lock Nut	8	MO2782-BK-01 Strut Bushing	8
7/16" Gr.8 Sae Flat Washer	16	SLE135 Steel Strut Sleeve	4
CA1016 Delrin Bushing	4	<b>60-3011 U-Bolt Hardware kit</b>	
SLE121 Torsion Bushing Sleeve	2	NH58 Highnut, 5/8"	8
Full-Traction Logo Badge	2	FW58 Washer, 5/8" Flat	8

## IMPORTANT NOTES

**WARNING:** This suspension system will enhance the off-road performance of your vehicle. It will handle differently, both on and off-road, from a factory equipped passenger car or truck. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Failure to drive this vehicle safely may result in serious injury or death to the driver and passengers. ALWAYS WEAR your seat belts. Reduce your speed, and AVOID sharp turns and other abrupt maneuvers.

Before installing this system, have the vehicle's alignment checked by a certified technician. The alignment must be within factory specifications and the frame of the vehicle must be sound (no cracks, damage or corrosion).

Do not chrome, cad or zinc plate any of the components in this system. Changing the coated surface of components will void the warranty of your Full Traction Suspension.

This system was developed on a Chevy HD equipped with a factory one-piece rear aluminum drive shaft.

Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Full-Traction equipped vehicle. For this application, a wheel not to exceed 8" in width with a minimum backspacing of 4" must be used. Additionally, a quality tire of radial design, not exceeding 35" tall x 12.5" wide is recommended. Please note the use of a 35" x 12.5 tire may require fender modification. Violation of these recommendations will not be endorsed as acceptable by Full-Traction Suspension and will void any and all warranties either written or implied. . Before installing any other combination, consult your local tire and wheel specialist.

It is extremely important to replace torsion bars, CV flanges, and front shaft/pinion relationships as original. Be sure to mark left/right, front rear, and indexing of mating parts before disassembly. Required installation time for this system is approximately 6 hours.

Thank you for purchasing the best suspension system available. For the best installed system, follow these instructions. If you do not have the tools or are unsure of your abilities, have this system installed by a certified technician.

**FULL TRACTION SUSPENSION IS NOT RESPONSIBLE FOR DAMAGE OR FAILURE RESULTING FROM AN IMPROPER OR MODIFIED INSTALLATION.**

## ADDITIONAL INFORMATION

Some of the service procedures require the use of special tools designed for specific procedures. The following tools and supplies are recommended for proper installation of this system.

- Chevrolet Service Manual
- Torsion Bar Unloading Tool
- Universal Steering Linkage Puller
- Ball Joint Separator
- Prevailing Torque Nuts (for steering linkage)
- Die Grinder
- Drill Motor
- Assorted Drills: 1/8" through 1/2"
- Torque Wrench

*Continued.....*

- Assorted Combination Wrenches
- 1/2" Drive Ratchet and Sockets
- Heavy Duty Jack Stands
- Wheel Chocks or Blocks
- Hydraulic Floor Jacks
- Center Punch
- File
- Large "C" Clamps, Bench Vise and Adjustable Straps.
- Reciprocating Saw (to modify frame and differential)
- Hammer
- Wire Brush ( to clean mounting surfaces)
- Silicone Spray Lubricant
- Tape measure
- Safety Glasses ( wear safety glasses at all times)

## COMPONENT LIST

### Component List                      CARTON 1 (A) *continued*                      Qty

50-410802 Sub Frame/Rear	1
Installation Instructions	1

### Component List                      CARTON 2 (B)                      Qty

50-410801 Sub Frame/Front	1
FTS500FBK Rear 5" Non-Tapered Lift Block	2
50-410814 Lateral Compression Strut	2

### Component List                      CARTON 3 (C)                      Qty

50-410803 Front Upper A-Arm Bracket, L&R	2
50-410804 Rear Upper A-Arm Bracket, L&R	2
50-410805 Steering Center Link	1
50-410806 Differential Drop Bracket	1
50-410807 Torsion Drop Brackets	2
50-410808 Drive Shaft Carrier Drop Bracket	1
50-410809 Differential Drop Brkt, Passenger	1
50-410810 Differential Drop Brkt Support Rod	1
50-410105 Strut Mounting Bracket	2
50-410815 Bump Stop Spacer, Rear	2
721063 Steering Stabilizer - 1.75 OD	1
15-S58145258 Rear U-Bolts	4

### Component List                      CARTON 4 (D)                      Qty

<b><u>Shock Component Kit</u></b>	
Front Shocks 650385	2
Rear Shocks 650377	2
MO3509 Stem Cushion	2
MO3510 Stem Cushion	2
N38C Nut Pal Crush	2
N38F Nut Fine Thread	2
CW38 Cupped Washer	2
MOO337-GY Shock Boots/Gray w/ Zip Ties	4
MOO393-BK-01 3/4" Hourglass Bushings	6
SLE121 Sleeve	6
FTS9990 Full Traction Decals	4

### Component List                      CARTON 5 (E)                      Qty

50-410811 Center Skid Plate	1
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### FTS4125                      CARTON 6                      Qty

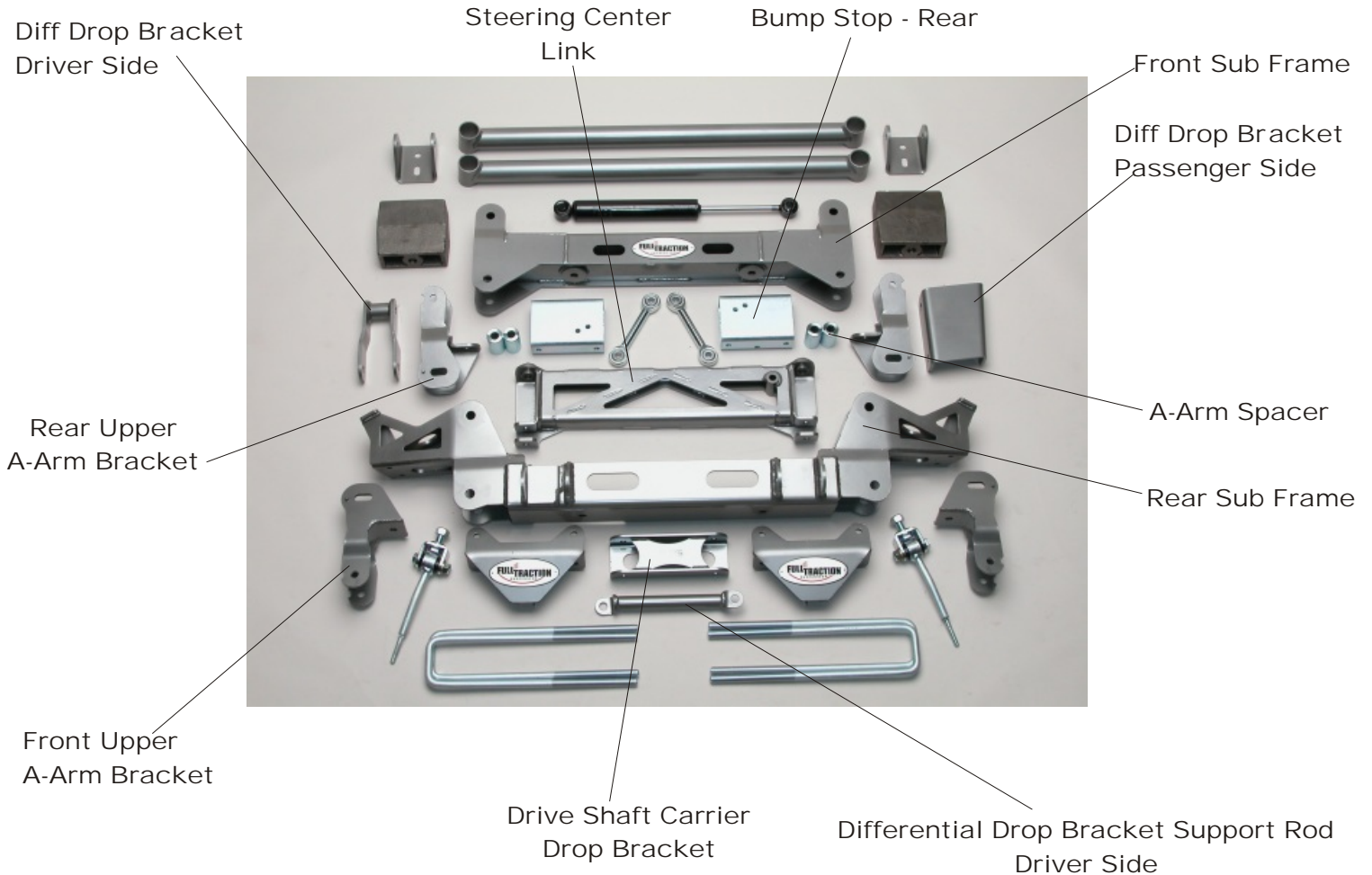
50-410812 Front Skid Plate	<i>optional</i>	1
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# INTRODUCTION

- \* This installation requires a professional mechanic.
- \* We recommend that you have access to a GM service manual for your vehicle to assist in the disassembly and reassembly of your vehicle.
- \* Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts.
- \* Read the instructions carefully and study the pictures before attempting installation. The more familiar you are with the procedures, the easier and quicker your installation will be.
- \* Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- \* Secure and properly block vehicle prior to beginning installation.

# PLEASE NOTE

- \* Front End realignment will be necessary.
- \* Speedometer and ABS recalibration are necessary if larger tires (10% more than stock diameter) are installed.
- \* **WARNING:** Be extremely careful when loading or unloading the torsion bars. There is a tremendous amount of stored energy in the bars. Keep your hands and body clear of the adjuster arm assembly and puller tool in case anything slips or breaks!. Wear safety glasses.
- \* While we have listed the hardware that is to be kept and that to be discarded, it would be wise to keep all hardware until the installation is complete.
- \* A special puller tool is required for safe removal and installation of the torsion adjusted arms. This special puller can be purchased from your local GM dealer TOOL # J36202 You may be able to rent one of these tools at your local parts store. Refer to the GM service manual for more information.



## Front Disassembly

1. Ensure that your work space is of adequate size and the work surface is level. Place the vehicle in neutral. Place your floor jack under the front cross member and raise the vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front of and behind the rear wheels.
2. If there are factory skid plates installed, remove them.
3. Measure the torsion bar adjusting screw depth and record for later use when replacing the torsion adjuster arm on reassembly. Apply a small amount of lubrication grease to the special puller threads and the puller shaft-to-adjuster arm contact point. Load the puller and torsion adjuster arm until the adjuster bolt can be easily backed off and the nut can be removed from the crossmember. Back the puller off to unload the torsion bar. With the bar unloaded, slide in forward into the lower control arm until the adjuster arm falls free. If the bar seems stuck, use a hammer and punch through the hole in the rear of the crossmember to dislodge it. Repeat this procedure for the other side of the vehicle.

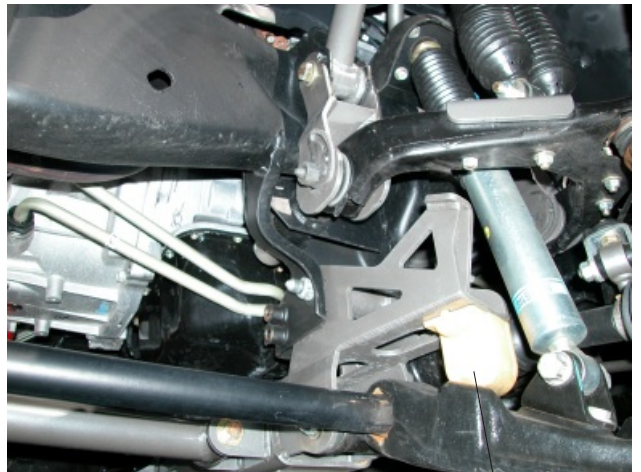
### **Torque Specifications Grade 8 Hardware Only**

5/16" Bolts	22 ft./lbs.
7/16" Bolts	35 ft./lbs.
3/8" Bolts	45 ft./lbs.
1/2" Bolts	90 ft./lbs.
9/16" Bolts	105 ft./lbs.
5/8" Bolts	120 ft./lbs.

4. Mark the torsion bars as to their orientation (left side, right side, and front). They **must** be reinstalled exactly as removed! Remove the torsion crossmember by removing the through bolts on each side of the vehicle. With the crossmember out of the way, the torsion bars can be pulled from the lower control arms and removed.

**Note: Steps 5-22 are performed one side at a time:**

5. Disconnect the ABS sensor wire and position it out of the way to prevent damage to the wiring or connector ends. Remove brake caliper assembly and securely fasten it away from the work area.



Factory bump stop installed.

6. Remove the 6 bolts that attach the CV axle to the differential. Save these for reuse.
7. Remove the outer end of the tie rod from the spindle assembly. Special tools are available to safely remove these without damage to the joint or the protective boot. Your GM service manual has details on this procedure.
8. Remove the anti-sway bar links that connect the sway bar to the lower A-arm and remove the sway bar.
9. Remove the shock absorber from the lower mount. Save these bolts.
10. Remove the upper and lower A-arm pivot nuts. Save this hardware for use on reassembly.



11. Support the A-arm assembly and carefully remove the pivot bolt. Lower the assembly to the floor and set aside. Use caution when removing this assembly; it is heavy and not rigid. Save the pivot bolts for reuse.

12. Remove the upper shock nut and remove the stock shock absorber. Discard these parts.

13. Detach the front driveshaft from the differential yolk and secure it out of the way. Disconnect the electronic wiring and vent line from the differential and secure them out of the way.

14. Remove the factory bump stops. Re-use factory bump stop on new subframe **(PN 50-410802)**

15. Remove the center link from the pitman arm and idler arm. Set this assembly aside. Save the nuts for reuse.

16. Remove the differential crossmember and discard.

17. Remove the front differential lower mounting bolt. Save this nut and bolt for reuse.

18. Remove the passenger side differential mounting bolts. Save this hardware for reuse.

19. While supporting the differential, remove the upper differential mount bolt and lower the differential to the ground. Retain this nut and bolt for reuse on reassembly.

20. Remove the bump stop and droop stop sheet metal from the area around the lower rear A-arm mounts. A reciprocating saw will work for this chore. If you decide to use a cutting torch, be extremely careful! *The factory corrosion inhibitor is wax based and very flammable.* Before you use a torch, ensure there is another person watching and a fire extinguisher is handy. The bump stop sheet metal must be completely removed.

21. Additional cuts have to be made for clearance of the rear upper A-arm drops. On completion of the cuts, test fit the drops to ensure adequate clearance and trim additional metal as needed. Remove only enough material for clearance.

22. Using an angle grinder or equivalent, remove and remaining weld from these areas to achieve a smooth surface and to smooth the cut edges from step 21.

23. On the driver side lower A-arm pocket, carefully cut the rear section out.

24. There are at least two mounting configurations for the torsion bar cross member. Some models use an aluminum "dog bone" mount from the upper part of the frame. The only modification required of this type of mount is the removal of the "dog bone". Some models have the cross member mounts riveted to the bottom of the frame rail and must be completely removed. Remove the torsion bar cross member mounts by cutting or grinding the rivet heads off and punching out the remaining rivet body.



Rear Upper A-Arm Brackets

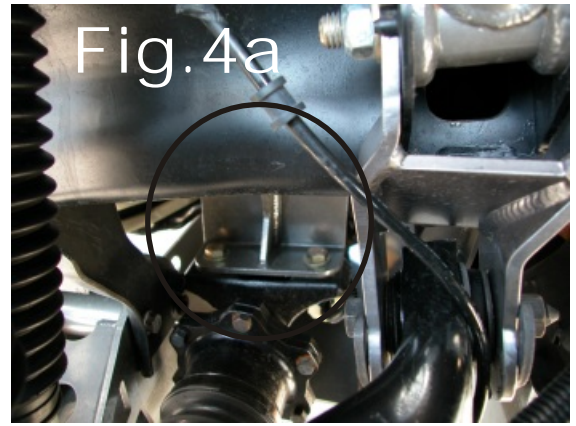


Front Upper A-Arm Brackets



## Front Installation:

1. Make sure vehicle is properly supported on jack stands.
2. Loosely install the differential drop (**50-410806**) into the OEM location with the OEM nut and bolt.
3. Using OEM nuts and new supplied washers, install the passenger side differential drop (**50-410809**) to the OEM mount as show in **Fig.4a** *Note: this bracket is slightly tapered. The short end of the taper is oriented to the rear of the vehicle.*



Passenger Side Differential Drop Bracket

4. Hang the differential from the drivers side drop (**50-410806**) using the supplied 9/16"x4 bolt. Insert the bolt from the center of the truck to the outside and install the supplied differential drop bracket support rod. (**50-410810**) Install the supplied washer and lock nut and tighten the assembly enough so that the strut can be moved without much effort.



5. Attach the differential to the passenger side spacer bracket (**50-410809**) as shown in **Fig.4a** with the supplied 9/16" x 1 3/4" bolts. The OEM thick washers go onto the slotted cast iron flange that is shown in **Fig.4b**. At this point, leave the fasteners slightly loose until the support rod is positioned and the main cross member is back in place. *Please note that on some installations, a small amount of material may have to be removed from the area around the passenger drop for adequate clearance. Maintain a minimum of 1/4" clearance around this flange.*
6. Carefully guide the differential mounting bushing into the mounting flange on the new cross member and install the rear cross member (**50-410802**) into the truck using OEM hardware
7. Install the new bolt through the cross member and differential bushing with the threads to the outside of the truck and install the new nut. Snug all differential mounting hardware to secure the differential location at this time.
8. Check adequate clearance between axle flange and stock lower A-arm mounts. Move differential so both sides are equal and tighten driver side lower mount bolt and passenger side mount bolts.
9. Rotate the differential support rod to a horizontal position. Mark the location of the mounting hole at the back of the A-arm pocket. **Fig.5**
10. Remove the cross member for access, rotate the support rod out of the way and drill the strut mount hole using a 9/16" drill bit.
11. Rotate the support rod back into place and install the supplied 9/16" x 1- 3/4" bolt through the rod and through the frame member. Leave all hardware loose until the completion of the cross member installation.
12. Reinstall the rear cross member.
13. Torque all differential and cross member hardware to specifications.



Driver Side Differential Support Rod



14. Mount the front cross member to the existing front lower A-arm pockets with the OEM bolts and nuts. The link units are oriented to the rear. Tighten to specifications.

15. Install the center link drop (**50-410805**) to the pitman arm and the idler arm using OEM nuts.

16. Install the steering stabilizer using the OEM bolts and nuts on the driver side mount, and the ½" x 4-1/4" bolt on the passenger side as shown in **Fig 6a**



17. Connect the factory center link to the center link drop (**PN 50-410805**) using ½ x 3-1/4" bolts. Insert bolts from the top with a washer under the head. Attach rod end with a washer between the rod end and centerlink drop and a washer under the nut. **THESE COMPONENTS MUST BE ASSEMBLED EXACTLY AS SHOWN!**



18. Before installing center skid plate, place steering bolt safety tabs under skid plate on front crossmember to cover the bolt heads. **Fig.6b**

19. Install the factory bump stops to the rear cross member as indicated in **Fig.1 Page.4.**

20. One at a time, position the A-arms drops into their respective positions. (**50-410804= Driver Rear, PN 50-410803=Driver Front, PN 50-410804=Passenger Rear, PN 50-410803=Passenger Front**). Each drop has additional mounting holes that must be drilled through the frame. All have one located on the bottom of the frame. Clamp each drop firmly to the frame and using the drops as a guide, drill pilot holes. Remove the drop and finish drilling with a ½" drill bit. Repeat this step for the three remaining drops. **Fig.7**



Upper A-Arm drop bracket with Dual Shock Hoop Installed .

See Page 4. for description of components.

21. If you are not installing the multi shock kit (**PN FTS5200**), replace the drops and fasten them to the truck frame using the supplied ½" bolts through the frame and the 9/16" x 4" bolts & spacers (**PN 50-410803-05**) from hardware kit **70-7593** through the OEM upper A-arm mounts. Tighten all hardware to specifications.

22. If you have purchased the optional multi shock kit (**PN FTS5200**), leave the 9/16" x 1 ¼" upper A-arm drop bolts out and install the kit per enclosed instructions.

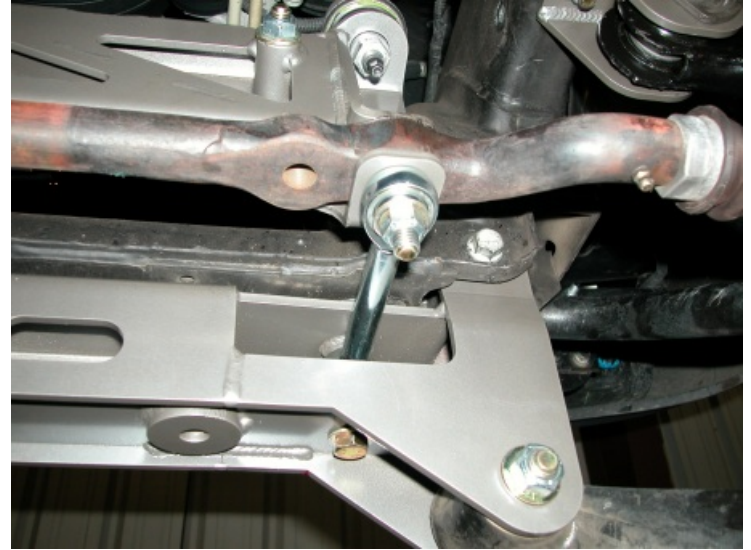
23. Install the A-arm assemblies on each side of the vehicle by reversing the disassembly order. These bolts *must* be oriented with the threads to the outside of the A-arms. Attach the lower A-arms using the supplied 5/8" x 5 ½" bolts to the rear and the 5/8" x 4 ½" bolts to the front. The upper A-arms are installed using the OEM cams. **DO NOT** tighten the cam bolts at this time. To prevent binding or undue stress on the control arm bushings, the vehicle must be fully on the ground before these bolts are torqued to specifications.



## Additional Installation Photos



Front and rear subframes, steering center link and factory bump stops installed.





24. Install the factory half shafts to the differential with OEM bolts Torque to factory specifications.
25. Install the factory sway bar by flipping it upside down. Use the OEM mounts and bushings on the frame. **Fig.8**, Install the new sway bar links (**PN 50-410813** ) . Use the new supplied stem bushings.



Sway Bar Links (**PN 50-410813**)

26. Install the Full-Traction front shock absorber to the original position using the adapter (**CA1005-10**) for the upper mount using the provided  $\frac{1}{2}$ " x  $2\frac{3}{4}$ " bolts and nuts.
27. Install the tie rod ends to the steering knuckle and torque to factory specifications.
28. **For vehicles with Gasoline engines only:** Modify the exhaust as necessary to properly clear the crossmember. Exhaust must be modified before front drive shaft can be installed. Vehicles with Diesel engines require no exhaust modification.
29. Mount the brake line lower on the frame by pulling slack from the hard line and securing to the frame using supplied 5/16" self tapping screw. Modify the factory support clamps by flattening them, trimming them to length and re-drilling the mount holes. Rotate the clamps to allow the lines to be mounted to the top, outside of the upper A-arms.
30. Install the front caliper assemblies to each side of the vehicle. Install the ABS sensor wiring and secure them to the brake lines with zip ties. Again, the harness must be routed to prevent breakage of chaffing. **IMPORTANT:** Move the A-arm assembly up and down several times to check for binding and to ensure that there are no interference or pinching problems with the brake lines and ABS wiring.

31. Install **CA1016** Delrin Bushings into torsion bar drop tube using SLE121 bushing sleeves from hardware kit **70-7596**



32. Install the 2500HD torsion bar cross member drops by locating part (**PN 50-410807**) in place as shown in **Fig.9** Clamp them in place to the bottom and face of the frame rail. The location is determined by centering the drop bracket holes on either side of the OEM mounting rivet holes as shown in the detail view. Drill the four mounting holes per side (top and bottom) using a 7/16" drill bit. Using the supplied 7/16"x1  $\frac{1}{4}$ " bolts from hardware kit 70-7596, fasten the drops to the frame rails and torque to specifications.

**Note:** FTS4108 system torsion drop brackets will not fit 1500HD or 2500 Non-HD.  
**Note:** FTS4109 system torsion drop brackets fit 1500HD or 2500 Non-HD ONLY.

33. Install the torsion bar cross member as shown in **Fig.9** Torque to factory specifications.
34. Install the torsion bars by reversing the order in which they were removed. Again, be careful to install them with the same orientation that they were removed (front left, front rear, etc.). *Reset the torsion bar preload bolts using the measurements previously taken.*
35. Assemble both ends of the compression struts (**PN 50-410814**) as shown using the bushings (**PN MO2782-BK-01**) and sleeves (**PN SLE135**).



36. Position the compression struts (**PN 50-410814**) into the tabs on the front cross member using the supplied  $\frac{1}{2}$ " x 4" bolts, washers, and nuts. **See Fig.11** The strut ends welded at an angle go to the front, the struts are angled from the front of the vehicle rearward to the *outside* of the vehicle.
37. The type of transmission installed in your vehicle will determine the location of the mount holes for the compression struts. The mount strut brackets have two different holes cut into them to facilitate their placement. They must be oriented to a position that will allow the holes to be centered on the cross member. Rotate the strut up to the transmission cross member and test fit the mounts until a satisfactory location is found. After you have located the position of the holes, drill them out with a  $\frac{1}{2}$ " drill bit and install the brackets (**PN 50-410105**) with the supplied  $\frac{1}{2}$ " x 1  $\frac{1}{4}$ " bolts, washers, and tab nuts. **Fig.10** Rotate the struts back up and install the  $\frac{1}{2}$ " x 4" bolts supplied. Repeat this procedure for the other side. Torque the compression strut hardware to specifications.
38. With the truck still on jack stands and the suspension hanging at full extension, cycle the steering from lock to lock to check that all components have clearance and operate freely. *Pay very close attention to the ABS wiring and brake lines.*
39. Lower the truck to the ground to preload the suspension and unload the upper A-arms. Tighten the lower A-arm pivot bolts to specifications. It is necessary to rotate the upper A-arm alignment cam bolts to a neutral position (in the center of the alignment slot) and then tighten the cam bolts to specifications. This step is necessary to allow you to get to a professional alignment shop only. *Do not assume that this setting is "close enough" and skip the alignment.*



Fig.10



Fig.11

### Rear Installation:

1. Raise the rear of the truck enough for the tires to clear the ground and use jack stands on the frame to support the truck. Remove the rear tires and wheels.
2. Carefully remove the OEM shock absorbers. It may be necessary to raise the differential housing slightly to facilitate their removal.
3. Support the differential housing on one side at a time. Remove the U-bolts from that end and discard. Carefully lower the differential away from the OEM springs. Install new rear Lift Blocks (**PN FTS500FBK**)
4. If you are installing an optional traction bar kit follow the enclosed installation instructions. If you are not using the traction bars, install the new 5" riser block, short end to the front, to the mount pad on the axle housing. Raise the axle housing until the riser block hole fits around the leaf spring center bolt.
5. Install the new U bolts (**PN 15-S58145258**) over the leaf spring assembly and using the new washers and 5/8" Highnuts supplied along with the existing spring plates, torque the U-bolt nuts to 105 ft/lbs. **Fig.12**
6. Repeat these steps on the other side of the vehicle.
7. Install the Full-Traction shock absorbers.



Fig.12



8. Remove the factory bump stops and install the bump stop spacer (**PN 50-410815**) Use the provided 3/8" x 1 1/4" bolts. Orient the side holes on the block to the inside. Relocate brake line bracket to the bump stop spacer using supplied hardware.
9. Install your wheels and tires and lower the vehicle to the ground.
10. After installation is complete, double check that all nuts and bolts are tight. Use the chart at the beginning of this document for torque specifications unless otherwise specified.
11. If new tires are installed that are more than 10% taller than the original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
12. With the vehicle on the floor, cycle the steering from lock to lock and inspect the steering, suspension, and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all hoses are long enough for safe operation.
13. Have the headlights readjusted to the proper settings.
14. Realign the front end to factory specifications. Be sure the vehicle is at the desired ride height prior to realignment.
15. Recheck suspension components after first 100 miles and every 1,000 mile thereafter.



Optional Front Skid Plate (**PN FTS4125**)

6" Suspension System with 35" 12.50 tires on 15 x 8 wheels with 4" backspacing.



**CORPORATE HEADQUARTERS:**  
**6951 McDivitt Dr. Bakersfield Ca 93313**  
**Tech: 661/398-9585 Fax: 661/398-9555**  
**e-mail: [sales@full-traction.com](mailto:sales@full-traction.com)**  
**[www.full-traction.com](http://www.full-traction.com)**  
**Business Hours: 8:00-5:00 PST Monday - Friday**

Printed in USA© Full-Traction 2005 Form # FTS41085000

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# WARRANTY

## Full Traction Limited Warranty

### About our warranty

Full Traction components may have minor finish damage to powder coated or plated surfaces which may occur during shipping and is not covered under warranty. Full Traction Suspension warrants each new Full Traction Component against factory defects in material and workmanship for 1 year after date of purchase. Full Traction Suspension systems are sold as complete systems and must be installed as such per Full-Traction installation instructions. Any substitutions of other manufacturers components or exemptions of required components will immediately void the warranty. Full-Traction suspension guarantees that all of its products are of the finest quality and free from manufacturing defects. Any product that has been manufactured incorrectly or is of a defective nature will be repaired or replaced at the discretion of Full-Traction Suspension. Returns: Only after written or verbal approval, send such part(s) and proof of purchase, via prepaid freight with an RGA (Return Goods Authorization) number to: Full-Traction Suspension 6951 McDivitt Dr. Bakersfield Ca 93313 USA. Shipments without an RGA number clearly designated on the outside of all containers or collect shipments will be refused. To obtain RGA(s) call 661/398-9585

### What is not covered

Suspension and steel fabricated components: Limited (12) month warranty excluding the following items: Tie rod ends, bushings, hardware, brake lines, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 90 days from the date of purchase for defects in workmanship. Shock absorbers are covered under our limited warranty. Products or components installed on vehicles other than those specifically indicated in the Full-Traction Suspension catalog or website. Products or components which have been subjected to abuse, accident, alteration, modification, improper installation, tampering, negligence, misuse, or products installed on a vehicle used in sanctioned racing events. A race is defined as any contest between two or more vehicles, or any contest of one or more vehicles against the clock, whether or not such contest is for a prize. This warranty does not include vehicles used for government or commercial purposes. Full Traction does not warrant any product not manufactured by Full Traction Suspension. Full Traction Suspension products are not covered under warranty outside the United States of America. Full Traction Suspension shall not be liable for any loss, damage, or injury, whether ordinary direct, special, incidental or consequential damages, arising from the manufacture, sale, installation, re-sale, delivery, possession, handling or use of its products. Full Traction Suspension is not responsible for typographical errors either in pricing or in content. Warranties, policies, and prices subject to change without notice.

### Installer's Safety Warning

Full-Traction Suspension recommends our products to be installed by certified technicians only. These recommendations pertain only to Full-Traction Manufactured Products. Efforts to install our system without experience and knowledge may jeopardize the operating safety of the vehicle.

Detach and mail or fax to the address below

Name \_\_\_\_\_ Phone Number ( ) \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Products Purchased from: \_\_\_\_\_ Date Purchased \_\_\_\_\_

Installed By \_\_\_\_\_ Date Installed \_\_\_\_\_

Vehicle make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Installation Comments \_\_\_\_\_

Product Part Number FTS4108 Description: Chevrolet/GMC 2500HD 6" Suspension System

Warranty Registration Number \_\_\_\_\_

Mail or Fax To:  
Full Traction Suspension  
6951 McDivitt Dr  
Bakersfield Ca 93313  
  
Fax: 661-398-9555

WARRANTY FORM

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