



www.fabtechmotorsports.com

1000 BEACON STREET ~ BREA, CA 92821
714-990-8850 FAX 714-990-8854
1995-01 FORD EXPLORER 2WD
2000-01 FORD RANGER EDGE 2WD
FTS98300-7 3.5" LIFT SPINDLES

PARTS LIST:

- 1 EA. PASS. SPINDLE FTS98300-7P**
- 1 EA. DRIV. SPINDLE FTS98300-7D**
- 1 EA. FTLOCK THREAD LOCKING COMPOUND**
- 2 EA. 3/8" X 2 3/4" GRADE 8 BOLTS**
- 4 EA. 3/8" SAE WASHERS**
- 2 EA. 3/8" NYLOCK NUTS**
- 6 EA. COTTER PINS**
- 2 EA. 1/4" X 3/4" GRADE 5 BOLTS**
- 4 EA. 1/4" LOCK WASHERS**
- 4 EA. 1/4" SAE WASHERS**
- 2 EA. 1/4" X 1 3/4" GRADE 5 BOLTS**

TOOL LIST: (NOT INCLUDED)

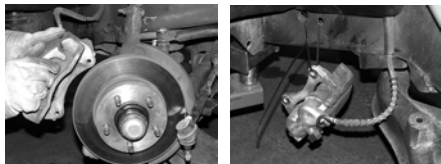
- FLOOR JACK**
- JACK STANDS**
- ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES**
- DIE GRINDER WITH CUTOFF WHEEL**

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME OR UPPER CONTROL ARM DAMAGE MAY RESULT TO THE VEHICLE.

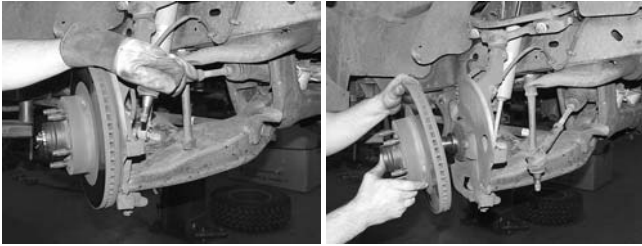
******THESE SPINDLES CAN ONLY BE INSTALLED ON TRUCKS WITH 11.25" ROTORS.*****

INSTRUCTIONS:

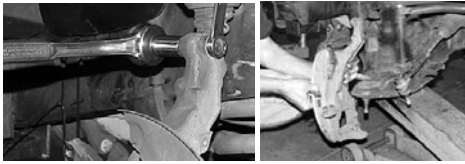
1. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.



2. Starting on the passenger side of the truck, remove the two bolts securing the brake caliper to the spindle. Tie the caliper up and out of the way. **DO NOT LET THE CALIPER HANG BY THE BRAKE LINE!**



- Support the lower control arm with a floor jack, using enough tension to compress the control arm $\frac{1}{4}$ ". Remove the cotter pin and castle nut from the tie rod end at the spindle. Separate the tie rod end from the spindle using a tie rod puller. Remove the dust cap from the rotor using a hammer and a chisel. **DO NOT DAMAGE THE CAP, YOU WILL BE REINSTALLING IT LATER.** Slide the rotor and bearings off the spindle, keep the bearings in the spindle.



- If this truck is equipped with front ABS, separate the line from the spindle and set the sensor aside. Remove the top clinch bolt from the spindle. Remove the cotter pin and castle nut from the lower ball joint. Separate the lower ball joint from the spindle and slide the spindle off the ball joints.



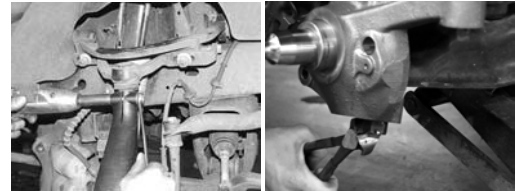
- Using a die grinder, remove the inside head of the steering stop on the back side of the lower control arm. Tap out the steering stop with a hammer and punch.



- Using a die grinder with a cutoff wheel, remove approximately $\frac{1}{4}$ " from the front lip of the lower control arm. Remove any burrs using a sander.



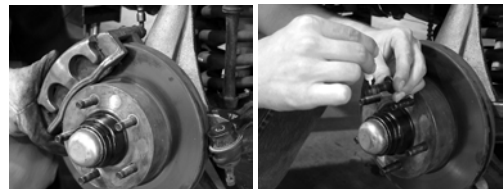
- On models with front ABS, attach the sensor to the spindle in the provided hole. Use a $\frac{1}{4}$ " x $1\frac{3}{4}$ " bolt, $\frac{1}{4}$ " lock washer and $\frac{1}{4}$ " flat washer to mount the sensor. Use the $\frac{1}{4}$ " x $\frac{3}{4}$ " bolt, $\frac{1}{2}$ " lock washer and $\frac{1}{4}$ " flat washer to attach the ABS sensor wire to the back of the spindle.



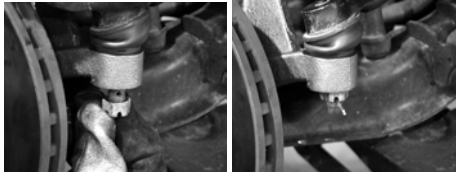
- Place the passenger side spindle onto the lower ball joint and reinstall the original castle nut. Slide the upper ball joint into the top of the spindle. Insert the supplied $\frac{3}{8}$ " x $2\frac{3}{4}$ " bolt from front to rear through the top clinch hole in the spindle with a $\frac{3}{8}$ " flat washer on each side followed by a lock nut. Torque the top bolt to 30 ft/lbs. Torque the lower castle nut to 70 ft/lbs. and align it with the cotter pin hole in the lower ball joint. Install one of the new supplied cotter pins. Reconnect the ABS sensor wire at the frame.



- Grease the end of the spindle with high temperature brake grease and slide the rotor onto the spindle. You may want to repacked the wheel bearings if the bearing grease shows any signs of aging or wear. Replace the original castle nut and tighten it just enough to remove any bearing play in the rotor, make sure the rotor can spin freely. Place the cotter pin locator onto the spindle and install one of the new supplied cotter pins.



- Slide the brake caliper back onto the spindle. Place several drops of thread locking compound onto the original brake caliper bolts and attach the caliper to the spindle. Torque the bolts to 35 ft/lbs.



11. Place the tie rod end into the spindle. Reinstall the castle nut and torque it to 35 ft/lbs. Aligning it with one of the cotter pin holes in the tie rod end. Install one of the new supplied cotter pins.

12. Repeat steps two through eleven on the opposite side of the truck.
13. Reinstall the front tires and torque the wheel lugs to factory specifications, located in the owners manual. Set the truck back on the ground. **WHILE TURNING THE STEERING WHEEL FULLY IN EACH DIRECTION, MAKE SURE THERE IS AMPLE CLEARANCE BETWEEN THE WHEELS, TIRES, CONTROL ARMS, BRAKE LINES AND ABS WIRES.** Check the front toe in and reset it to factory specifications.

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

For technical assistance call: 714-990-8850

Fabtech Motorsports Suspension Products

Fabtech Motorsports warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. Fabtech Motorsports does not warrant the product for finish, alterations, modifications and/or installation contrary to Fabtech Motorsports' instructions. Fabtech Motorsports suspension 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. Fabtech suspension products that increase the vehicle's ride height may greatly increase the risk of vehicle roll over. Vehicles should be operated in a safe manner at all times as not to cause a roll over or an accident resulting in injury or death. Fabtech Motorsports' obligation under this warranty is limited to the repair or replacement, at Fabtech Motorsports option of the defective product. Any and all costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. 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. Fabtech Motorsports does not warrant products not manufactured by Fabtech Motorsports. Please see Fabtech's Jobber Price Sheet for additional conditions and warnings.