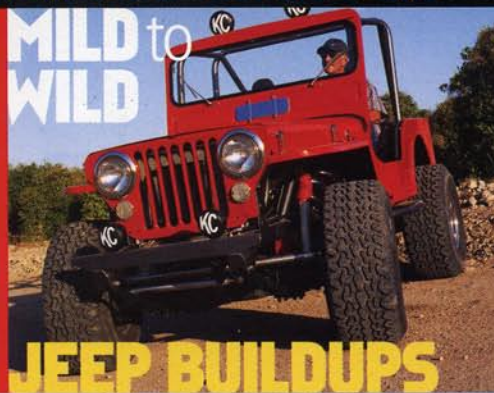


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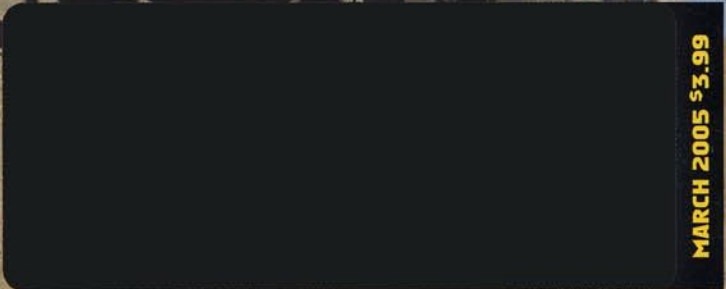


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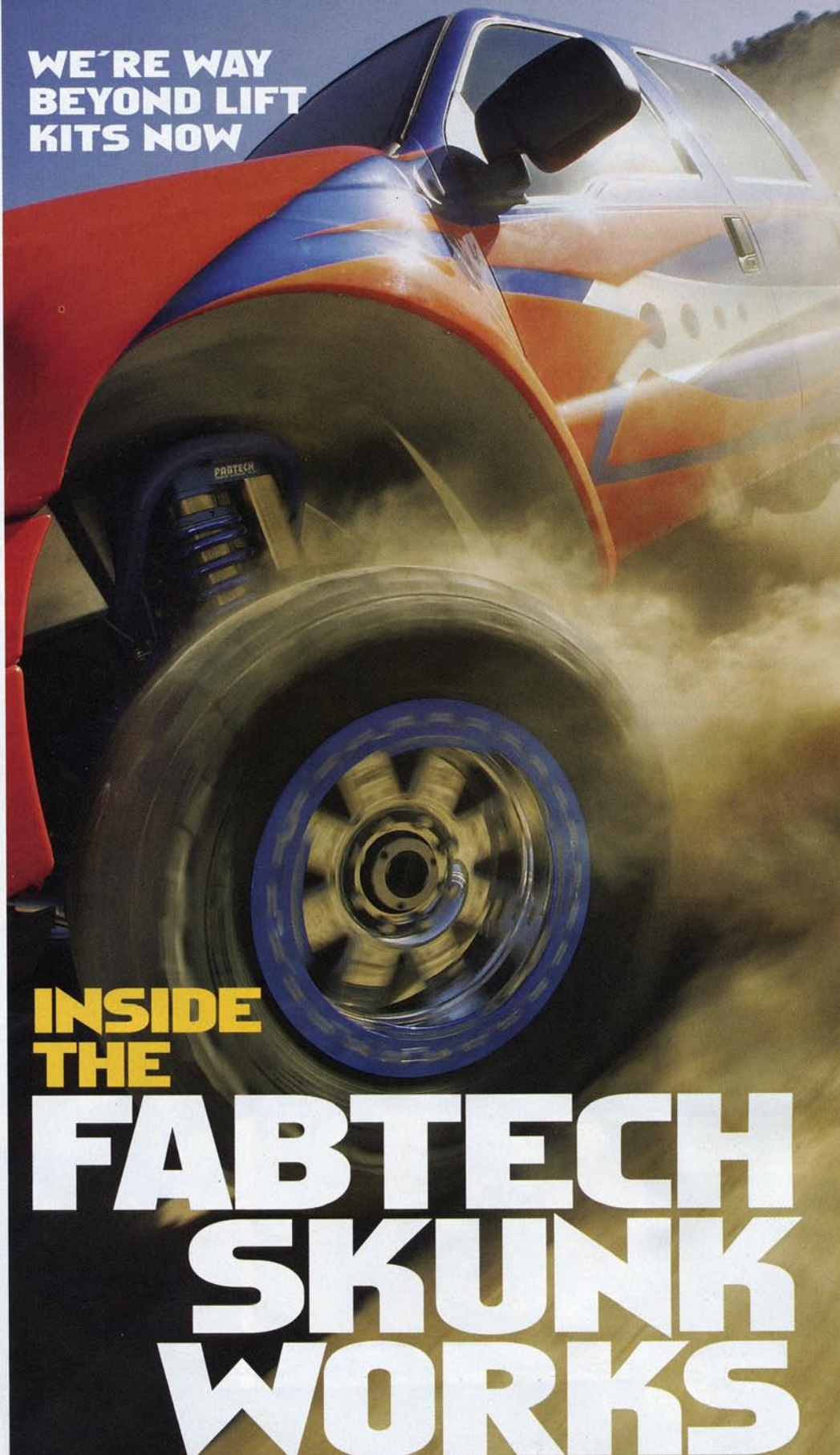
**PRIMEDIA**

**BY** David Kennedy**PHOTOGRAPHY**DAVID KENNEDY AND COURTESY  
OF FABTECH MOTORSPORTS**A**t Fabtech Motorsports, work in the prototype

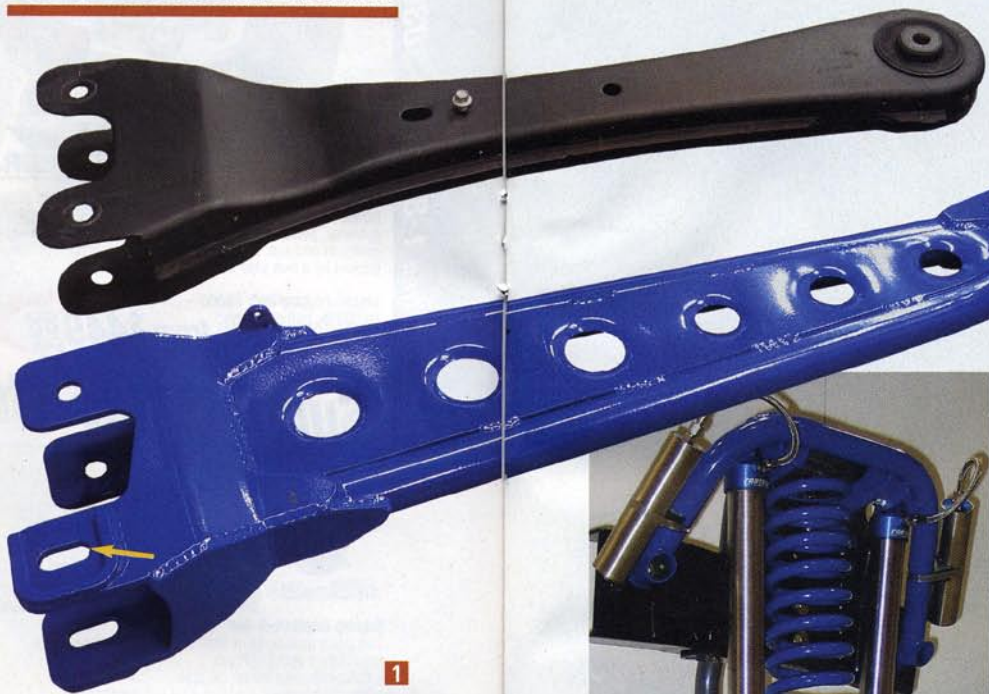
department begins before dawn in a secluded part of the facility. It keeps the engineers away from the daily grind of being one of the largest suspension companies in the world, and it ensures that unless you're invited into the R&D skunk works, you're not going to catch a sneak preview of anything that's being developed.

Without question the hottest new lift kit of the year will be for the '05 coil-sprung Super Duty trucks, and we knew from the moment Ford showed us the new truck that the serious players were going to be scrambling all winter to develop new lifts for one of the most popular 4x4s in the market. When Fabtech gave us a call to tell us it had some trick new stuff planned for its kit, we expected something big. We just had no idea how big the final product would be.

To suit every Super Duty owner (and Super Duty wallet), Fabtech showed us its plans to offer a new Super Duty suspension in three stages with multiple shock options. The big news is the coilover shock and four-link conversion. Last year the 2½-inch Dirt Logic shock would have been enough to set this kit apart from everything else on the market. To make sure that it trumped every other competitor in the industry, Fabtech went all out and designed its own 4-inch coilover shock option for the ultimate Super Duty front suspension. From the moment we saw it, we knew you'd want it.

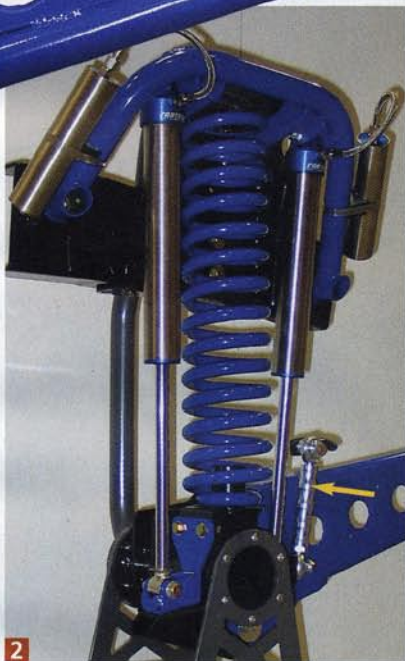
**WE'RE WAY  
BEYOND LIFT  
KITS NOW****INSIDE  
THE****FABTECH  
SKUNK  
WORKS**

>> We expected something big <<



1

1 To maintain proper suspension geometry on the '05 Super Duty with its 6- and 8-inch suspension lift, Fabtech engineered new radius arms to locate the Dana 60 front axle. Dimensionally these arms are similar to the stock pieces, but are formed from tube and 1/4-inch plate instead of stamped steel. Check out how the Fabtech arms are twice as thick in the critical axle mounting area and give your alignment guy a way to adjust caster with a cam bolt (arrow). And to think Ford was bragging about how beefy the stock arms are. 2 Stage one of Fabtech's radius-arm kit gets taller springs that fit in the stock upper bucket and a dual shock-mount hoop for a pair of 2-inch Dirt Logic reservoir shocks. Fabtech moved the Ford sway bar behind the axle for this application in order to mount the shocks on either side of the coil spring and it includes a pair of billet links that attach the sway bar to the original lower shock mount (arrow). 3 Stage two of Fabtech's Super Duty kit converts the Ford front end to a true four-link suspension. The Fabtech upper links pivot from the stock radius-arm mount, and a new drop mount is added to the frame to position the lower links. The stock track bar is retained to locate the axle laterally under the truck. To give you an idea of how massive these new parts are, we placed a Fabtech rod end next to a common 1/4-inch end that many fabricated four-link suspensions use. Should you ever be able to wear out one of these monster joints, Fabtech has designed them to be completely rebuildable. 4 From here it gets really serious. In an unprecedented move, Fabtech will offer two coilover shock options (both made in-house by Fabtech). The standard offering will be a 2 1/2-inch Dirt Logic coilover shock with a remote reservoir and coil springs. For an extra \$2,700, Super Duty owners can step up to the Trophy Truck-size 4-inch Dirt Logic coilover with the massive piggyback reservoir. This is the biggest shock on the market, and may be more than you need. But now that you've seen it, how can you want any-



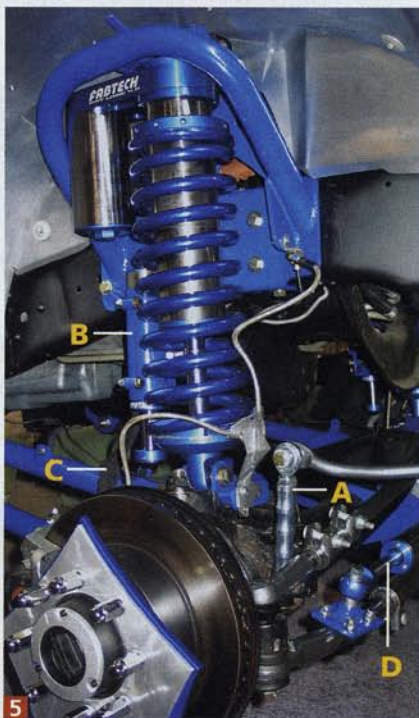
2



3



4



5

thing else? Valving and spring rates were still being developed when we shot these photos, so we'll have to hold off on any ride and handling comments for now. 5 But wait...there's more. If you opt for the true four-link conversion, the stock sway bar gets moved back in front of the axle with the billet links (A). From there lift kit options include bolt-on hydraulic bumpstops (B), limiting straps (C), and dual 2-inch Dirt Logic steering stabilizers (D). And there are rumors floating around that Fabtech may be developing a retrofit kit for '99-'04 Super Dutys. We'll let you know if we get another pre-dawn invitation. ☺

**SOURCE**

Fabtech Motorsports  
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