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SUPER DUTY
OWNERS REJOICE NEW 8-INCH LIFT
CLEAR 38s



BY BRANDAN GILLOGLY
PHOTOGRAPHY: TRUCKIN' STAFF



ALTERED ALTITUDE

Radius Arm Revamp

Fabtech's new 8-inch radius arm lift kit for 2005 Ford Super Duty 4x4s takes advantage of Ford's updated front coil suspension to take lift kit ride quality to a new level. With optional Dirt Logic coilovers, Fabtech's radius arm system will transform an off-the-shelf Super Duty into a trail-taming beast that's not a handful

on the highway. In addition to the lift, the guys at the Custom Truck Shop in San Dimas, California, added Boze's billet steps, door handles, and 20x10-inch Fatal wheels. Of course, a lift kit and new wheels also means new rubber, so 38/15.5/20 Toyo Open Country M/T tires help finish off this Super Duty. *Truckin'*



Definitely not a bad starting point, this Super Duty could still use a little help.



Here's the complete kit. The blue components matched the flames on the truck pretty well.



3
With the front differential dropped out of the way, the guys could really start the business of installation.



4
Sporting serious ear protection, Kyle removed the shock and coil spring mount with an air chisel.

5
Troy loosely bolted the radius arm to the frame.



6
With both arms attached to the frame, Troy bolted the arms to the differential.

7
The new coilover mount dwarfs the factory piece.



8
Fabtech's coilover mounting pad is equally sturdy.

9
Suspension in full droop, the coilover didn't put up much of a fight going in.



10
A dropped Pitman arm helped correct the steering geometry.



11

11
The Panhard bar drop bracket gets bolted in place.

12
You can see the diagonal bracing that ensures the Panhard rod stays put.



12

13
Idler arm in place, the steering is almost complete.

14
Anti-sway bar drop brackets get attached to the frame.

15
A longer sway bar end link, supplied in the kit, is ready to get snugged up.

16
Nearly finished, the front suspension already looks prepared to tackle some terrain.

17
Steering stabilizers were the finishing touch for the front suspension.

18
Troy removed the factory leaf springs to get started on the rear.

19
Fabtech springs are responsible for most of the lift out back.



13



15



17



18



14



16



19

20

20
Lift block in place, Kyle tightened up the U-bolts.

21
Factory hardware gets unbolted...

22
...in favor of beefy shock mounts.

23
More factory rivets go the way of the air chisel.

24
New shock mounts get bolted to the frame.

25
Fabtech remote reservoir shocks get bolted in, two per side.

26
Traction bar mounts are added to the differential.

27
The traction bar is ready for installation.

28
Frame mounts for the traction bar are the last pieces to be bolted on.

21**23****22****24****25****26****27****28**

Sources:

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