



**INSTALLATION INSTRUCTIONS FOR 2007-2014 JEEP JK
3" SUSPENSION LIFT SYSTEM
PART NUMBER 587**

WARNING!!! READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE PROCEEDING. MAKE SURE THAT YOU HAVE ALL TOOLS AND PARTS BEFORE BEGINNING THE INSTALLATION.

REVTEK SUSPENSION RECOMMENDS THAT THE FRONT END BE ALIGNED, THE HEAD LIGHTS ADJUSTED, AND THE WARNING LABEL INSTALLED IN A MANNER THAT THE DRIVER MAY EASILY IDENTIFY IT. PLEASE MAKE SURE THAT ALL OF THE OEM TORQUE SPECIFICATIONS ARE FOLLOWED. (CAM ALIGNMENT BOLT KIT IS INCLUDED IN THIS SYSTEM).

KIT CONTENTS INCLUDE

- INSTRUCTIONS INCLUDING PARTS LIST
- PRODUCT SAFETY LABEL (ORANGE)
- WARRANTY
- (4) REVTEK DECALS

PARTS INCLUDED IN KIT:

| <u>FRONT COMPONENTS</u> | <u>QTY.</u> |
|--------------------------------|--------------------|
| FRONT SPACER | 2 |
| 1/2-13 X 2" BOLT | 2 |
| 1/2 -13 FLANGE NUT | 2 |
| M12 FLAT WASHER | 8 |
| FRONT ADJUSTABLE TRACK BAR | 1 |
| SPHERICAL ROD ENDS | 2 |
| JAM NUT FOR ROD END | 2 |
| MIS-ALIGNMENT SHIM | 4 |
| FRONT SHOCK | 2 |
| CAM ALIGNMENT BOLT | 2 |
| SWAY BAR END LINK | 2 |
| SWAY BAR POLY BUSHING | 4 |
| SWAY BAR BUSHING SLEEVE | 4 |
| 1/2 -13 X 3" BOLT | 2 |
| 1/2 -13 NYLOCK NUT | 2 |

| <u>REAR COMPONENTS</u> | <u>QTY.</u> |
|-------------------------------|--------------------|
| REAR TRACK BAR BRACKET | 1 |
| REAR POLY SPACER | 2 |
| 1/2 -13 X 1-1/2" BOLT | 1 |
| 1/2 -13 FLANGE NUT | 1 |
| M12 FLAT WASHER | 1 |
| 9/16-12 X 3-1/4" BOLT | 2 |
| 9/16-12 METAL LOCK NUT | 2 |
| 9/16 FLAT WASHER | 4 |

FRONT OF VEHICLE

1. Place vehicle on hard level surface and chock the rear tires to prevent the vehicle from moving forward or rearward.
2. Raise vehicle and place jack stands under front axle; let the weight of the vehicle rest on the jack stands.
3. Remove front wheels (3/4" deep socket.)
4. Remove sway bar end links from the axle and the sway bar. Save the bottom bolt and nut as you will be using this hardware on the top of the new sway bar end links. You will need (2) 18mm wrenches for this operation. (Fig. A).
5. Remove the bolt that holds the brake line to the frame; you will be replacing it so do not discard it. This will allow you to "droop" the axle far enough to install the new parts without much effort. (Fig. B).
6. Remove the front shocks and discard. Save the lower nut and bolt as you will re-use them to install the new shocks. You will need (2) 18mm wrenches for the bottom bolt and nut, and you will need a 16mm wrench for the nut on the top of the shock. (Fig. C).
7. Remove the upper track bar bolt on the driver's side of the vehicle and gently let the track bar rest on the steering linkage. You will need a 21mm socket and a 21 mm wrench for this operation. (Fig. D).
8. Lift vehicle from the frame until the front axle is hanging in the air.
9. Mark the driver side front spring "DRVR" with a paint pen as the front springs must be re- installed back to their original side later. Remove the front springs by gently pulling them out of the way. (Fig. E).
10. Remove the lower track bar bolt and discard the track bar; you have a new adjustable track bar in the kit. You will need a 21mm socket for this operation. Save the hardware for the new track bar. (Fig. F).
11. Set the front spacer on the spring perch of the front axle and scribe a circle on the pad inside the 1/2" hole in the center of the spacer. Remove the spacer and center punch a hole in the center of the circle you just scribed. Now drill a 1/2" hole through the plate only and not into the front axle, repeat this operation on both sides. (Fig. G).
12. Bolt the spacers to the front axle by using the supplied 1/2-13 X 2" bolts with an M12 flat washer on the bolt and slide it through the hole in the spacer and place a flange nut on the bottom of the plate with no washer. Tighten the bolt to 25 ft lbs. (Fig. H).
13. Re-install the front springs onto the new lift spacers. (Fig. I).
14. Carefully lower the vehicle back down onto the jack stands until the suspension is fully compressed. This will allow you to install the remainder of the components.
15. Assemble the new sway bar end links by forcing a poly bushing into the eye of each end of the sway bar end links, and then install the sleeves into the poly bushings.

16. Attach the new sway bar end links to the sway bar using the bottom nut and bolt out of the OEM sway bar and (1) M12 flat washer on each sway bar end link (use the flat washer on the nut side to keep the poly bushing from pushing out.) Attach the bottom of the sway bar end link to the axle using the supplied 1/2-13 X 3" bolts, M12 flat washers, and nylon inserted lock nuts. (Fig. J).
17. Assemble the new shocks by pressing the poly bushing into the bottom eye and then pressing the metal sleeve into the bushing.
18. Install the new shock using the OEM hardware on the bottom and the new hardware on the top; you will need (2) 18mm wrenches for the bottom and a 19mm wrench for the top.
19. Re-attach the front brake line to the frame; you will need a 10mm socket for this operation.
20. Assemble the new adjustable track bar by screwing the jam nut onto the rod end as far as you can, but not tight, and screw the rod end into the track bar as far as you can, but not tight, repeat this on both ends. (Fig. K).
21. Install the track bar on the vehicle with the bent portion on the driver's side, using the OEM hardware; you will need a 21mm socket and a 21mm wrench for this operation. NOTE: you should not need to adjust the track bar much for 3" of lift; if the heim joint is adjusted all the way in it should be real close. (Fig. L).

REAR OF VEHICLE

1. Place vehicle on a hard level surface and chock the front wheels so that the vehicle can not move forward or rearward.
2. Lift the vehicle and place jack stands under the rear axle, and then lower the vehicle until the weight of the vehicle rests firmly on the jack stands.
3. Remove the rear wheels; you will need a 3/4" deep socket for this operation.
4. Remove the bolts that hold the brake lines to the frame on each side; you will need a 10mm socket for this operation. (Fig. M).
5. Remove the track bar bolt and nut from the passenger side of the vehicle and gently let the track bar rest on the axle. You will not be re-using this hardware. (Fig. N).
6. Remove the wire harness from the metal tab on the center of the axle by gently pulling on the plastic keeper. This will allow the axle to "droop" without damaging the harness. (Fig O).
7. Remove the bolt and nut from the bottom of the shocks. You will be re-using this hardware, so do not lose it. You will need (2) 18mm wrenches for this operation. (Fig. P).
8. Remove the lower sway bar end links from the axle; you will need (2) 18mm wrenches for this operation. (Fig Q).
9. Gently raise the vehicle until the axle is hanging free. You will now be able to remove the springs.
10. Install the new track bar bracket into the location where the track bar originally bolted to the frame using 1 of the supplied 9/16 x 3 1/4" bolts with the nut to the rear of the vehicle. Make sure that the crush sleeve is in

the track bar bracket in the OEM hole location and snug the bracket up enough to hold it firmly in its location. You may have to loosen it later to get the track bar into the bracket.

11. Drill a 1/2" hole in the center of the track bar hanger up 2 3/4" from the bottom edge of the hanger and continue drilling until you have gone through the bracket as well. You will be adding a bolt to this location. (Fig R).

12. Install the supplied 1/2 x 1 1/2" bolt with an M12 flat washer on the bolt and a 1/2" flange nut on the inside with no washer on the nut; you may tighten this bolt now to 40 ft lbs. (Fig S).

13. Install the new rear lift spacers between the springs and the rubber isolators on the top of the springs; they will just set in place. (Fig. T).

14. Gently lower the vehicle down onto the jack stands paying close attention that the springs have center located and are in the proper position, and that all of the weight of the vehicle is now supported by the jack stands and the suspension is fully compressed.

15. Attach the rear brake lines to the frame; you will need a 10mm socket for this operation.

16. Attach the anti lock wiring harness to the axle by gently pushing it back in.

17. Install the OEM hardware on the bottom of the shocks; you will need (2) 18mm wrenches for this operation.

18. Install the OEM hardware on the bottom of the sway bar end links; you will need (2) 18mm wrenches for this operation.

19. Install the track bar to the track bar bracket with the other supplied 9/16" x 3 1/4" bolt with the nut on the rear of the vehicle; you may have to loosen the other 9/16" bolt to get the track bar in. Once the bolts are in you should torque them to 55 ft lbs. (Fig. U).

20. Reinstall wheels and tires. Remove jack stands and set vehicle on ground. Torque wheels to specifications.

21. This completes the installation of the lift system. It is now time to align the front end; this is best left to a certified alignment shop. There are alignment cam bolts supplied in the kit to aid your alignment specialist in correcting the caster.



FIG A.



FIG B.



FIG C.





FIG S.



FIG T.



FIG U.



Limited Lifetime Warranty

Revtek Suspension products are warranted to be free from material and workmanship defects for as long as the original retail purchaser owns the vehicle upon which such products were originally installed (proof of purchase required). The consumer will be responsible for removing from the vehicle and returning any defective item, freight prepaid, and for reinstallation. This warranty is non-transferable. Revtek Suspension's limit of liability under this warranty is to repair or replace the product at Revtek Suspension's option. Consequential costs such as, but not limited to labor fees, loss of use, loss of time or freight charges are not covered. Any product that has been abused, altered incorrectly installed, or used in competition is not covered. Product finish is excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered. The warranty is void if the "Warning to Driver" decal is not properly displayed on the vehicle. No other warranties are expressed or implied. We reserve the right to make changes in design, materials, and specifications without prior notice.

This warranty gives you specific legal rights and you may also have other rights which may vary from state to state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages, the above limitation or exclusion may not apply to you.

Other than stated above, there are no warranties.

SELLER DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY

SELLER DISCLAIMS ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE

This warranty to be free from material and workmanship defects shall not apply to any product which has been improperly installed modified or customized and does not apply to any components used for racing purposes or racing type activities.

To make a claim under this warranty to be free from material and workmanship defects, contact Revtek Suspension about the problem prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given a Return Authorization (RA) number and asked to return the part freight prepaid. If the part is found to be warrantable, it will be repaired or replaced and returned to you. All freight charges are the customer's responsibility. If a replacement part is needed before the part in question can be returned, you must first purchase the replacement part. Then if the part in question is deemed warrantable, you will be credited / refunded.

Shocks and bushings are considered to be wear items. As such, they will be covered for a period of 12 months from the original installation. Any failure outside of 12 months will be considered typical wear.

REVTEK SUSPENSION, LLC 503-659-1650
15800 SE Piazza Ave #104, Clackamas OR 97015