



**INSTALLATION INSTRUCTIONS FOR 1988-2006
Chevy/GMC 6 lug 4WD VEHICLES
0-2" FRONT LEVELING KIT
PART NUMBER 331**

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

**SPECIAL TOOLS REQUIRED:
C-CLAMP STYLE PULLER**

IT IS ALSO RECOMMENDED TO HAVE THE FRONT END ALIGNMENT DONE AFTER INSTALLATION.

KIT CONTENTS INCLUDE:

- INSTRUCTIONS INCLUDING PARTS LIST
- PRODUCT SAFETY LABEL (ORANGE)
- WINDOW DECAL
- WARRANTY

PARTS LIST INCLUDED IN KIT

<u>FRONT</u>	<u>QTY.</u>
TORSION BAR	2
KEYS	

FRONT OF VEHICLE

1. Park your on a level concrete surface, prior to beginning, check the ride height and record this on paper for both sides. This measurement should be taken from the center of the wheel to the bottom of the fender.
2. Center and lock the steering wheel.
3. Block the rear wheels of the vehicle to prevent vehicle from moving in either direction.
4. Jack up the vehicle from the center of the front crossmember.
5. Support the vehicle with jack stands under each frame rail just behind the lower control arm.
6. Remove the front wheels.
7. Locate the torsion bar crossmember; there will be a bolt on each side of the crossmember that adjusts the torsion bar preload. Measure or mark the exposed length of the bolt for reference during the re-assembly process.
8. Position the correct puller tool on the crossmember. Make sure that the torsion bar tool lines up in the relief indents on the top of the crossmember and on the bottom of the torsion bar key next to the bolt.
9. Using extreme caution; tighten the puller tool just enough to take the preload off the adjuster bolt so you can remove the adjuster bolt and nut block.
10. After removing the bolt and nut block, unload the puller tool.
11. Note the orientation of the torsion bar in the key. Slide the torsion bar forward just far enough to remove the torsion bar key. Sometimes the bar needs to be tapped with a punch and hammer from the opening hole on the backside of the crossmember. **DO NOT HEAT THIS AT ALL.**
12. Remove the old key and replace with the new Revtek key, making sure the clocking of the key is the same as the old one
13. Using the puller; you will now preload the key enough so that the nut block and bolt go back in. Install the bolt to the same measurement that you had on the threads before in step 7
14. Re-install front wheels and torque to factory specifications.
15. Lower the vehicle to the ground and push up and down on the front bumper a few times to settle the suspension. Check your measurement from the center of the wheel to the bottom of the fender and raise or lower the vehicle using the adjusting bolt in the crossmember. Do not exceed 2” of lift above the factory specifications for these vehicles.
16. Have your vehicle aligned ASAP.

Important Installation Notes:

- Manufacturing tolerances do create certain variations that we cannot fully account for. At times you may need to use a punch, or pry bar to get holes to line up. Also you may need to slightly enlarge a hole to create a proper alignment. These are all normal situations.
- Altering your suspension may change the way your vehicle handles. Care must be taken to operate your vehicle safely.
- Adding large wheels and tires, will change how your suspension operates. It may put extra strain on certain components causing them to wear sooner than normal.
- While every effort is made to design our kits to work within factory geometry, there are situations where additional alignment tools like adjustable or replacement components may be needed. This is normal.
- It is possible when changing the driveline angles that a vibration may occur, and require an adjustment to repair this situation.
- Other modifications may be needed due to optional equipment on the vehicle or other prior modifications that have been made.
- All fasteners should be checked and retightened after 500 miles. After the initial recheck, they should be checked and tightened as needed with every following service.
- Once the installation is complete a thorough road test should be performed to verify proper clearance of all items.
- Revtek Suspension kits are not designed for race applications.
- Altering the suspension on your vehicle may change the characteristics of some systems such as: fuel economy, transmission shift points, etc.
- While Revtek systems are designed to work within all factory specifications and tolerances, there are some situations where exceeding the capability of the vehicle such as load capacity or speed will result in some undesirable results. If you overload your vehicle it will not handle correctly. If you drive or turn with excessive speed your vehicle will handle differently and some onboard vehicle systems may detect this and take appropriate action.
- Our tire and wheel fitments are only a guideline. Different production times or tolerances will vary and this sizes should only be used as a starting point. Each vehicle is different and will need to be treated as such.
- Our lift heights can vary slightly based on manufacturing tolerances. Some vehicles will exhibit slightly different amounts of lift heights and different final heights. Every vehicle is not identical and every vehicle will not be perfectly the same at all four corners.
- Once your vehicle is lifted components may wear faster, this is normal. A lifted vehicle is exerting more stress on most components and therefor causing them to wear faster.
- After altering the height of your vehicle, you should aim the headlights for proper coverage.
- The use of Loctite on fasteners is highly recommended.