



**INSTALLATION INSTRUCTIONS FOR 1984-2001 JEEP XJ CHEROKEE
3" SUSPENSION LIFT SYSTEM
PART NUMBER 570**

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.

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>
3" FRONT SPRINGS	2
XJ FRONT SHOCK	2
XJ REAR SHOCK	2
TRANSFER CASE DROP SPACERS	4
TRANSFER CASE DROP BOLTS	4
TRANSFER CASE DROP WASHERS	4
<u>REAR COMPONENTS</u>	
REAR XJ ADD-A-LEAFS	2
ADD-A-LEAF CENTER PIN	2
ADD-A-LEAF CENTER PIN NUT	2

FRONT OF VEHICLE

1. Place vehicle on hard level surface and chock the rear tires to prevent the vehicle from moving.
2. Remove the bolt mounting the front track bar to the passenger's side of the axle. Save this bolt and retaining nut for later install. This track bar may require a T-50 Torx socket on early models.
3. Raise vehicle with a hydraulic jack and place jack stands under the frame rails, just behind the lower control arm pockets.
4. Remove front wheels (3/4" deep socket.)
5. While supporting the front axle with a floor jack. Remove the front shocks. Save the lower hardware for re-installation.
6. Remove the upper mounting nut from the sway bar end links; push the sway bar up and off of the end link.
7. Remove cotter pin and castle nut from the drag link where it attaches to the pitman arm. Using appropriate tools, separate tie rod end from pitman arm. You will be re-using this hardware.
8. While the vehicle is supported by the frame, lower the front axle until the front axle is hanging in the air.
9. Remove the driver and passenger side coil spring retaining clips located on the back side of the coil seat. Save for re-installation.
10. Remove the factory front coil springs.
11. Install the new Revtek 3" coil springs. Spring compressor might be needed to ease installation. Rotate the coils until they are seated properly in the axle mounts.
12. Once coils are seated; re-install the driver and passenger side coil spring retainers. Torque to 15 ft-lbs.
13. Install the new Revtek front shock part numbers (R2515B). Tighten lower shock hardware to 20 ft-lbs, and tighten upper hardware until bushings start to swell. Install thin jam nut on the stem and tighten it against the first nut.
14. Install tires to factory torque specs, and lower the vehicle to the ground.
15. Locate the factory track bar mount on the passenger's side of the axle. Measure from the center of the original track bar mounting hole, 3/4" toward the driver's side, and mark this spot. Drill a 13/32" hole at the mark through the front and back faces of the track bar mount. This will be the new mounting location for the track bar. See Figure A.
16. Reattach the drag link to the pitman arm with the original castle nut and cotter key. Torque nut to 60 ft-lbs. Align the cotter pin hole with the slots in the nut and install the cotter pin.
17. Reattach the sway bar end links and torque nut until bushings start to swell.
18. Bounce the front of the vehicle to settle the suspension.

19. Connect the front track bar to the new drilled hole axle mount using the original hardware. Torque to 50 ft-lbs. **NOTE: To aid in the aligning of the track bar hole, have an assistant turn the steering wheel to shift the axle in the correct direction needed to install the bolt.**

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 rear of the vehicle and place jack stands just forward of the front leaf spring mount on the rear axle, and then lower the vehicle until the weight of the vehicle rests firmly on the jack stands.
3. While supporting the rear axle with a hydraulic jack, remove the rear wheels; you will need a 3/4" deep socket for this operation.
4. Remove the rear brake line retaining clip at the frame, and then remove the brake line from the bracket. Save clip for re-installation.
5. Remove the rear shocks, save factory hardware for re-installation.

Note: Complete the following steps one side at a time, starting with the passenger's side.

6. With the rear axle well supported with a hydraulic jack, remove the passenger side leaf spring u-bolts. Note: Slightly loosening the driver's side u-bolt will allow the axle to lower from the spring with less restriction.
7. Lower the axle from the spring.
8. Remove the factory bend-over style leaf spring clamps. These will not be reused.
9. Place C-clamps on each side of the leaf spring center pin to hold the leaf pack together. Remove the leaf spring center pin and then release the C-clamps. This will allow the leaf pack to come apart. Take note on each leaf's position front to back and top to bottom.
10. Place the new Revtek leaf in series of length with the longest at the top and shortest at the bottom. Using the C-clamps on each side of the center pin hole, compress the leafs together while aligning the new center pin through all of the leaf center holes (from bottom up). With the pack completely compressed together with the C-clamps, fasten the center pin with the provided nut. Torque nut to 20 ft-lbs. See Figure B.
11. Remove the C-clamps from the leaf pack and ensure that the leaf's are all in line with each other.
12. Raise the axle to the leaf spring, aligning the center pin with the center pin hole in the axle. Fasten with the factory U-bolts and torque to 75-90 ft-lbs.
13. Repeat this procedure on the driver's side.
14. With both sides complete, install the new shocks with the factory hardware. Torque the upper hardware to 25 ft-lbs and the lower hardware to 50 ft-lbs.
15. Reinstall the rear brake line in the OE mount on the driver's side using the original retaining clip.

16. Install the rear wheels and torque to factory specs.

TRANSFER CASE DROP

17. Support the transfer case with a hydraulic jack.

18. Remove the two bolts and two nuts (one each per side) that hold the transfer case cross member to the frame.

19. Lower the transfer case about 1-1/4". The stud in each frame rail must be removed. This can be done with the double nut method. Install one nut followed by another and tighten the nuts against each other. Remove the stud by turning the top nut (one closest to the frame).

20. Position the provided drop spacers between the frame rails and the cross member. Align the holes in the cross member with the holes in the spacers. Fasten the cross member and spacers using the 10 mm bolts and torque to 35 ft-lbs.

21. Check the transfer case shift linkage operation. The linkage may need to be adjusted in some cases.

22. A complete front end alignment is required and headlights might need adjustment.

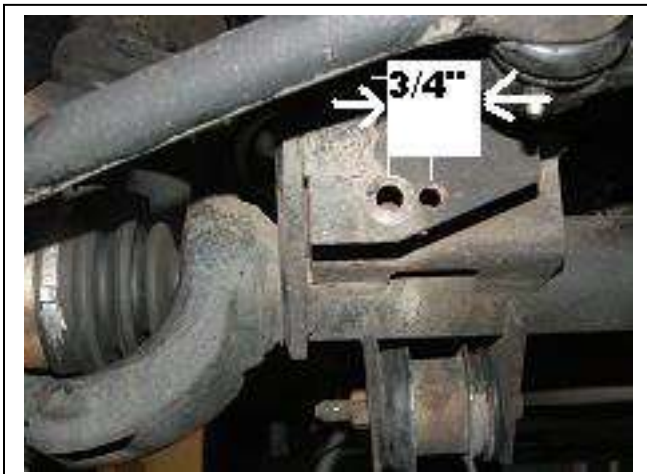


FIG A.



FIG B.

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.