



**INSTALLATION INSTRUCTIONS  
FOR 2005-2010 JEEP COMMANDER / GRAND CHEROKEE  
2" SUSPENSION LIFT KIT  
PART NUMBER 581**

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

**SPECIAL TOOLS REQUIRED:**

SPRING COMPRESSOR  
BALL JOINT SEPARATOR

**REVTEK SUSPENSION RECOMMENDS THAT RED LOCTITE BE USED ON ALL FASTENERS UNLESS OTHERWISE NOTED. IT IS ALSO RECOMMENDED TO HAVE THE FRONT END ALIGNMENT CHECKED AFTER INSTALLATION.**

**KIT CONTENTS INCLUDE**

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

**PARTS LIST INCLUDED IN KIT**

<b><u>FRONT</u></b>	<b><u>QTY.</u></b>
ZIP TIES	2
12MM STUDS	8
12MM FLAT WASHERS	8
12MM NUT	8
PRELOAD SPACER	2
TOP OUT EXTENDER SPACERS	8
<b><u>REAR</u></b>	
10MM BOLTS	2
LIFT SPACER	2

**TORQUE SPECIFICATIONS**

10MM FASTENERS	30 LBS
12MM FASTNERS	40 LBS
UPPER BALL JOINT	70LBS
TIE ROD END	70LBS
SWAY BAR BOLT	60LBS

**PRODUCT SAFETY LABEL MUST BE INSTALLED INSIDE CAB IN PLAIN VIEW OF ALL OCCUPANTS.**

## **FRONT OF JEEP COMMANDER / GRAND CHEROKEE**

1. Park vehicle on level concrete surface.
2. Center and lock the steering wheel.
3. Block the rear wheels of the vehicle to prevent vehicle from moving in either direction.
4. Open hood and remove coolant reservoir. This is done by removing the plastic nut on the front of the tank (fingers are all you need here) see fig 1, lower bolt (8mm socket here) on the fender well see fig 2 and sliding the coolant tank toward the engine to release the slide fastener see fig 3. Lay the coolant reservoir out of the way so you may access the upper shock nuts.
5. Remove the electrical box on the driver side of the fender well that sits on top of the plastic base, this is done by releasing the 4 locking tabs with a flat blade screw driver see fig 4. You may now remove the 3 bolts that secure the base to the fender well. (10 mm wrench and socket needed here) Lay the base unit off to the side so that you may access the upper shock nuts.
6. Raise the vehicle so that the suspension is now hanging free.
7. Remove the sway bar end link at the lower control arm (18mm socket needed here) see fig 5.
8. Remove the tie rod end at the spindle (21mm socket needed here and a ball joint separator) see fig 6
9. Remove the upper ball joint where the spindle connects to the upper control arm (18mm socket needed here and a ball joint separator). See fig 7
10. Remove the lower shock mount bolt (24mm socket needed here) see fig 8
11. Cut the zip tie that holds the anti-lock brake line to the lower body of the front shock. You will want to remove all of the plastic once you get the shock out for future zip ties.
12. Remove the upper shock nuts (18mm deep socket needed here) this will let you remove the shock assembly from the vehicle. See fig 9
13. Compress the shock and remove the center nut (18mm deep socket needed here) see fig 10
14. Remove the hat from the shock and replace the studs in the hat with the new studs provided, make sure you re-install the rubber isolator back onto the hat once you have installed the new studs.
15. Now install the provided preload spacer onto the hat directly over the rubber isolator.
16. Compress the entire assembly and install the center nut ( you will want to bottom the threads on the shock shaft) the shock will now have new studs and a spring preload spacer installed see fig 11
17. Install the 4 top out spacers, one on top of each stud and put the shock assembly back into the vehicle using the new lock nuts and flat washers provided.
18. Reverse the removal process to put the vehicle back together.
19. Don't forget to zip tie the anti-lock brake line back to the lower shock body with the provided zip ties.

## **REAR OF JEEP COMMANDER / GRAND CHEROKEE**

20. Remove the rear wheels and lift the vehicle so that you may access the rear suspension.
21. Remove the rear sway bar bolts that attach it to the frame (18mm socket needed here) see fig 12
22. Support the rear axle and remove the lower shock bolts (15mm socket needed here) see fig 13
23. Remove the rear spring from the vehicle
24. Remove the bump stop from the vehicle (give it a good tug, it is pressure fit) under the bump stop is a bolt that secures the cup to the frame. Remove this bolt (15mm socket needed here) and discard the outer rubber isolator.
25. Install the rear spacer to the frame with the bump stop cup. Use the new 10mm bolts supplied here. See fig 14
26. Align the front end and adjust the headlights.



fig 1



fig 2



fig 3



fig 4



fig 5



fig 6



fig 7



fig 8



fig 9



fig 10



fig 11



fig 12



fig 13



fig 14

## 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.