



**INSTALLATION INSTRUCTIONS
FOR 2008-12 JEEP LIBERTY & 2007-12 Dodge Nitro
2" SUSPENSION LIFT KIT
PART NUMBER 582**

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

<u>FRONT</u>	<u>QTY.</u>
PRELOAD SPACER	2
TOP OUT EXTENDER SPACERS	8
<u>REAR</u>	
LIFT SPACER	2

TORQUE SPECIFICATIONS

10MM FASTENERS	30 LBS.
15MM FASTENERS	30 LBS.
18MM FASTENERS	80 LBS.
21MM FASTENERS	100 LBS.
LUG NUTS	85 LBS.
BALL JOINT NUT	60 LBS.

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

FRONT OF JEEP LIBERTY

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.

Note: Work on passenger side first.

4. Open hood and remove air box. This is done by loosening the hose clamp and two latches (see Figure "A"). Remove air filter and then with a rocking motion pull upward on the lower air box and it will come out.
5. Jack up the vehicle from the lift point in Figure "B."
6. Support the vehicle with jack stands from the points in Figure "B."
7. Remove the front wheels.
8. Remove the nut (21mm) and bolt from the bottom of the strut fork and remove the 21mm bolt from the top of the strut fork (not strut). See Figure "C."
9. Remove the upper ball joint nut (21mm) and separate the upper ball joint with a ball joint separator. Be careful not to damage the ball joint dust boot. See Figure "D."
10. Using a pry bar, remove lower strut fork from strut assembly. See Figure "D."
11. If equipped with cruise control. Remove the two 10mm nuts holding cruise control bracket down on passenger side above strut, (see Figure "E"). Lift bracket up, allowing access to the four 18mm nuts on strut. See Figure "E."
12. While supporting strut, remove the four nuts (18mm) from the top of the strut. See Figure "E."
13. Remove the strut from the vehicle.

NOTE: AT THIS TIME, IF YOU DO NOT HAVE A SUITABLE SPRING COMPRESSOR, IT IS HIGHLY ADVISED TO TAKE THE STRUT TO A QUALIFIED SERVICE CENTER.

14. **IMPORTANT:** Use a marking pen to scribe a line connecting the strut top plate to the lower keyway in the strut. See Figure "F." If this isn't done, reassembly alignment may be difficult.
15. Compress strut assembly and remove the nut (15mm) on the top of the strut shaft.
16. Release the compressor.
17. Remove the top plate and rubber isolator and separate them.
18. Install the rubber isolator on the Revtek PRELOAD SPACER and insert this assembly into the spring, with the small diameter facing toward the spring.
19. Install the top plate onto the Revtek PRELOAD SPACER making sure to align the mark from Step 14. See Figure "G." (NOTE: Marks must be aligned for reinstallation of strut.)
20. Compress the strut assembly, making sure you center the strut shaft through the top plate hole. Replace nut (15mm) and washer on the top of the strut shaft and torque to spec. (Torque specs can be found on page 1.) Release compressor.

21. Install the four TOP OUT SPACERS over the STUDS on the top of the strut (Figure “G”).
22. Reinstall strut in vehicle with keyway on lower strut facing toward you.
23. Tighten four 18mm nuts at top of strut – Torque specs on page 1.
24. Install cruise control bracket and tighten the two 10mm nuts – torque specs on page 1.
25. Install lower strut fork, making sure keyway is lined up and seated up to the stops.
26. Reinstall the nut (21mm) and bolt through the bottom of the strut fork and install the 21mm bolt through the upper strut fork, then tighten (torque specs on page 1). See Figure “D.”
27. Reinstall ball joint and tighten 21mm nut (60 lbs.) – torque specs on page 1. See Figure “D.”
28. Reinstall air box and filter

Note: Divers side

29. Remove battery terminals from battery using 10mm wrench.
30. Remove the battery retaining clamp using 10mm socket. See fig J.
31. Remove blanket from the battery by gently pulling straight upward.
32. Remove the fuse box from the metal bracket by depressing the 2 clips in the front and the 2 clips in the rear simultaneously and gently lifting it up and out of the way. See fig K.
33. Remove the battery tray, there are 3-14mm nuts holding it in place. See fig L.
34. Remove the breather hose that is attached to the rear strut bolt and attach it to the A-arm bolt on the fender well. See fig M.
35. Now repeat steps 8 through 27 from passenger side install.
36. Replace tires and wheels; torque to spec.

NOTE: Depending on wheel manufacturer, you may have to remove retaining clips on studs for trueness of wheels.

FIGURE A



FIGURE B

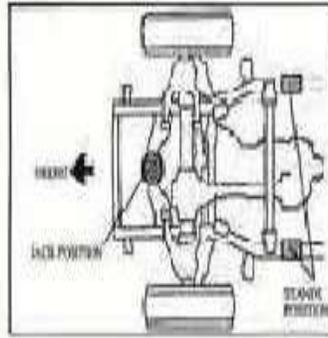


FIGURE C



FIGURE D



FIGURE E



FIGURE F



FIGURE G



FIGURE H

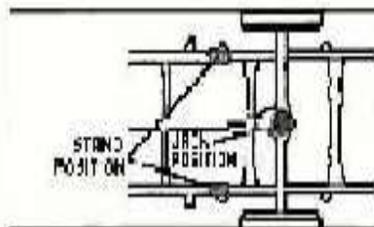


FIGURE I



FIGURE J



FIGURE K



Figure L



Figure M



REAR OF JEEP LIBERTY

1. Place vehicle on level concrete surface.
2. Block front wheels to prevent vehicle from moving in either direction.
3. Make sure parking brake is on.
4. Lift the truck from the center of the rear differential housing, leaving the jack in place to support the differential. See Figure "H."
5. Support the vehicle with jack stands from the points indicated in Figure "H."
6. Remove rear wheels.
7. Remove the lower shock bolts (18mm).
8. Remove the sway bar retaining nuts that are located on the rear axle 15mm.
9. Carefully lower the floor jack, until suspension is fully dropped down.
10. Remove the rear coil spring to allow access to the lower rubber isolator. Trim ¼" off the top of the lower rubber isolator so that the new Revtek spacer will sit flush on top of it. See fig I.
11. Repeat this process on the other side.
12. Jack the suspension back up and reinstall the rear shocks and sway bar.
13. Replace the wheels, torque to spec.

NOTE: You must have the alignment checked or excessive tire wear may occur.

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.