INSTALLATION INSTRUCTIONS FOR 2007-2015 JEEP JK
3" SUSPENSION LIFT SYSTEM
PART NUMBER 586U

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
- (2) REVTEK DECALS

PARTS INCLUDED IN KIT:

REAR COMPONENTS	QTY.
REAR TRACK BAR BRACKET	1
REAR SPRINGS	2
½ BOLT	1
1/2 FLANGE NUT	1
1/2 LARGE WASHER	1
9/16 BOLT	1
9/16 METAL LOCK NUT	1
9/16 FLAT WASHER	2
REAR SHOCKS	2
REAR PARK BRAKE BRACKET	1
6MM BOLTS	2
6MM NUTS	2
6MM WASHERS	2
BRAKE LINE BRACKET	2
5/16 BOLT	2
5/16 NUT	2

FRONT COMPONENTS	**QTY.**
FRONT SPRINGS	2
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
1/2 LARGE 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. Remove the front springs by gently pulling them out of the way. (Fig. E).

10. Install the new Revtek front springs onto the axle. (Fig. I).

11. 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.

12. 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.

13. 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 1/2 large washer on each sway bar end link, on the opposite side from the sway bar. Attach the bottom of the sway bar end link to the axle using the supplied 1/2-13 X 3" bolts, 1/2 large washers, and nylon inserted lock nuts. Use the large washer on the side opposite the axle mount. (Fig. J).

14. Assemble the new shocks by pressing the poly bushing into the bottom eye and then pressing the metal sleeve into the bushing.

15. 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.

16. Re-attach the front brake line to the frame; you will need a 10mm socket for this operation.

17. 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.

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 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 rear shocks. You will be re-using the 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. 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 springs re-using the rubber isolators on the top of the springs; they will just set in place.

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.

REAR OF VEHICLE CONTINUED

17. Install the new rear Revtek shocks using the OEM hardware. You will need (2) 18mm wrenches for this operation.

18. Install the brake line relocation bracket. Using the factory bolt in the original location. Then us the 5/16 nut and bolt to attach the brake line to the bracket. (Fig. T)

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

20. Install the track bar to the track bar bracket with the factory hardware. You may have to loosen the 9/16 bolt to get the track bar in. Once the bolts are in you should torque them to 55 ft. lbs. (Fig. U).

21. Remove 2 OEM nuts securing the rear factory park brake bracket. Install the Rear Park Brake extension bracket using the OEM nuts and supplied 6mm hardware.

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

23. 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 D.


FIG E.


FIG F.


FIG J.


FIG I

FIG M.

FIG N.

FIG O.

FIG P.

FIG Q.

FIG R.

FIG S.

FIG U.

FIG T

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.