



**INSTALLATION INSTRUCTIONS FOR 2011-15
FORD F-250 4WD
2-1/2" SUSPENSION SYSTEM
PART NUMBER 6127**

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

SPECIAL TOOLS REQUIRED:

- TORQUE WRENCH
- FORD SERVICE MANUAL

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.

GENERAL NOTES:

1. THIS SYSTEM SHOULD ONLY BE INSTALLED BY A PROFESSIONAL.
2. Compare all contents of the boxes to the parts list before starting to insure all components are included.
3. Prior to installing the suspension system, inspect the vehicle's suspension components, alignment, and frame for damage, corrosion, or cracks. Correct any worn or damaged parts before beginning install.
4. Always wear safety glasses during installation
5. Unless otherwise noted, tighten all bolts to the torque specifications listed in the Torque Specification table included in these instructions. Use a torque wrench.
6. Estimated time to install this system is 3 hours.
7. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature failure of the bushing and maintain ride comfort
8. Check off the step number at the beginning of each step when you finish it. Then when you stop during the installation, it will be easier to find where you need to continue from.

ATTENTION: Exhaust modification may be required on all **2008-2011** 5.4 and V10 trucks at the front driveline. Failure to determine if this modification is required may cause catalytic converter damage.

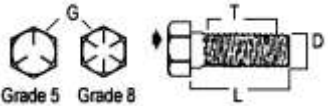
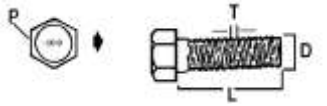
KIT CONTENTS INCLUDE:

- Instructions including parts list
- Product Safety Label (orange)
- Decal
- Warranty Information

PARTS LIST INCLUDED IN 6127 KIT

6127	QTY
LOWER SPRING SPACER	2
14MMX2.0X120 HEX BOLTS	2
FRONT SHOCKS	2
ECCENTRIC ALIGNMENT BUSHING	2
3.5" CAST BLOCKS	2
5/8 FLAT WASHER	8
5/8 HIGH NUT	8
5/8 X 3 1/4 X 15" ROUND TOP U-BOLTS	4

STANDARD BOLT TORQUE & IDENTIFICATION

INCH SYSTEM			METRIC SYSTEM			
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15 ft. lbs.	20 ft. lbs.	M6	5 ft. lbs.	9 ft. lbs.	12 ft. lbs.
3/8	30 ft. lbs.	35 ft. lbs.	M8	18 ft. lbs.	23 ft. lbs.	27 ft. lbs.
7/16	45 ft. lbs.	60 ft. lbs.	M10	32 ft. lbs.	45 ft. lbs.	50 ft. lbs.
1/2	65 ft. lbs.	90 ft. lbs.	M12	55 ft. lbs.	75 ft. lbs.	90 ft. lbs.
9/16	95 ft. lbs.	130 ft. lbs.	M14	85 ft. lbs.	120 ft. lbs.	145 ft. lbs.
5/8	135 ft. lbs.	175 ft. lbs.	M16	130 ft. lbs.	165 ft. lbs.	210 ft. lbs.
3/4	185 ft. lbs.	280 ft. lbs.	M18	170 ft. lbs.	240 ft. lbs.	290 ft. lbs.
<p>1/2-13x1.75 HHCS</p> <p style="text-align: center;">D T L X</p>  <p style="text-align: center;">Grade 5 Grade 8</p> <p>G= Grade Marking (bolt strength) L= Length (inches) D= Nominal Diameter (inches) X= Description (hex head cap screw) T= Thread Pitch (threads per inch)</p>			<p>M12-1.25x50 HHCS</p> <p style="text-align: center;">D T L X</p>  <p style="text-align: center;">P D T L</p> <p>P= Property Class (bolt strength) L= Length (millimeters) D= Nominal Diameter (millimeters) X= Description (hex head cap screw) T= Thread Pitch (thread width, mm)</p>			

FRONT OF VEHICLE – DISASSEMBLY AND ASSEMBLY

1. Park vehicle on level, hard (concrete) surface.
2. Block the rear wheels of the vehicle to prevent vehicle from moving and set parking brake.
3. Remove the track bar bolt - 30 mm (save for later use) - on the driver side of the frame mount and the tie rod end from the pitman arm. (See illustration 1.)
4. Remove front shocks (saving lower bolts for reinstallation).
5. Remove lower sway bar nuts. Save for re-use.
6. Remove the zip ties around brake line just above lower spring plate. Feed brake line down through clamp hole to allow excess travel in brake line at the lower section. (Both sides of vehicle)
7. Remove 10mm bolt from upper brake line bracket attached to frame mount (save for reinstallation). (See illustration 3)
8. Support the front axle with a floor jack.
9. Raise the front of vehicle and support with jack stands centered on the frame behind the front radius arms.
10. Remove the front wheels.
11. While vehicle is supported by jack stands lower front axle and remove the front coil springs.
12. Using 18mm socket remove lower spring plate bolt and discard.
13. Install new Revtek lower spring spacer between the front axle and factory lower spring plate on both sides with locator tab facing upward and outward.
14. Install new 14mm bolt through the center of lower factory spring plate and Revtek spacer. (Torque to specs.)
15. Reinstall upper isolator and coil springs.
16. Using floor jack under front axle, jack up front axle to preload (compress) the coil springs.
17. Install new Revtek front shocks (P/N R2515-S).
18. Reinstall upper brake line bracket using factory 10mm bolt.
19. Reinstall tires. (Torque to specs.)
20. Remove jack stands and lower to ground.
21. Install tie rod end to pitman arm. (Torque to specs.) (Revtek Industries recommends use of a new cotter pin for installation of tie rod end.)
22. Reinstall factory sway bar. (Torque to specs.)
23. Install track bar into factory mount using OEM 30mm bolt. Torque to 135 ft./lbs



TECH TIP: Having someone turn the steering wheel slightly will help align track bar bolt.

NOTE: YOU'RE REVTEK KIT WILL COME WITH NEW ECCENTRIC ALIGNMENT BUSHINGS. YOU MUST HAVE THESE INSTALLED ON YOUR VEHICLE BEFORE ALIGNMENT OR AT THE ALIGNMENT SHOP.

REAR OF VEHICLE – DISASSEMBLY AND ASSEMBLY

1. Block front wheels to prevent vehicle from moving.
2. Lift the truck from the center of the rear differential housing, leaving the jack in place to support the differential.
3. Support the frame with jack stands placed forward of the rear springs.
4. Remove rear wheels and shocks.
5. Remove the U-bolts on driver side only.
6. Carefully lower the floor jack, creating just enough room to remove the factory block and replace with the Revtek lift block between the spring pad and spring pack with the locating pin facing down. Make sure that the small end of taper on the block faces toward the front of the vehicle.
7. Raise the floor jack slightly; making sure center pin on spring is located in hole.
8. Put in the new U-bolts, washers and nuts supplied in the kit; torque to spec.
9. Re-Torque U-Bolts after initial test drive of vehicle.
10. Repeat step 5 – 8 on passenger side
11. Cut off excess u-bolt, if applicable.
12. Install tires and lower vehicle to ground. Torque wheels to factory specs.
13. CHECKS AND ADJUSTMENTS:
 - Check all hardware for tightness after 100 miles and after off road use.
 - Headlights should be adjusted.
 - Vehicle must be aligned.

PRODUCT SAFETY LABEL MUST BE INSTALLED INSIDE CAB

IN PLAIN VIEW OF ALL OCCUPANTS

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.