



**INSTALLATION INSTRUCTIONS FOR 2005-2015  
NISSAN FRONTIER 4 X 4  
2 1/2" SUSPENSION LIFT KIT  
PART NUMBER 835**

**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 FOR FRONT**

**REVTEK SUSPENSION RECOMMENDS USING RED LOCTITE ON ALL FASTENERS UNLESS OTHERWISE NOTED. ALSO RECOMMENDED IS HAVING 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>
PRELOAD SPACERS	2
TOP OUT EXTENDERS	2
10MM X 1.25MM STUDS	6
FLAT WASHERS	2

<b><u>REAR</u></b>	
REAR BLOCKS	2
BRAKELINE SPACERS	2
M8 X 50MM HEX HEAD BOLTS	2
U BOLTS	4
U BOLT NUTS	8
U BOLT WASHERS	8

**TORQUE SPECIFICATIONS**

10MM FASTENERS	30 LBS.
12MM FASTENERS	55 LBS.
LUG NUTS	75 LBS.

## FRONT OF FRONTIER

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. Jack up the vehicle from the lift point in Figure A.
5. Support the vehicle with jack stands from the points in Figure A.
6. Remove the front wheels.
7. Remove sway bar end links from sway bar using 17mm socket (both sides). See Figure B.
8. Using 19mm socket, remove lower bolt and nut from the bottom of the strut (both sides). See Figure C.
9. Remove the three nuts (14mm) from the top of the strut. See Figure D.
10. Remove the struts from the vehicle, making sure that they are marked driver and passenger side respectively for reinstallation.
11. Mark the top plate and the spring so that you know exactly how the spring assembly is to be re-installed. See Figure E

**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.**

12. Compress strut assembly and remove the nut (17mm) on the top of the strut shaft.
13. Release the compressor.
14. Remove the spring top plate from the strut.
15. Remove the rubber isolator and cut the center out so the center can be reused. See Figure F

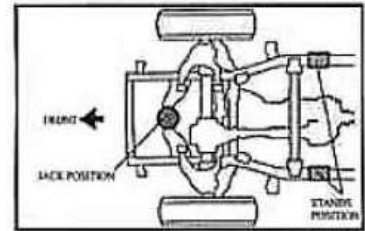


Fig. A



FIG.B



FIG.C

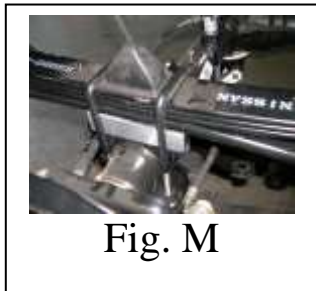
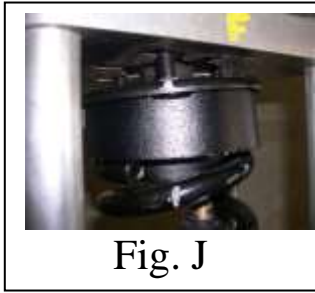
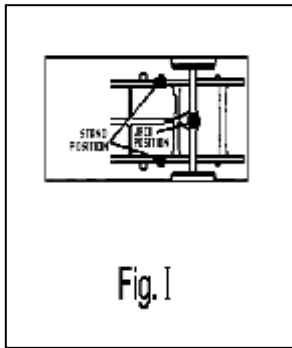
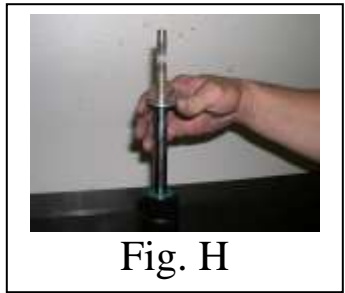
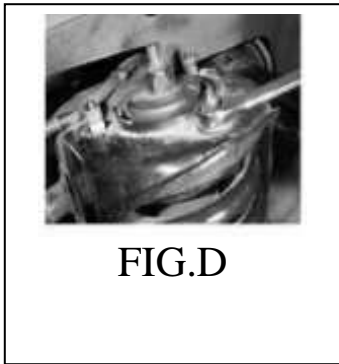
### **FRONT OF FRONTIER (continued)**

16. Remove (hammer) the studs from the spring top plate. See Figure G
17. Install (hammer) the LONGER STUDS (10MM) (provided) in the spring top plate. See Figure G
18. Remove and discard factory dust shield on strut then install the new 12mm flat washer onto the shock shaft and then install the (cut out) rubber center on top of the washer. See Figure H
19. Install the PRELOAD SPACER between the spring and the spring top plate with the small diameter facing toward the spring and the Revtek Industries logo facing outward. See Figure J
20. Compress the strut assembly, making sure you center the strut shaft through the spring top plate hole and that the STUDS line up with the PRELOAD SPACER reliefs. Replace nut on the top of the strut shaft and torque to spec. (Torque specs can be found on page 1.)
21. Install the TOP OUT EXTENDER over the STUDS (Figure K).
22. Reinstall the strut by reversing the removal procedure; torque to spec. (Torque specs on page 1.)
23. When properly installed, Revtek Industries logo will be centered between preload spacer reliefs.
24. Reinstall sway bar end links into sway bar. Torque to spec.

**SPECIAL NOTE: YOU WILL NEED TO ADJUST THE HEADLIGHTS AFTER THE ENTIRE KIT IS INSTALLED AND ALIGN THE FRONT END!!!**

## REAR OF FRONTIER

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 off.
4. Lift the truck from the center of the rear differential housing, leaving the jack in place to support the differential.
5. Support the vehicle with jack stands from the points indicated in Figure "I."
6. Remove rear wheels.
7. Remove the two (2) brake line brackets. (Figure L
8. Install the spacers under the brake line brackets in order to raise them up. (Figure L
9. Remove the lower bolt on shocks to allow the differential to drop. **Do not** remove upper bolt on shocks.
10. Remove the U-bolts using 18mm socket. ( Do one side at a time)
11. Remove lower u-bolt spring plate and re-drill existing u-bolt holes in plate to ½" diameter for new larger u-bolts supplied in kit. (Do one side at a time.)
12. Carefully lower the floor jack, creating just enough room to place the LIFT BLOCK between the spring pad and the spring pack with the locating pin facing down. Make sure that the small end of taper of the BLOCK faces toward the front of the vehicle. (Figure M)
13. Raise the floor jack slightly, with just enough tension to hold the spring, BLOCK, and differential housing together.
14. Put in the new U-BOLTS, WASHERS AND NUTS supplied in the kit (Figure M); torque to spec.
15. Replace the bolt on the rear shocks.
16. Replace the wheels; torque to spec.



## 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.