INSTALLATION INSTRUCTIONS FOR 2005-2015 NISSAN XTERRA 4 X 4 2" SUSPENSION LIFT KIT PART NUMBER 840

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 COIL OVER SHOCKS

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

FRONT	QTY
PRELOAD SPACERS	2
ALIGNMENT CAMS	4

REAR	
ADD-A-LEAF SPRINGS	2
4 DEGREE SHIMS	2
CENTER BOLTS / NUTS	2
U BOLTS ½ X 31/4 X7RT	4
U BOLT NUTS	8
U BOLT WASHERS	8
ZIP TIES	2

TORQUE SPECIFICATIONS

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

FRONT OF XTERRA

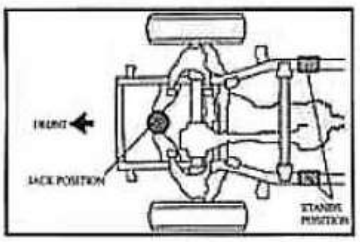

Fig. A

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.

FIG.B

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
12. Remove the lower control arm non-adjustable bolts (22mm) & nuts (19mm) that mount the control arms to the frame and replace them with the supplied adjustable SPC 87520 alignment cam bolt (22mm) and nut (21mm). See Figure H.

FIG.C

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.

13. Compress strut assembly and remove the nut (17mm) on the top of the strut shaft.
14. Release the compressor.
15. Remove the spring top plate from the strut.
16. Remove the rubber isolator and cut the center out so the center can be reused. You will discard the outside ring, and replace it with the PLS-F8. See Figure F

FRONT OF XTERRA (continued)

17. Re-install the center rubber that you cut from the isolator back onto the shock shaft, exactly as it was before you cut it from the isolator. Re-install the preload spacer (PLS-F8) between the spring and the spring top plate with the small diameter facing toward the spring and the stud relief's position on the studs with the Revtek logo facing outward; align the spring with the top plate from the previous marks, compress the entire assembly and re-install the top nut, M17, until it bottoms on the threads. See Figure G
18. Reinstall the strut by reversing the removal procedure; torque to spec. (Torque specs on page 1.)
19. When properly installed, Revtek logo will be facing out toward the tire.
20. Reinstall sway bar end links into sway bar. Torque to spec.

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

REAR OF XTERRA

1. Place vehicle on level concrete surface.
2. Block front wheels to prevent vehicle from moving in either direction.
3. Remove the lower shock bolts & nut (19mm) while vehicle is sitting on the floor.
4. Lift the vehicle and support the rear from the frame rails with jack stands leaving the entire rear suspension hanging free. See Figure I.
5. Remove rear wheels.
6. Remove the two (2) (14mm) lower sway bar bolts that bolt the sway bar to the axle and loosen the two (2) (14mm) top bolts that bolt the sway bar to the axle and move the rear sway bar off the axle and let it hang. See Figure J.
7. Remove the u-bolts (19mm), and the lower mounting plates.
8. Remove the center bolt that holds the leaf springs together. See Figure K.

9. Install the supplied 4 degree shim (N4DSHIM) on top of the leaf pack with the thick end facing forward and drop the new center bolt through it to hold it in place.
10. Install the ADD-A-LEAF between the over load spring and the main leaf pack and fasten the (9/16) nut to the center bolt. Tighten the nut until the leaf pack is sandwiched back together but do not over tighten the nut. **IT WILL STRIP VERY EASILY!!!!**
11. Install the new U-Bolts, bottom plates, washers, and nuts (3/4).
12. Replace the rear sway bar.
13. Remove the anti-lock brake lines from their mounts (to free up some slack) and zip tie them to the brake lines. One on each side. See Figure L.
14. Install rear tires and set the vehicle back on the floor.
15. Install the lower shock bolts (19mm) and nuts (19mm).

FIG.D

Fig. G

FIG.E

Fig. F

Fig. H

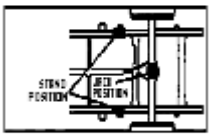

Fig. I

Fig. J

Fig. K

Fig L

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.