



**P/N 30009**

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**WARNING!!!! PRODUCT SAFETY LABEL MUST BE INSTALLED INSIDE THE CAB OF THE VEHICLE IN PLAIN VIEW OF ALL OCCUPANTS! READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE PROCEEDING. MAKE SURE THAT YOU HAVE ALL TOOLS AND PARTS BEFORE BEGINNING THE INSTALLATION.**

**SPECIAL TOOLS REQUIRED:**

Factory manual to reference certain procedures and torque specs.

**REVTEK SUSPENSION RECOMMENDS USING RED LOCTITE ON ALL FASTENERS UNLESS OTHERWISE NOTED. ALSO, HAVE THE FRONT END ALIGNMENT CHECKED AFTER INSTALLATION. (YOU WILL NEED TO ADJUST YOUR HEADLIGHTS).**

**KIT CONTENTS INCLUDE**

- ♦ INSTRUCTIONS
- ♦ PRODUCT SAFETY LABEL (YELLOW)
- ♦ DECALS
- ♦ WARRANTY

**PARTS LIST INCLUDED IN KIT**

<b><u>FRONT</u></b>	<b><u>QTY</u></b>
INTEGRATED FRONT LOWER SPACER	2
7/16-20 X 3" GRADE 8 HEX BOLT	4
7/16-20 X 3 1/4" GRADE 8 HEX BOLT	4
7/16 GRADE 8 FLAT WASHER	8
7/16-20 ALL METAL LOCK NUT	4
INSTRUCTIONS	1
BOX	1
DECAL	2

# GM Installation Instructions

## FRONT OF GM VEHICLE

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 center front cross member.
5. Support the vehicle with jack stands on both sides of the frame, just behind the front tires.
6. Remove the front wheels.
7. Remove outer tie rod nut using a 21mm socket and separate tie rod end from knuckle. You can use a hammer and hit the side of the casting to knock it loose. Set tie rod aside for now. See Figure 1.
8. Loosen the upper ball joint using an 18mm wrench. Do not remove the nut from the threads! Just loosen it almost off. Hit the casting to separate the ball joint taper but do not remove! This will allow enough free play to install the supplied part easily. See Figure 2.
9. Remove the lower sway bar end link bolt from the sway bar end link, using a 15mm socket (both sides). See Figure 3.
10. Remove the bolts mounting the lower strut in place using a 15mm socket. Now remove the factory retaining clips using a flat bladed screwdriver. See Figure 4.
11. Install the lower Revtek PRO Strut Spacer between the strut and the lower control arm.
12. With the holes lined up insert the new supplied grade 8 bolt, washer from the bottom up and install the all metal locknuts. Be sure to use the correct length bolt. Aluminum control arms should use the 3 1/4" bolt and steel control arms should use the 3" bolt. Torque to 35 ft. /lbs. See Figure 5.
13. Retighten and reinstall everything that was taken loose in first 9 steps, making sure to torque all factory parts to OEM Specs.
14. After outer tie rod, ball joint nut, sway bar end link and lower strut mount are all torqued to factory specs. Please reinstall the tires and wheel and torque to wheel manufacture's specs.
15. Have your alignment done, and re adjust you headlights.

# GM Installation Instructions

Figure 1.

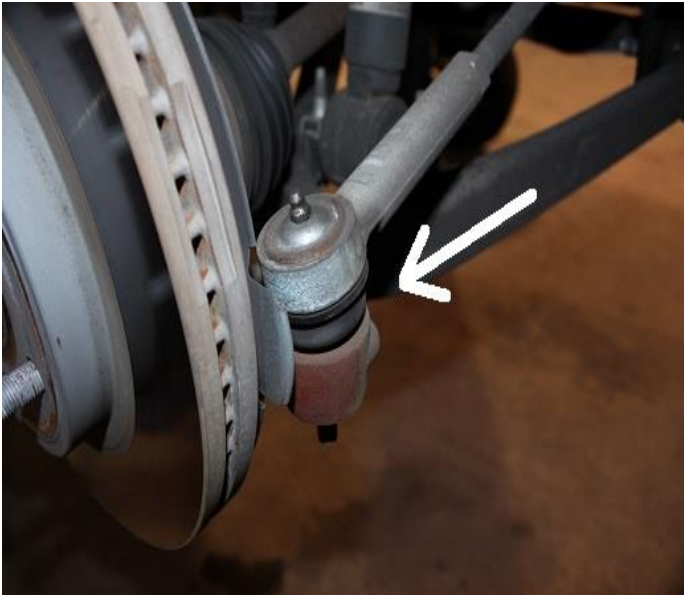


Figure 2.



Figure 3.

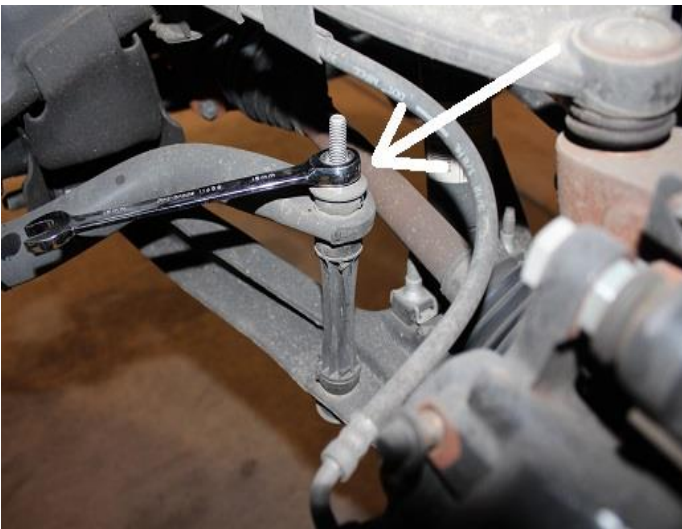
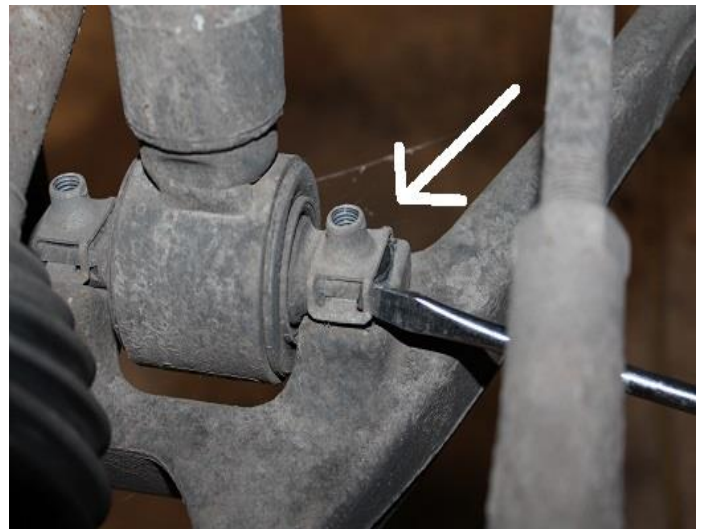
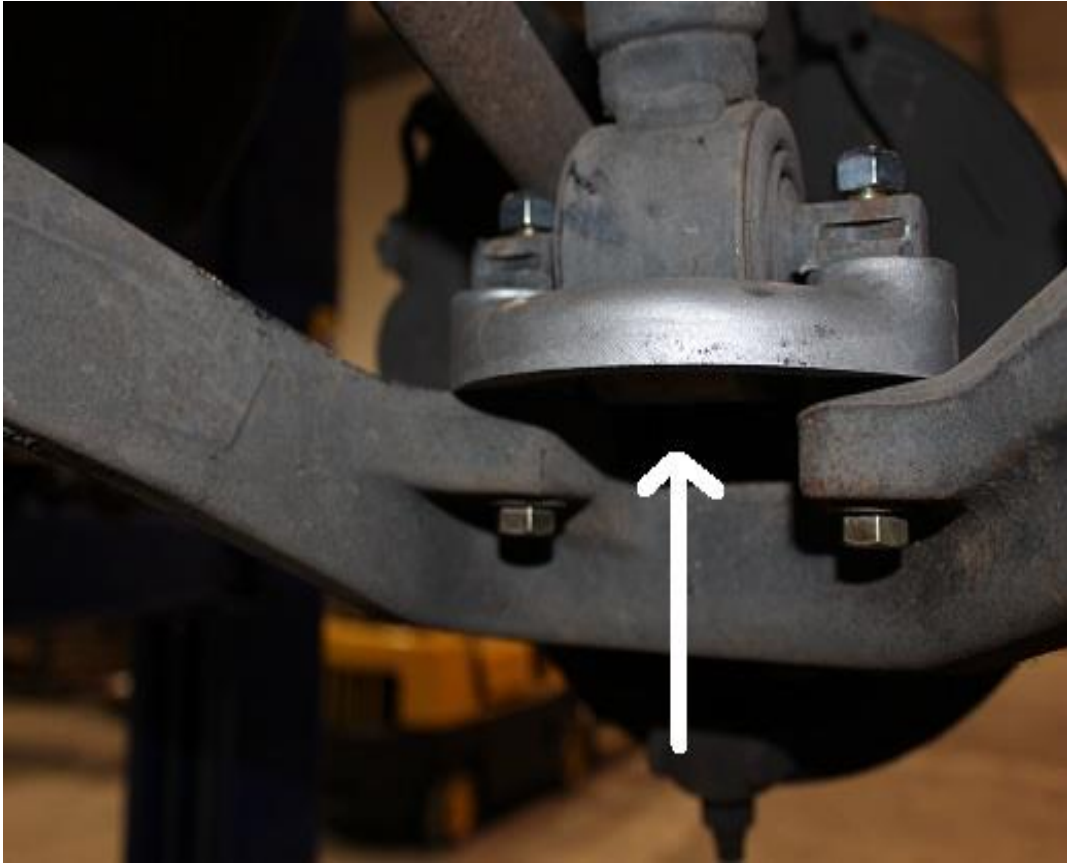


Figure 4.



## GM Installation Instructions



**Figure 5.**

# GM Installation Instructions

## 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.