INSTALLATION INSTRUCTIONS FOR JEEP TJ, XJ, ZJ, MJ,
3/4" LEVELING LIFT SYSTEM
PART NUMBER 550

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.

KIT CONTENTS INCLUDE

- INSTRUCTIONS INCLUDING PARTS LIST
- PRODUCT SAFETY LABEL (ORANGE)
- WARRANTY
- (2) REVTEK DECALS

NOTE: THERE ARE ONLY 2 SPACERS PER KIT NUMBER 550. THEY CAN BE USED IN EITHER THE FRONT OR REAR.

PARTS INCLUDED IN KIT:

FRONT COMPONENTS	**QTY.**
FRONT SPACER	2

REAR COMPONENTS	QTY.
REAR SPACER	2

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 the frame, just behind the lower control arm frame mounts. Make sure jack stands are high enough to lower axle down to full extension. Let the weight of the vehicle rest on the jack stands, but keep slight pressure on the axle with the floor jack.

3. Remove front wheels.

4. Remove sway bar end links from the axle. Save the bottom bolt and nut as you will be re- using this hardware.

5. Disconnect the tie rod end at the pitman arm using a suitable tool.

6. Disconnect the lower shock mounts.

7. Remove the clamps from the springs (if equipped).

8. Disconnect the front track bar from axle.

9. Lower the front axle making sure to not over extend the brake lines.

10. Remove coil spring making sure that they are marked; Driver and Passenger side for re-installation.

11. Remove the bump stop mounting cup (TJ and ZJ only) and add new 3/4" poly spacer against the factory rubber one.

12. Reinstall the factory bump stop cup and bump stop, then reverse steps 3-8, making sure to torque all bolt and lug nuts to factory specs.

REAR OF VEHICLE

1. Place vehicle on hard level surface and chock the front tires to prevent the vehicle from moving forward or rearward.

2. Raise vehicle and place jack stands under the frame, just in front of the lower control arm frame mounts. Make sure jack stands are high enough to lower axle down to full extension. Let the weight of the vehicle rest on the jack stands, but keep slight pressure on the axle with the floor jack.

3. Remove the rear wheels.

4. Remove sway bar end links from the axle. Save the bottom bolt and nut as you will be re- using this hardware.

5. Disconnect the lower shock mounts.

6. Disconnect the rear track bar from axle.

7. Lower the rear axle making sure to not over extend the brake lines.

8. Remove the bump stop mounting cup (TJ and ZJ only) and add new 3/4" poly spacer against the factory rubber one.

9. Reinstall the factory bump stop cup and bump stop, then reverse steps 3-8, making sure to torque all bolts and lug nuts to factory specs.

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.