



**INSTALLATION INSTRUCTION FOR 2004-2015  
FORD F150 4X4 AND 2X4  
2" SUSPENSION LIFT KIT  
PART NUMBER 620**

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

Tools required:

Wall mount spring compressor (or equivalent)                      Floor jack and jack stands  
Factory repair manual (for torque specifications)                      Tie rod end puller

**REVTEK SUSPENSION RECOMMENDS THAT RED LOCTITE BE USED ON ALL FASTENERS UNLESS OTHERWISE NOTED. WE RECOMMEND HAVING THE FRONT END ALIGNMENT CHECKED AFTER INSTALLATION.**

Contents:

Qty	description	Qty	Description
1	Instruction sheet	1	Product Safety Label (orange)
1	Window decal	1	Warranty sheet
2	Pre-load Spacers		

**ATTENTION: THE PRODUCT SAFETY LABEL MUST BE INSTALLED INSIDE THE CAB IN PLAIN VIEW OF ALL OCCUPANTS.**

Front of 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 the 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 at the points in Figure "A".
6. Remove the front wheels.

**2004-2013 Vehicles:**

7. Remove the nut from outer tie-rod end using a socket and remove the tie rod using a tie rod end puller. See Figure "B".
8. Remove the three nuts from the top of the strut. See Figure "C".
9. Remove the nut from the sway bar link. See Figure "D"
10. Remove the bolts holding the brake and ABS lines to the knuckle and frame to be sure you do not over extend them. See Figure "E"
11. Remove upper ball joint nut, but leave on and slightly loose. Use a hammer or ball joint separation tool to free ball joint from the knuckle. See Figure "F"
12. Remove the nut and bolt from the bottom of the strut. See Figure "B".
13. Remove the strut from the vehicle
14. Continue to step #24

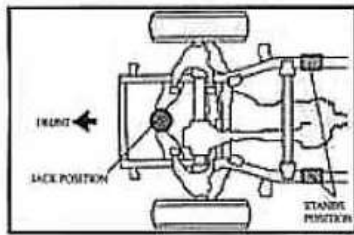
**2014-2015 Vehicles:**

15. Remove the nut from outer tie-rod end using a socket and remove the tie rod using a tie rod end puller. See Figure "G"
16. Remove the bolts holding the brake lines and ABS lines from frame and steering knuckle, be sure you do not over extend them. See Figure "E"
17. Remove the nut from the sway bar link. See Figure "D"
18. Remove the 2 lower strut mount nuts under the lower control arm. See Figure "H"
19. Remove the center axle nut cap, using a small flat screwdriver and pliers. See Figure "I"

20. Remove the axle nut. See Figure “J”
21. Remove upper ball joint nut, but leave on and slightly loose. Use a hammer or ball joint separation tool to free ball joint from the knuckle. See Figure “F”
22. Remove the three nuts from the top of the strut. See Figure “C”.
23. Remove the strut from the vehicle.

**NOTE: If you do not have a suitable spring compressor it is highly recommended to take the strut to a qualified service center to have the Pre-load spacers installed.**

24. Mark the center line of the strut upper and lower mount to be sure of proper reassembly.
25. Compress strut assembly and remove the nut on the top of the strut shaft.
26. Release the compressor.
27. Remove the spring top plate from the strut.
28. Remove and discard the factory upper shock tube guard. See Figure “K”
29. Install the Pre-load spacer between the factory isolator and top plate with the small diameter facing toward the spring.
30. Compress the strut assembly, making sure you center the strut shaft through the spring top plate hole. Replace the nut on the top of the strut shaft and torque to factory specifications.
31. Reinstall the strut assembly by reversing the removal process. Torque fasteners to factory specifications.
32. Replace the tires and wheels and torque lug nuts to factory specifications.



**Figure A**



**Figure B**



**Figure C**



**Figure D**



**Figure E**



**Figure G**



**Figure F**



**Figure H**



**Figure I**



**Figure K**



**Figure J**

## 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.