



**INSTALLATION INSTRUCTION FOR 2006-2015
DODGE 1500 4x4 STANDARD CAB AND QUAD
CAB 2" SUSPENSION LEVELING KIT
PART NUMBER 762**

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)	15 mm, 18 mm, 21 mm, and 24mm deep sockets
15 mm end wrench	Floor jack and jack stands
Factory repair manual (for torque specifications)	Tie rod end puller

REVTEK INDUSTRIES 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-P/N: PLS-D2		

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. (7/8" deep socket)
7. Remove the nut from outer tie rod end using a 21 mm socket and tie rod end puller. See Figure "B".
8. Remove the nut (24 mm socket) and bolt (21 mm socket) from the bottom of the strut. See Figure "C".
9. Remove the three nuts (15 MM socket) from the top of the strut. See Figure "D".
10. Remove the sway bar end link nut using a 15mm deep socket. See Figure "E".
11. Remove the upper ball joint using a 21mm deep socket and ball joint separator. See Figure "F".
12. Remove the strut from the vehicle.
13. Mark the strut assembly so that you will know the proper index for re-installation (a paint pen works nice).

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.

14. Compress strut assembly and remove the nut (18 mm socket) on the top of the strut shaft.
15. Release the compressor.
16. Remove the spring top plate from the strut.
17. Install the Pre-load spacer between the factory isolator and composite spring locator. See figure "G".
18. 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 until the threads bottom out.
19. Reinstall the strut assembly by reversing the removal process. Torque fasteners to factory specifications.
20. Replace the tires and wheels and torque lug nuts to factory specifications.

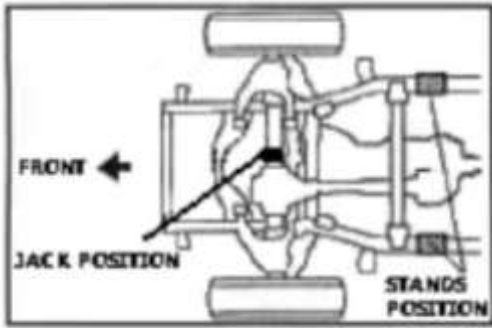


Figure A



Figure B



Figure C



Figure D



Figure E



Figure F



Figure G

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 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.