



**INSTALLATION INSTRUCTIONS FOR 2003-2009
DODGE 2500/3500 4WD
AXLE FORWARD KIT
PART NUMBER 717**

Requires the following parts for a complete installation:

- 717

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

***SOME VEHICLES MAY REQUIRE DRIVELINE MODIFICATIONS**

SPECIAL TOOLS REQUIRED:

- TORQUE WRENCH
- DODGE SERVICE MANUAL

REVTEK SUSPENSION RECOMMENDS THAT RED LOCTITE BE USED ON ALL FASTENERS UNLESS OTHERWISE NOTED. IT IS ALSO RECOMMENDED TO HAVE THE FRONT END ALIGNMENT CHECKED AFTER INSTALLATION.

GENERAL NOTES:

1. THIS SYSTEM SHOULD ONLY BE INSTALLED BY A PROFESSIONAL MECHANIC.
2. Compare all contents of the boxes to the parts list before starting to insure all components are included.
3. Prior to installing the suspension system, inspect the vehicle's suspension components, alignment, and frame for damage, corrosion, or cracks. Correct any worn or damaged parts before beginning install.
4. Always wear safety glasses during installation.
5. Unless otherwise noted, tighten all bolts to the torque specifications listed in the Torque Specification table included in these instructions. Use a torque wrench.
6. Estimated time to install this system is 6 hours.
7. Check off the step number at the beginning of each step when you finish it. Then when you stop during the installation, it will be easier to find where you need to continue from.

FRONT DRIVELINE MODIFICATION MAY BE NECESSARY!!!!

STANDARD BOLT TORQUE & IDENTIFICATION

INCH SYSTEM			METRIC SYSTEM			
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15 ft. lbs.	20 ft. lbs.	M6	5 ft. lbs.	9 ft. lbs.	12 ft. lbs.
3/8	30 ft. lbs.	35 ft. lbs.	M8	18 ft. lbs.	23 ft. lbs.	27 ft. lbs.
7/16	45 ft. lbs.	60 ft. lbs.	M10	32 ft. lbs.	45 ft. lbs.	50 ft. lbs.
1/2	65 ft. lbs.	90 ft. lbs.	M12	55 ft. lbs.	75 ft. lbs.	90 ft. lbs.
9/16	95 ft. lbs.	130 ft. lbs.	M14	85 ft. lbs.	120 ft. lbs.	145 ft. lbs.
5/8	135 ft. lbs.	175 ft. lbs.	M16	130 ft. lbs.	165 ft. lbs.	210 ft. lbs.
3/4	185 ft. lbs.	280 ft. lbs.	M18	170 ft. lbs.	240 ft. lbs.	290 ft. lbs.

<p>1/2-13x1.75 HHCS</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>D T L X</p> </div> <div style="text-align: center;"> <p>G</p> <p>Grade 5 Grade 8</p> </div> <div style="text-align: center;"> </div> </div> <p>G= Grade Marking (bolt strength) L= Length (inches) D= Nominal Diameter (inches) X= Description (hex head cap screw) T= Thread Pitch (threads per inch)</p>	<p>M12-1.25x50 HHCS</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>D T L X</p> </div> <div style="text-align: center;"> <p>P</p> </div> <div style="text-align: center;"> </div> </div> <p>P= Property Class (bolt strength) L= Length (millimeters) D= Nominal Diameter (millimeters) X= Description (hex head cap screw) T= Thread Pitch (thread width, mm)</p>
---	--

KIT CONTENTS INCLUDE:

- Instructions including parts list
- Product Safety Label (orange)
- Decal
- Warranty Information

PARTS LIST INCLUDED IN KIT

SWAY BAR BRACKET HARDWARE

SWAY BAR BRACKET RIGHT	1
SWAY BAR BRACKET LEFT	1
3/8-16 X 1.5" GRADE 5 BOLTS	4
3/8 FLAT WASHER (ZINC)	8
3/8 -16 NYLON LOCK NUT	4

LOWER CONTROL ARM	2
UPPER CONTROL ARM-DRIVER'S SIDE	1
UPPER CONTROL ARM-PASSENGER SIDE	1
SWAY BAR END LINK	2

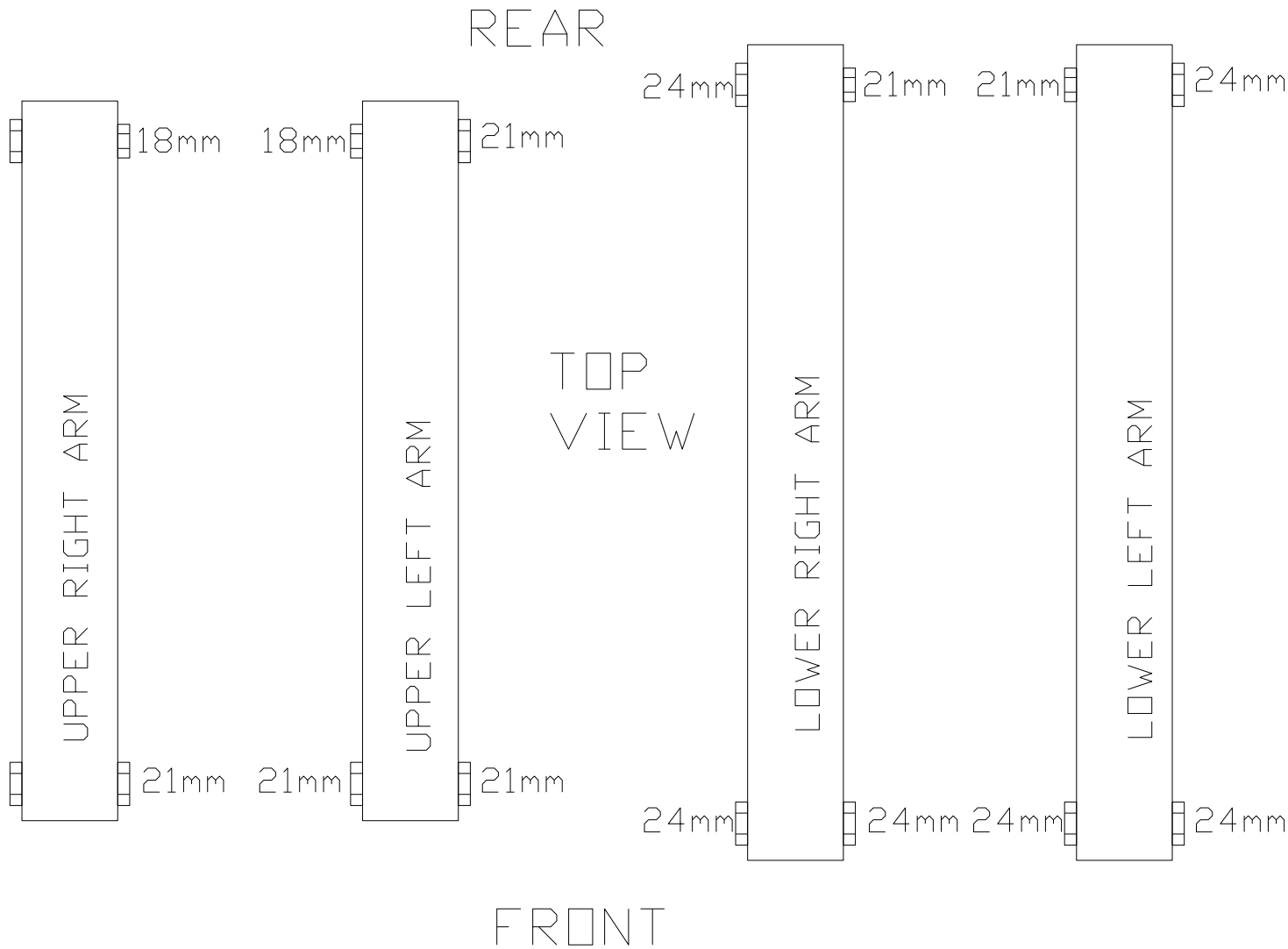
¼-90 ZERK FITTING	8
UPPER CONTROL ARM BUSHING	8
LOWER CONTROL ARM BUSHING	8
UPPER CONTROL ARM SLEEVE	4
LOWER CONTROL ARM SLEEVE	4
½-13 X 1 ½ GRADE 8 HEX BOLT	2
SAE ½ FLAT WASHER	8
SWAY BAR U-BRACKET	2
SWAY BAR POLY BUSHING	4
SWAY BAR SLEEVE	4
1/2-13X3 GRADE 5 BOLT (ZINC)	4
1/2 -13 NYLON INSERT LOCKNUT	4
1/2 -13 FLANGE NUT	2
DRIVELINE SPACER	1
7/16 – 14 X2 GRADE 8 BOLTS (ZINC)	4
6.25 X 2 CLEAR MYLAR DECAL	4
INSTRUCTION SHEET & SAFETY LABEL	1

- 1) Place vehicle on level concrete surface and chock rear wheels.
- 2) Remove upper and lower sway bar end link nuts. Discard factory end link.
- 3) Remove sway bar assembly from frame.
 - 3A) Make sure lower sway bar mounting hole on the axle is 1/2"; if this hole is not then you will have to drill it to 1/2".
 - 3B) Clearance the passenger side lower sway bar end link mount located on the front axle so that the tie rod end on the steering does not interfere here. See fig E
- 4) Raise the front of the vehicle with a jack and support the vehicle with jack stands on the frame rails behind the lower control arms.
- 5) Remove the front wheels (15/16" socket)
- 6) Mark the cam alignment adjusters on the lower control arms so that you will have an alignment baseline when you re-install the new arms.
- 7) Remove the control arms and save all of the hardware for re-use.
- 8) Assemble control arms with zerk fittings facing inward toward the opposite end of the arm. Assemble bushing halves and sleeves using a silicone based grease.

9) Install the lower control arms with the zerk fittings facing up. It is recommended to torque the control arm bolts to 160 ft. lbs with vehicle on the ground.

10) Install the upper control arms; they will only go in one way. It is recommended to torque

CONTROL ARM HARDWARE SIZES



the control arm bolts to 120 ft. lbs with vehicle on the ground.

- 11) Install the front wheels, and tires at this point so that you can let the truck down fully on the ground. Torque factory lug nuts to 145 ft. lbs. on factory wheels.
- 12) Install the sway bar drop brackets to the frame using the OEM bolts. Make sure you have the left and right positioned properly. Install the sway bar to the drop brackets using the supplied 3/8" hardware. See fig F
- 13) Install the new Revtek U-brackets. The U-bracket attaches to the bottom of the sway bar on either end using the supplied 1/2 X 1 1/2 bolt up through the U-bracket and 1/2" (flange nut) on top of the sway bar end with the upper hole in the U-bracket closest to the outside of the vehicle. Do not tighten completely yet.
See fig C.
- 14) Install the bushings and sleeves into the sway bar end links, us some lithium grease to ease installation and prevent squeaks.
See fig D.
- 15) Attach the sway bar end links to the lower mount on the front of the axle with the supplied 1/2" X 3 bolts, washers and nyloc nuts. You will want the nuts to face the inside of the vehicle. Only snug at this point. See fig D.
- 16) Attach the upper end of the sway bar end link to the bottom of the U-bracket using the supplied 1/2 X 3 bolts, washers, and nyloc nuts. You will want the nut to face the outside of the vehicle here. Only snug at this time. See fig C.
- 17) Once you have all of the sway bar parts in place then you can tighten the nuts and bolts to 30 lb. ft of torque, all nuts and bolts use a 19mm wrench.
- 18) Install the driveline spacer at the transfer case end of the front drive shaft with the 7/16 X 2 bolts supplied. (USE RED LOCK TITE ON THESE BOLTS) See fig G.

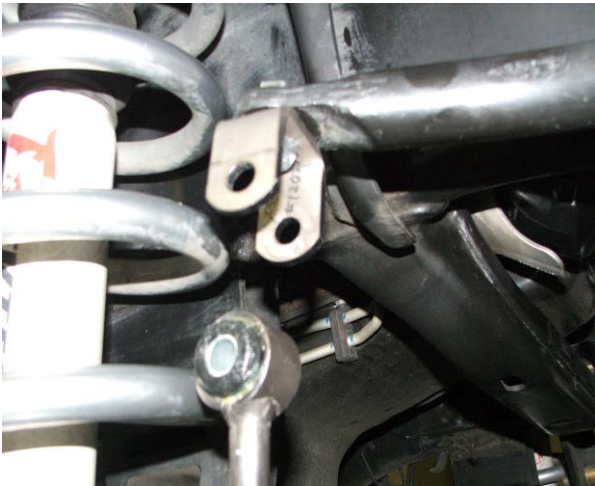


FIG C



FIG D



FIG E



FIG F



FIG 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.



Limited Lifetime Warranty

Revtek Suspension products are warranted to be free from material and workmanship defects for as long as the original retail purchaser owns the vehicle upon which such products were originally installed (proof of purchase required). The consumer will be responsible for removing from the vehicle and returning any defective item, freight prepaid, and for reinstallation. This warranty is non-transferable. Revtek Suspension's limit of liability under this warranty is to repair or replace the product at Revtek Suspension's option. Consequential costs such as, but not limited to labor fees, loss of use, loss of time or freight charges are not covered. Any product that has been abused, altered incorrectly installed, or used in competition is not covered. Product finish is excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered. The warranty is void if the "Warning to Driver" decal is not properly displayed on the vehicle. No other warranties are expressed or implied. We reserve the right to make changes in design, materials, and specifications without prior notice.

This warranty gives you specific legal rights and you may also have other rights which may vary from state to state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages, the above limitation or exclusion may not apply to you.

Other than stated above, there are no warranties.

SELLER DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY

SELLER DISCLAIMS ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE

This warranty to be free from material and workmanship defects shall not apply to any product which has been improperly installed modified or customized and does not apply to any components used for racing purposes or racing type activities.

To make a claim under this warranty to be free from material and workmanship defects, contact Revtek Suspension about the problem prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given a Return Authorization (RA) number and asked to return the part freight prepaid. If the part is found to be warrantable, it will be repaired or replaced and returned to you. All freight charges are the customer's responsibility. If a replacement part is needed before the part in question can be returned, you must first purchase the replacement part. Then if the part in question is deemed warrantable, you will be credited / refunded.

Shocks and bushings are considered to be wear items. As such, they will be covered for a period of 12 months from the original installation. Any failure outside of 12 months will be considered typical wear.

REVTEK SUSPENSION, LLC 503-659-1650
2800 Taylor Way BLDG 2A, Forest Grove, OR 97116