



**Installation Instructions for 2007-2008
Chevy/GMC 1500 4WD
6" Suspension System
P/N 316**

Warning!!! Read and understand all instructions before proceeding. Make sure that you have all the tools and parts before beginning the installation.

Special Items Required:

- TORQUE WRENCH , COIL SPRING COMPRESSOR
- CHEVY/GMC SERVICE MANUAL, C-CLAMPS
- CUTTING & WELDING EQUIPMENT
- FIRE EXTINGUISHER

Revtek Industries recommends that red Loctite be used on all fasteners unless otherwise noted. It is also recommended to have the front-end alignment done after installation.

General Notes:

1. THIS SYSTEM SHOULD ONLY BE INSTALLED BY A PROFESSIONAL TECHNICIAN.
2. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Revtek Industries LLC does not recommend the combining use of suspension lifts, body lifts, or other lifting devices.
3. You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.
4. Compare all contents of the boxes to the Parts list before starting to insure all components are included.
5. 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.
6. Always wear safety glasses during install.
7. Unless otherwise noted, tighten all bolts to the torque specifications listed in the Torque Specification table included in these instructions. Use a Torque wrench.



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8. Estimated time to install this system is 6-8 hours.
9. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature failure of the bushing and maintain ride comfort.
10. 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.

Note:

Some lifted vehicles may experience drive line vibrations. Angles may require adjusting, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.

Post-Installation Inspections:

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated parts. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering for clearance. Test and inspect brake system.
2. Perform steering cycle to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated parts. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/replacement may result in component failure.
3. Perform head light check and adjust accordingly.
4. Re-torque all fasteners after 500 miles and always inspect fasteners and components during routine servicing.



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Kit contents include:

- Instructions including parts list
- Product Safety Label (Orange) – (Must be in plain view of driver at all times)
- Decals
- Warranty Information

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.

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<p>G= Grade Marking (bolt strength) D= Nominal Diameter (inches) T= Thread Pitch (threads per inch)</p>	<p>L= Length (inches) X= Description (hex head cap screw)</p>
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<p>P= Property Class (bolt strength) D= Nominal Diameter (millimeters) T= Thread Pitch (thread width, mm)</p>	<p>L= Length (millimeters) X= Description (hex head cap screw)</p>
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Parts list included in 316 kit:

P/N 316	Box 1 of 3	<u>PART #</u>	QTY
DIFF DROP BRACKET (DRIVER)		C64	1
DIFF DROP BRACKET (PASSENGER)		C65	1
SWAY BAR DROP BRACKETS		C66	2
FRONT REPLACEMENT STRUT		C99	2
WELD -IN PLATE		C69	1
CV SPACER		C70	2
COMPRESSION STUT BRACKET		C89	2
4" CHEVY/GMC BLOCK		C409	2
9/16X2.5X14" U-BOLT		C9162514Z	4
9/16" HIGH NUT		UBN-8	8
9/16" FLAT WASHER (THICK)		UBW-8	8
1/2-13X1-1/4" GRADE 8 BOLT		C12125B8	4
1/2-13X1-3/4" GRADE 8 BOLT		C12175B8	4
1/2- 13 LOCK NUT		C12N	6
1/2" SAE FLAT WASHER ZINC		R12FWZ	12
1-3/8"ODX1/2"IDX3/16" WASHER		C138FW	2
10MMX1.5X130MM BOLT		C1015130B	4
10MMX1.5X70MM BOLT		C101570B	12
10MM FLAT WASHER ZINC		R10FWZ	16
WIRE CLIP		C0708762	4
1/4"-20X3/4" BOLT GRADE 5		C2575BS	2
1/4" LOCK WASHER		C25LW	2
1/4" SAE FLAT WASHER		C25SAEW	2
3/8"-16X1-1/4" SELF TAPPING BOLT		C38125STB	4
5/16"X1" BOLT GRADE 5		R5161Z	1
5/16"-18 LOCK NUT		R516NZ	1
5/16" SAE FLAT WASHER		C516SAEW	2
REAR SHOCK		R2917C	2



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P/N 316	Box 1 of 3	<u>PART #</u>	QTY
.625X0.83X2.365 SLEEVE		C1SLEEVE	4
COMPRESSION STRUT BUSHING		C81B	8
BRAKE LINE EXTENSION		C05	2
5/16"-18X3/4" BOLT GRADE 5		C516375B5	2
5/16"-18 HEX NUT		C516NH	2
5/16" LOCK WASHER		C516LW	2
5/16" SAE FLAT WASHER		C516SAEW	2
BRAKE LINE EXTENSION REAR		C06	1
LOCTITE		C7	1
ZIP TIES		C100	7
BOX		RSD13	1
ISTRUCTIONS			1
DECALS		DECAL	4

P/N 316	Box 2 of 3	<u>PART #</u>	QTY
STEERING KNUCKLE (DRIVER)		R316D	1
STEERING KNUCKLE (PASSENGER)		R316P	1
DIFFERENTIAL SKID PLATE		C68	1
BOX		RSD12	1

P/N 316	Box 3 of 3	<u>PART #</u>	QTY
COMPRESSION STRUT		C30	2
REAR ADD-A-LEAFS		AAL-316	2
ADD-A-LEAF PIN		AAL-316PIN	2
ADD-A-LEAF NUT		AAL-316NUT	2
7/16"-14X1-1/4" BOLT GRADE 8		C716125B8	4
7/16"-14X3-1/2" BOLT GRADE 8		C71635B8	4
7/16"-14 LOCK NUT		C716N	4
7/16" SAE FLAT WASHER		R716FWZ	12
5/8"-11X4-1/2" BOLT GRADE 8		C5845B8	2
5/8"-11X5-1/2" BOLT GRADE 8		C5855B8	2
5/8"-11 LOCK NUT		C58N	4
5/8" SAE FLAT WASHER		C58SAEW	8
BOX		RSD14	



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Installation Instructions:

Front Installation

1. Park vehicle on a clean flat surface and block the rear wheels for safety.
2. Disconnect the positive and negative battery cables from the battery.
3. Raise the front of the vehicle and support the frame with jack stands just behind the rear lower control arms.
4. Remove the front wheels.
5. Disconnect the ABS line from the connector on the frame (See Fig 1). Then remove the ABS line from the retaining clips at the frame, upper control arm and knuckle.
6. Disconnect the brake line bracket from the upper control arm and retain OEM bolt for later use. (See Fig 1).
7. Disconnect the steering tie rod end from the knuckle. Remove the tie rod end nut (save for later use) and strike the knuckle near the tie rod end using a hammer. This should dislodge it. (See Fig 2).
8. Remove the two brake caliper mounting bolts that retain the caliper and remove the brake caliper assembly from the steering knuckle. Retain the brake caliper out of the way but **DO NOT** hang the caliper from the brake hose. (See Fig 3).
9. Remove the front hub dust cap, then remove the axle shaft retaining nut. Save the cap and nut for re-installation. (See fig 4).
10. Remove the sway bar end links from the sway bar and the lower control arm. Retain them for re-installation. (See Fig 5).
11. Remove the sway bar from the frame by removing the four bushing cap mounting bolts. Retain for later re-installation. (See Fig 6).
12. Mark each of the front struts with a vertical line from the top plate to the coil and mark which one is the driver's side and which one is the passenger side. This will need to be done on the outward side of the strut. (See fig 7).
13. While supporting the lower control arm with a jack, remove the lower strut mounting bolts. Save for re-installation. (See Fig 8).
14. Remove the CV Mounting Flange bolts. Mark the shafts to indicate driver and passenger side for re-installation. (See Fig 9).



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15. Loosen up the upper and lower ball joint nuts leaving them on by 3 to 4 threads. Strike the knuckle near the upper and lower ball joint to dislodge them from the knuckle. Remove the upper ball joint nut and lower the control arm down. Remove the CV shaft from the hub assembly and set aside. Remove the lower ball joint nut and remove the knuckle assembly from the lower control arm.
16. Remove the three upper strut mounting nuts and remove the strut from the vehicle. Do not remove the center strut nut or serious injury could occur. Retain nuts for re-installation.
17. Remove the front and rear lower control arm mounting bolts and remove the lower control arm from the vehicle. Retain hardware for re-installation.
18. Unclip the front differential actuator wire connector from the diff and then remove the three wire harness clips holding the actuator harness to the diff housing.
19. Disconnect the front differential breather hose.
20. Mark the front driveline and differential flange to show the relationship of the two for re-installation. Remove the front four driveline bolts and disconnect the front driveline from the differential flange. (See Fig 10).
21. Remove the four bolts and the rear control arm cross member from the vehicle. Retain hardware for re-installation. (See Fig 11).
22. While supporting the front differential with a jack, remove the two driver's side differential mounting nuts and the passenger side mounting bolts. Carefully lower the differential to the ground. Retain mounting hardware for re-installation.
23. The driver's side rear lower control arm pocket must be cut to provide clearance for the differential in the relocated position. **THE ENTIRE AREA NEEDS TO BE CLEANED OF ANY OIL, GREASE AND/OR UNDERCOATING. THE FACTORY COATING IS VERY FLAMMABLE.**
24. Measure from the center of the driver's side control arm mounting hole toward the center of the vehicle 1" and mark. Repeat this measurement on the opposite side of the pocket. Mark vertical cut lines at the 1" mark up both front and back faces of the pocket. (See Fig 12). Make a vertical cut along each of the cut lines on the front and back faces of the driver's side control arm pocket with a reciprocating saw (recommended), cut off wheel or plasma cutter. **BE CAREFUL, THE UNDERCOATING ON THE FRAME IS VERY FLAMMABLE AND WILL DRIP OFF THE FRAME. KEEP AN APPROPRIATE FIRE EXTINGUISHER NEAR BY.**
25. With the vertical cut lines complete, cut the top portion of the pocket by connecting the two cuts. (See Fig 13).



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26. Place the provided weld in plate (C69) up against the cut edge of the driver's side control arm pocket. The plate should be flush with the bottom edge of the pocket and overhang the front and back outside surfaces an equal amount. Tack weld the plate in place. **Note: WELDING SHOULD BE PERFORMED BY A CERTIFIED WELDER.** (See Fig 14).
27. With the plate tacked go back and weld the plate in place along the OUTSIDE of the pocket on the vertical surfaces. Welding on the inside will result in crossmember interference. Only weld the top edge of the plate from the inside. Once the area has cooled, paint all exposed metal to prevent corrosion.
28. Install the new driver's side differential bracket (C64) to the OE mount with the factory bolts. The round spacers on the bracket mount to the frame and the open face of the bracket faces inward of the vehicle. Torque bolts to 65 ft-lbs. (See Fig 15).
29. Install the new passenger's side differential bracket (C65) to the OE mounting studs using factory hardware. The bracket mounting surface with three holes goes to the frame and the open face toward the inside of the vehicle. Torque nuts to 65 ft-lbs. (See Fig 16).
30. Using a jack, install the differential in the vehicle by attaching it to the new driver's and passenger's differential brackets. Fasten the differential to the brackets with the supplied 1/2" x 1-3/4" bolts, nuts and washers. Use two 1/2" SAE washers on each bolt for the driver's side. Use one SAE washer and one extra large 1/2" washer on the passenger's side. The extra large washer will go against the differential housing flange with the large slots. Torque the 1/2" hardware to 65 ft-lbs. Pull the differential forward as the passenger side bolts are being tightened. **Note:** if the differential is making contact with the weld-in plate when installed then you will need to remove the differential and grind the corner of the differential housing for clearance. Only about 3/8" of material needs to be trimmed. (See Fig 17 & 18).
31. Reconnect the differential actuator wiring. Reattach the wire to the differential housing with the provided wire ties.
32. Reconnect the differential breather line. The line will need to be removed from the retaining clip and relocated lower on the frame.
33. Reconnect the front drive shaft to the differential using the original hardware. Make sure that your alignment marks match up from the earlier step. Torque to 19 ft-lbs.
34. Install the new rear crossmember (C63) using the OE lower control arm bolts, nuts and washers. Also fasten the passenger's side of the crossmember to the two original crossmember mounting holes using the OE hardware. Leave hardware loose.



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35. Install the front crossmember (C62) in the control arm pockets using the OE lower control arm bolts, nuts and washers. Also fasten the center of the crossmember to the frame using the two original front skid plate mounting holes and bolts. Leave hardware loose. (See Fig 19).
36. Attach the new differential skid plate (C68) to the front and rear crossmembers with the supplied 1/2" x 1-1/4" bolts, nuts and 1/2" SAE washers. The skid plate mounts to the rear crossmember using two bolts and washers and threads into the welded nuts on the rear crossmember. The skid plate mounts to the front crossmember using two bolts, nuts and washers. Leave hardware loose. (See Fig 20 & 21).
37. Install the OE lower control arms into the new crossmembers using the supplied 5/8"x 4.5" and 5/8"x 5.5" bolts, nuts and 5/8" SAE washers. Leave hardware loose.
38. With the crossmembers, control arms and skid plate installed, go back and torque the crossmember mounting bolts to 125 ft-lbs, and the OE skid plate bolts to 20 ft-lbs. Torque the skid plate hardware to 65 ft-lbs.
39. Place indexing marks on the strut body, strut cap and upper coil seat if you did not do this in step 12. These marks will be used for the reassembly process. (See Fig 22).
Caution: COIL SPRING IS UNDER EXTREME PRESSURE. IMPROPER REMOVAL/INSTALLATION OF COIL COULD RESULT IN SERIOUS INJURY OR DEATH. USE ONLY A HIGH QUALITY SPRING COMPRESSOR AND CAREFULLY READ AND UNDERSTAND THE MANUFACTURER'S INSTRUCTIONS.
40. Using the appropriate spring compressor, compress the coil spring and remove the upper strut nut, and then remove the strut from the coil spring.
41. Remove the factory bump stop off the factory strut shaft and install it onto the new supplied Revtek strut shaft. Apply grease to the ID of the bump stop and the OD of the strut shaft for ease of installation. (See Fig 23).
42. Install the new strut into the coil spring, orienting it the same as the OE one. Fasten the strut with the new supplied nut. Pay close attention to the lower mounting bar pin as it is not angled perpendicular to the strut body. This bar pin must be orientated correctly to mate to the lower control arm properly. Torque the strut nut to 35 ft-lbs.
Note: The struts are shipped collapsed. Rotate strut shaft counter-clockwise for it to extend.
43. Carefully remove the two captive nut tabs on the OE bar pin and re-install them to the new strut. (See Fig 24).
44. Install the new strut assembly into the appropriate frame mount using the original nuts. Torque the nuts to 40 ft-lbs.



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45. Swing the lower control arm up to the strut and fasten it using the OE bolts. Torque bolts to 40 ft-lbs.
46. Remove the hub bearing/rotor assembly and brake dust shield from the OE steering knuckles. Be sure to note which hub goes on which side of the vehicle. Retain mounting hardware for re-installation.
47. The brake dust shield needs to be trimmed. Measure in from the lower vertical edge (opposite the ABS sensor location) 3/4" and make a vertical cut along the entire flat section. Cut the marked section off the dust shield. (See Fig 25).
48. Install the modified dust shield and hub/rotor in the corresponding new knuckles. Fasten the hub/shield with the OE bolts. Apply Loctite to the bolt threads and torque to 133 ft-lbs.
49. Install the assembled knuckle on the lower control arm with the OE lower control arm nut. Re-install the CV shaft in the hub and then attach the knuckle to the upper control arm with the OE upper ball joint nut. Torque the upper ball joint nut to 37 ft-lbs and torque the lower ball joint nut to 74 ft-lbs.
50. Position the new CV spacer (C70) between the CV shaft and the differential mounting flange. Fasten the CV and spacer to the differential flange using the supplied 10mm x 70mm bolts and 10mm washers. Use Loctite on the bolt threads and torque to 45 ft-lbs using a cross pattern.
51. Re-install the OE CV axle nut and torque to 155 ft-lbs.
52. Working on one side at a time, remove the tie rod end from the steering link. Trim 3/8" off the tie rod end and 3/8" off the steering link. This will allow for proper alignment adjustment once the kit is complete. Once the two ends are trimmed, clean the ends of the threads and re-install the tie rod end to the steering link. Repeat this on the other side. (See Fig 26 & 27).
53. Disconnect the OE rubber brake line from the hard line at the frame. Remove the retaining clip and remove the brake line from the bracket. Disconnect the bracket from the frame and save hardware for re-installation.
54. Attach the brake caliper to the new knuckle using the OE hardware. Torque bolts to 125 ft-lbs.
55. Carefully remove the metal retainer bracket from the OE rubber brake line. **Note:** It may be easier to remove the brake line from the bracket by removing it from the vehicle completely and holding it in a vise.



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56. Locate the threaded hole where the OE brake line mounted. Measure out 1-3/8" on the upper control arm mount then mark and drill a 5/16" hole.
57. Attach the supplied brake line bracket to the upper control arm mount using the newly drilled hole with a 5/16" bolt, nut, lock washer and washer. Leave hardware loose.
58. Carefully reform the hard brake line down to align up with the new bracket. Run the end of the rubber brake line through the bracket and secure it the hard line. Tighten the fitting securely. Retain the brake line to the bracket using the factory clip.
59. With the brake line installed go back and tighten the brake line bracket bolts to 20 ft-lbs.
60. Attach the ABS line to the upper control arm with the OE brake line mounting bolt and use the provided wire clamps.
61. Reconnect the ABS line at the frame. Attach the ABS line to the steering knuckle with the supplied wire clamps and 1/4"x 3/4" bolt, flat washer and lock washer. Torque bolt to 15 ft-lbs. Use zip ties to retain the remaining section of the ABS line as needed to keep it away from rotating objects.
62. Locate the OE sway bar end link mounting hole on the lower control arm. Measure inward from the center on that hole 1-1/2" (toward the frame) and mark. Measure in from the back edge of the control arm near the first mark 3/4" and where these two marks align will be the center of the new hole you need to drill to 5/8". (See Fig 28).
63. Attach the OE sway bar to the original mounts in conjunction with the supplied drop brackets and 10mm x 130mm bolts, washers. Use Loctite on the bolt threads and then torque to 45 ft-lbs.
64. Attach the original sway bar end links and hardware to the sway bar and the newly drilled hole in the lower control arm. Tighten the sway bay end links until the bushings start to swell.
65. Lightly grease and install the supplied compression strut bushings and sleeves into the new compression strut arms. Attach one end of the compression strut arm to the tabs on the back of the rear crossmember using the supplied 7/16"x 3-1/2" bolts, nuts and 7/16" SAE washers. Leave hardware loose. Loosely fasten the supplied strut brackets to the other end of the compression strut arms using the supplied 7/16"x 3-1/2" bolts, nuts and 7/16" SAE washers. Install the new brackets so that the angle is pointing to the back of the vehicle. (See Fig 29).



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66. Swing the compression strut arm up so that the mounting brackets are against the transmission crossmember. Using the bracket as a template, mark the mounting hole locations on the crossmember that do not line up. Lower the bracket and drill a 5/16" hole at each mark. **Note:** If equipped the factory transfer case skid plate will need to be removed.
67. Reposition the bracket to the crossmember and fasten using the supplied 3/8"x 1-1/4" self tapping bolts. Torque bolts to 30 ft-lbs. Go back and torque the four compression strut arm bolts to 40 ft-lbs.
68. Install the wheels/tires and lower the vehicle to the ground.
69. Bounce the front of the vehicle to settle the suspension and then torque the lower control arm bolts to 150 ft-lbs.
70. Check all hardware and torque properly.
71. Bleed the entire brake system according to the factory service manual for proper brake bleeding procedures.
72. Reconnect the battery cables to the battery.

Rear Installation:

1. Safely raise the rear of the vehicle and support with jack stands just ahead of the front leaf spring frame mount.
2. Remove the tires/wheels.
3. Support the rear axle with a floor jack.
4. Remove the OE shock absorbers. Retain hardware for re-installation.
5. Disconnect the rear brake line bracket from the top of the rear differential housing. Retain hardware for re-installation.
6. Remove the ABS lines from the retaining clip on the bottom of each frame rail. Also disconnect the ABS line connector from the top of the frame.
7. Remove the driver's side parking brake cable from the rear-most retaining bracket on the driver's side frame rail.



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Add-A-Leaf/Block Installation:

Continue the following steps one side at a time.

8. With the rear axle well supported, remove the leaf spring U-bolts. Discard the U-bolts, nuts and washers.
9. Using two C-clamps, hold the spring assembly securely together about 6" away from the center pin.
10. Remove the leaf spring center pin and slowly remove the C-clamps.
11. Place the new Add-A-Leaf between the second and third leaves.
12. Slide the supplied 3/8" pin up through the leaf pack and start the nut to hold the leaf pack together. Do not use the center pin to draw the leaf pack together. Use a C-clamp on each side of the center pin to draw the pack together while ensuring that the leaves are in line. After the pack is drawn together, Torque the center pin to 30 ft-lbs.
13. Remove the C-clamps and cut off any excess center pin.
14. Remove the OE block (if equipped). Position the new block between the spring pack and spring perch. Make sure that the thick side of the block is toward the rear of the vehicle. (Tapers toward the front of the truck).
15. Slowly raise the floor jack under the axle while aligning the pin in the leaf pack with the hole in the block. Align the pin in the block with the OE spring pad.
16. Install two new U-bolts over the OE spring plate, spring pack, block, and axle tube. From the under side of the axle tube, place the OE lower U-bolt plate over the U-bolts and hold the assembly together with the 9/16" high nuts and washers. Snug the U-bolts.
17. Repeat this procedure on the other side of the vehicle.
18. Install Revtek rear shocks (R2917C) with stock hardware and torque upper and lower bolts to 65 ft-lbs. The axle mounting tabs may need to be bent open slightly to allow for clearance of the larger diameter shocks. Also check the clearance between the shock body and the brake line bolt (driver's side); this may need to be trimmed. Use the provided washers to properly preload the shock bushings.
19. Install the provided brake line bracket to the top of the differential using the OE mounting hole and hardware. Attach the OE brake line bracket to the relocation bracket with a 5/16"x 1" bolt, nut and washer. Torque the OE and 5/16" bolt to 20 ft-lbs.



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20. Reconnect the ABS lines to the plastic retaining clip at the bottom of each frame rail. The connector will not be reattached to the top of the frame. Reroute the lines as necessary to gain proper slack.
21. Install wheels/tires, lower the vehicle and torque lug nuts to manufacturer's specifications.
22. Bounce the rear of the vehicle to settle the suspension. Torque the rear U-bolts to 100-120 ft-lbs.
23. Double check all fasteners for proper torque.
24. Check all moving parts for clearance.
25. Complete a full radius turning check to ensure that no interference occurs.
26. Align headlights.
27. Double check that the brake system works and that there is plenty of slack in the lines for wheel travel.
28. Complete a vehicle alignment.
29. Check all fasteners at 500 miles and re-torque.

FIG 1.



FIG 2.

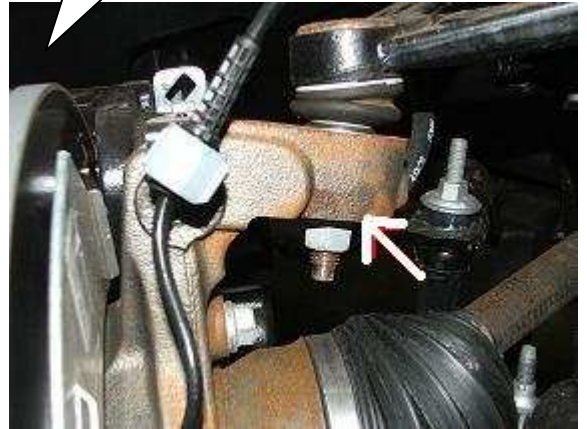


FIG 3.



FIG 4.



FIG 5.



FIG 6.



FIG 7.



FIG 8.



FIG 9.



FIG 10.

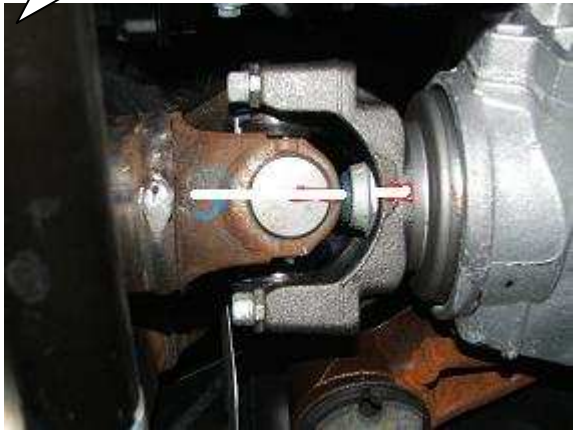


FIG 11.

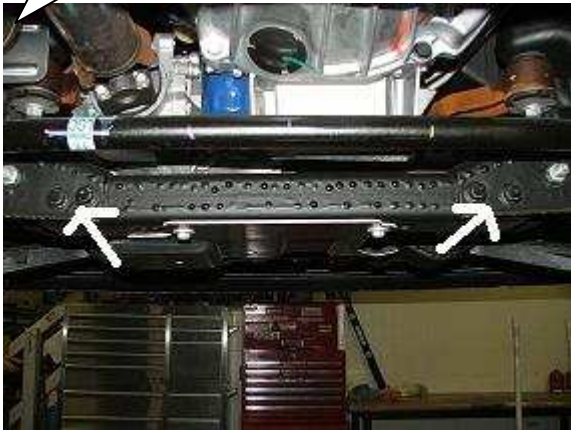


FIG 12.



FIG 13.



FIG 14.



FIG 15.



FIG 16.



FIG 17.



FIG 18.



FIG 19.



FIG 20.



FIG 21.



FIG 22.



FIG 23.



FIG 24.



FIG 25.



FIG 26.



FIG 27.



FIG 28.

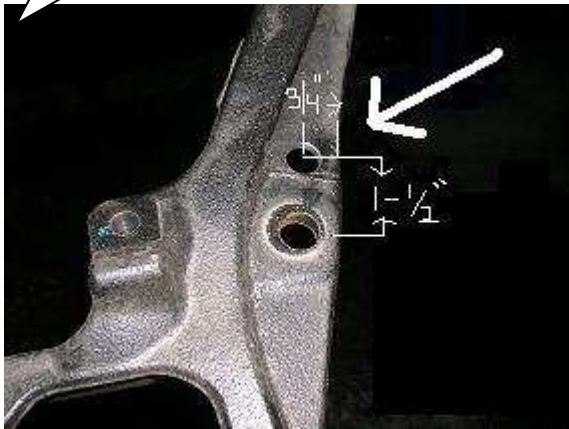


FIG 29.





**Installation Instructions for 2007-2008
Chevy/GMC 1500 4WD
6" Suspension System
P/N 316**

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