



## Revel Links (RP-29) Hummer Lowering Instructions

**IMPORTANT! PLEASE READ ALL INSTRUCTIONS FIRST! If in doubt, please contact our sales department before installation. If you feel you lack the necessary skills please have your links installed by a professional mechanic. Revel Performance or it's suppliers will not be held liable for any loss or injury due to improper installation.**

**FOR YOUR SAFETY** Adjustable sensor links are intended to improve off-road performance. 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. Revel Performance Inc. does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. 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.

**Make sure the key is out of the ignition and no power is on and the vehicle is in normal ride height.**

### **Front Links:**

1. Look straight inside the wheel well & you will see the factory ride height sensor Link.
2. To remove the factory Link, disconnect the UCA side first using a flat head screwdriver or other appropriate tool. To remove the sensor side gently bend it backwards, being careful not to break the sensor arm.
3. Install the front Revel links (The front links have the longer threaded rods). The black coupler connects to the smaller ball joint on the UCA and the grey coupler connects to the larger ball joint on the sensor arm. Make sure the coupler is pressed all the way in, the coupler has an inner chamber where the ball joint must sit.

### **Rear Links:**

1. The rear links are located right in front of the rear tires.
2. Remove the rear stock links the same way as the front where removed.
3. Install the Revel links (The Rear links have the shorter threaded rods). The black coupler connects to the smaller ball joint on the frame and the grey coupler connects to the larger ball joint on the sensor arm. Make sure the coupler is pressed all the way in, the coupler has an inner chamber where the ball joint must sit.

### **Adjustment:**

1. **Lengthening** the Front Links and **Lengthening** the Rear links from the factory length will lower the vehicle. You must start with the adjustable links set as close as possible to the stock link length. Lengthen the front links and lengthen the rear links by three turns on each side, drive the vehicle a short distance to get the suspension use to the new settings and repeat until it's sitting how you like it. Note that each 5mm variance from stock will adjust the vehicle approx.  $\frac{1}{2}$  -  $\frac{3}{4}$  " or 3 turns is about a  $\frac{1}{4}$  inch in height.
2. Start the vehicle, raise it up and down and move it a short distance to get the air suspension system use to the new links. You can easily make further adjustments by removing one side of the link

(Recommended A-Arm or Frame side) and turning 2-3 full turns. Three turns translates into approx. ¼" in height.

### **Common Issues:**

1. Lowering too much could result in air ride errors when the lowest selection is made, limit your new normal position to no lower than the lowest factory position.
2. Depending how low you make the vehicle a wheel alignment may be required to reduce tire wear.
3. Each coupler must be securely fastened to the corresponding ball joint. When securing to the sensor arm support the rear of the connection point with your hand to prevent damage to the factory sensor arm.

Always looking to add more pictures of vehicles to our blog and social media.

If you would like yours on there, send them to [sales@revelperformance.com](mailto:sales@revelperformance.com)

Thank you for your purchase. If you have any questions, please don't hesitate to ask anytime via phone or Email.

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