42-35841 2025-UP GM 1500 8" MAX BIG LIFT

IF your ReadyLIFT® product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately. For warranty issues, please return to the place of installation and contact ReadyLIFT.

(877) 759-9991

MON-FRI 7AM-4PM PST
OR
EMAIL: support@readylift-ami.COM
WEBSITE: ReadyLIFT.COM

****Please retain this document in your vehicle at all times.****

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT manufactures. The ReadyLIFT product warranty only extends to the original purchaser of any ReadyLIFT product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts.

Our Limited Lifetime Warranty excludes the following ReadyLIFT items; bushings, bump stops, ball joints, tie rod ends, heim joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship.

This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.

Product purchased directly from ReadyLIFT has a 90 day return policy on uninstalled products from the date of purchase (may be subject to restocking fee). Uninstalled product returns must be in the original ReadyLIFT packaging. Please call **(877) 759-9991** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT. **Returns without RGA# will be refused.** Contact ReadyLIFT directly about any potentially defective parts prior to removal from vehicle.

ReadyLIFT products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT product. ReadyLIFT is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT reserves the right to change, modify or cancel this warranty without prior notice.

WARNING

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

READYLIFT® IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT products.

It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle.

All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

SAEJ2492 Warning

By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when alighting headlights.

This suspension system was developed using a 37" x 12.5" tire with 20" x 9" wheel and a offset of 0. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels with more than a +18 offset can not be used but are not recommended with tires over 11.5" wide. Factory 18" wheels can not be used.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

IMPORTANT NOTE:

Kit not compatible with aftermarket lift struts or other lift systems. Use of additional lift components will damage vehicle.

Due to the variations in body designs and wheel openings between Chevrolet and GMC final clip location on front coilovers and subsequently max tire size will vary.

CAUTION: 2019-UP GM 1500 4WD front CV axle boots are designed by GM to be more resistant to road debris impact during vehicle operation. This 'harder' boot material makes the CV axle inner and outer boots more susceptible to tearing/cracking during kit installation. EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSTALLING THE CV AXLES TO PREVENT ANY UNINTENDED DAMAGE.

NOTE: If a CV axle boot is torn due to installation error a replacement half shaft assembly should be installed for the repair. Replacement boots are not compatible with this lift kit - replacement boots use a crimp-on boot clamp which can contact the lower control arm further damaging the CV axle.

PRE-INSTALLATION MEASUREMENTS:

It is imperative that you record the following measurements and factory components in the tables below. ReadyLIFT tests and records as much data from each application as available at the time of product development. Vehicle manufacturers may change components or add models with different options. Recording and not exceeding the fender-to-hub-center ReadyLIFT calls out will ensure the lift on the vehicle is correct.

These measurements will affect the performance of this lift kit. Failure to ensure proper stock conditions may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in an incorrect wheel alignment. This will wear tires incorrectly. Incorrect alignment will cause poor vehicle handling issues including but not limited to under steer. Over lifting will also cause a shock top off condition resulting in poor ride quality accompanied by pops and clunks which are symptoms of prematurely wearing components.

Failure to adjust head lamps may cause dangerous driving conditions for you and other drivers on the road. Record the head lamp position before the installation of this lift or leveling kit and adjust to original factory position after the completion to ensure a safe and enjoyable experience.

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

****MEASUREMENT IS TO BE PERFORMED FROM CENTER OF HUB TO FENDER EDGE STRAIGHT UP FROM HUB.****

RECORD HEAD LAMP MEASURMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Upper Control Arm, Left	1
Upper Control Arm, Right	1
Laser Cut Washer	4
Front Cross Member	1
Rear Cross Member	1
Skid Plate	1
Diff Drop, Driver	1
Diff Drop, Passenger	1
Passenger Diff Drop Brace	1
Passenger Diff Drop Spacer	2
Diff Drop Crush Sleeve	1
Sway Bar Bracket Driver	1
Sway Bar Bracket Passenger	1
Cam Block Off Plate	8
Driver Knuckle	1
Passenger Knuckle	1
Driver Fabricated Block	1
Pass. Fabricated Block	1
Rear Brake Line Bracket	1
Rear ABS Bracket	1
CV Axle Spacer	2
Falcon Front Coilover, Left	1
Falcon Front Coilover, Right	1
Falcon Rear Shock	2
U-Bolt	4
Add-A-Leaf Kit	1
Spring Compressor Kit	1

HARDWARE	
DESCRIPTION	QTY
Cross Member	
M18-2.5 x 120mm Hex Head Bolt Gr 10.9 YZ	2
M18-2.5 x 130mm Hex Head Bolt Gr 10.9 YZ	2
M18-2.5 C-Lock Nut Gr 10.9	4
M18 Flat Washer	8
1/2"- 13 x 1.25" Hex Head Bolt Gr 8 YZ	4
1/2" Flat Washer (Narrow, .93")	4
Differential	
M14-2.0 x 90mm Hex Head Bolt Gr 10.9 YZ	2
M14-2.0 x 100mm Hex Head Bolt Gr 10.9 YZ	1
M14-2.0 x 120mm Hex Head Bolt Gr 10.9 YZ	1
M14-2.0 C-Lock Nut Gr 10.9	4
M14 Flat Washer	8
3/16 Rubber Vacuum Hose, 5" length	1
3/16 male-to-male vacuum hose connector	1
Sway Bar Brackets	
M10-1.5 x 25mm Hex Head Bolt Gr 10.9 YZ	4
M10-1.5 C-Lock Nut Gr 10.9	4
M10 Flat Washer	8
Front Strut Spacer	
M10-1.25 Serrated Flange Nut	6
Front Strut	
M10-1.5 x 60mm Hex Head Bolt Gr 10.9 YZ	4
M10-1.5 C-Lock Nut Gr 10.9	4
M10 Flat Washer	8
Skid Plate	
M10-1.5 x 25mm Hex Head Bolt Gr 10.9 YZ	6
M10-1.5 C-Lock Nut Gr 10.9	6
M10 Flat Washer	12
Misc. Bracket Hardware	
M8 - 1.25 x 25mm Hex Head Bolt Gr 10.9 YZ	2
M8 - 1.25 C-Lock Nut Gr 10.9	2
M8 Flat Washer	4
M6 - 1.0 x 25mm Hex Head Bolt Gr 10.9 YZ	2
M6 - 1.0 C-Lock Nut Gr 10.9	2
M6 Flat Washer	4
Leaf Spring Hardware	
M10-1.5 x 85mm Center Pin (Sckt Hd Allen Bolt)	2
M10-1.5 Nyloc Nut	2
Upper Control Arm	
M14-2.0x100mm Hex Head Bolt Gr10.9	4
M14-2.0 C-Lock Nut	4
M14 Flat Washer	8

⚠WARNING

Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT Suspension Customer Service to find one of our "Pro-Grade" Dealers.

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- A vehicle alignment is REQUIRED after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

Parts shown in red for picture clarification only.

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks. Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Disconnect the vehicle power source at the ground terminal on the battery.

Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

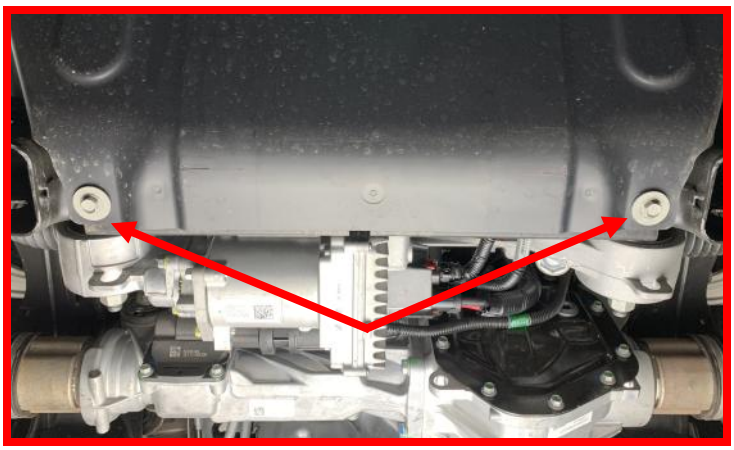
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Starting with the front of the vehicle, all steps are to be completed on both sides of the vehicle unless instructed.

Remove the (4) front skid plate mounting bolts and discard. Retain (2) of the mounting bolts.

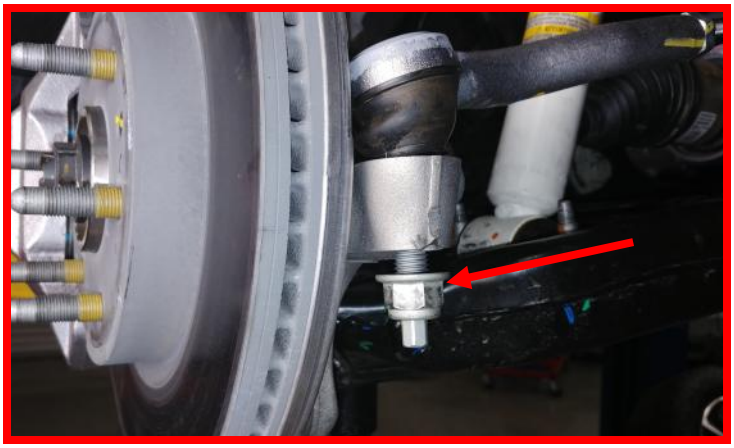


Using (2) of the factory skid plate bolts, install into the two gravel guard bolt holes.

Torque the hardware to 20 ft-lbs.



Remove the outer tie rod end nut. Strike the tie rod end on stud with a dead blow hammer to dislodge the taper.



Remove the ABS bracket from the upper control arm. Remove ABS sensor harness from bracket and discard bracket.



Remove the ABS sensor harness and brake line bracket from the knuckle and hang out of the way. Retain the factory hardware.



Remove the ABS sensor harness bracket from the knuckle. Retain the factory hardware.



Remove the wheel speed sensor from the knuckle and hang out of the way. Retain the factory hardware.

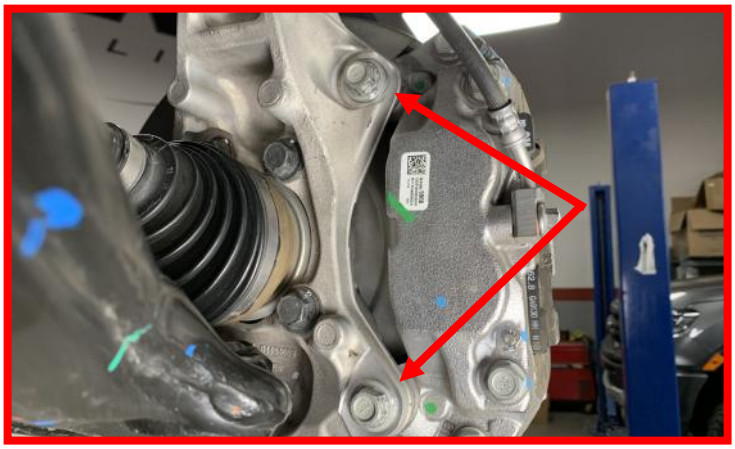


Remove the axle nut. Press axle back through hub to allow for greater misalignment and ease in the removal/installation process.

NOTE: It is imperative that the axle be pushed back thought the hub assembly. Failure to do so can lead to damage to the CV boot or the CV joint itself. Care MUST be taken when handling these CV axles.



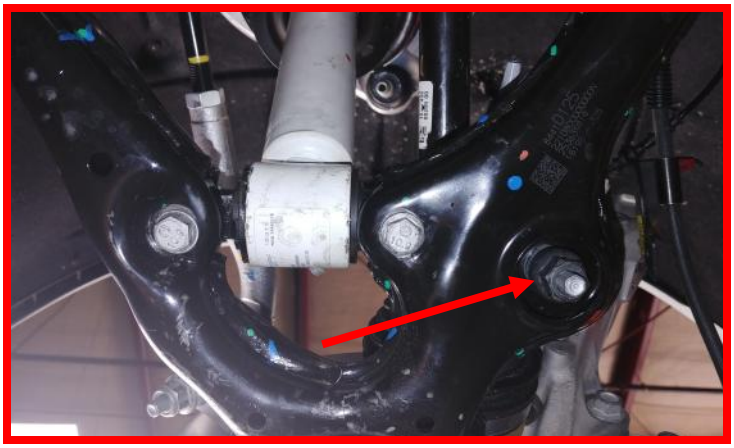
Remove brake caliper mounting bolts and hang caliper out of the way. Do not hang the caliper by the brake line. Retain factory hardware.



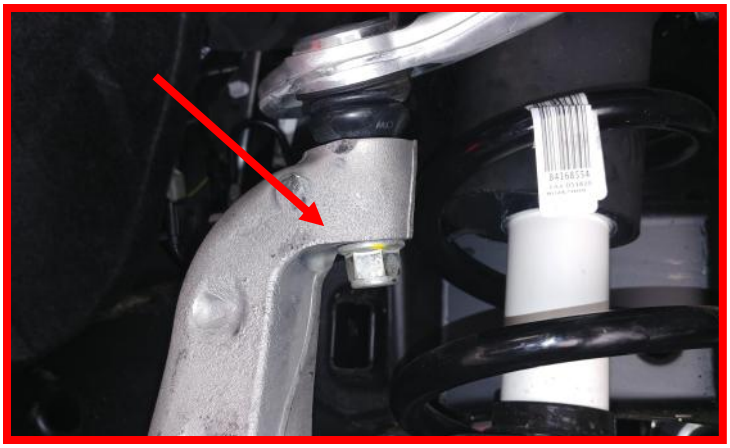
Remove brake rotor retaining bolt and remove the rotor. Retain the factory hardware.



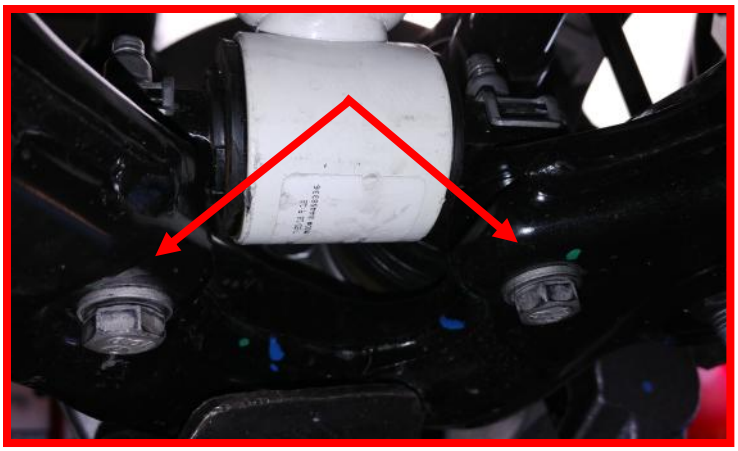
Remove the lower sway bar end link from the lower control arm.



Loosen but do not remove the upper control arm ball joint nut. Strike the upper ball joint boss on knuckle with a dead blow hammer to dislodge the taper. Remove nut and let knuckle hang out of the way.



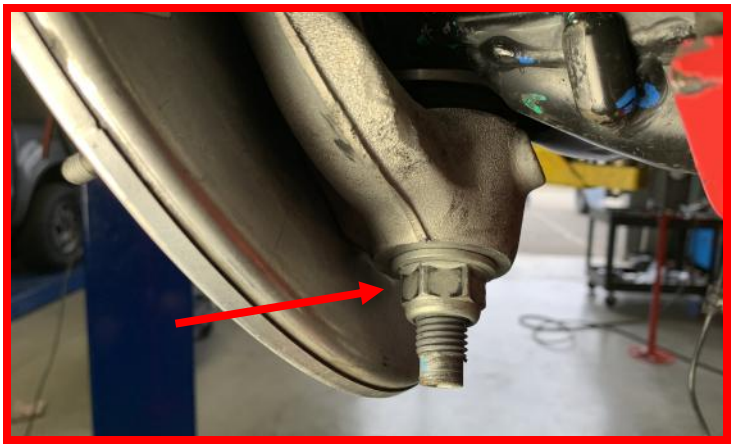
Support the lower control arm with a suitable jack. Remove the lower strut mounting bolts from the lower control arm. Discard factory bolts.



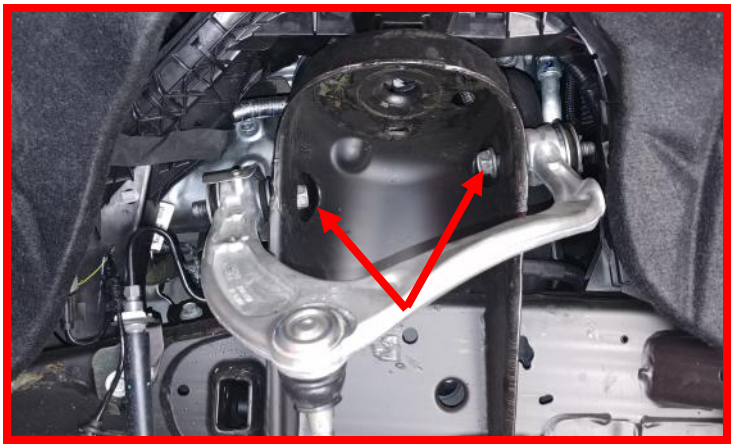
Remove the (3) top strut mounting nuts located on top of the strut tower. Remove strut assembly from vehicle. Retain the factory hardware.



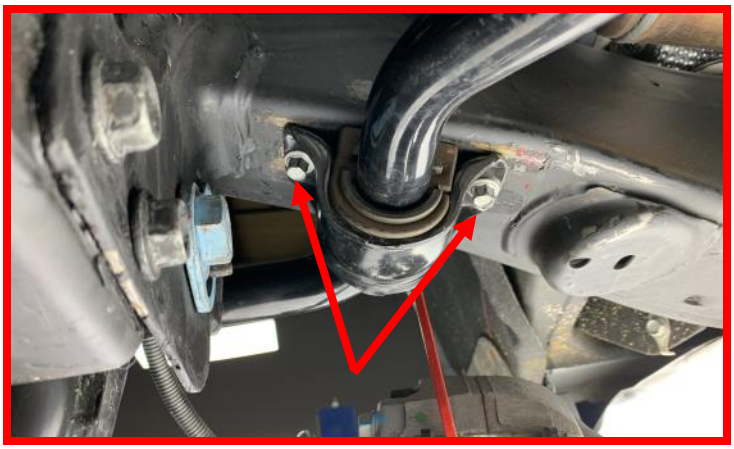
Loosen but do not remove the lower control arm ball joint nut. Strike the lower ball joint boss on knuckle with a dead blow hammer to dislodge the taper. Remove nut and then the knuckle from the vehicle.



Loosen but do not remove upper control arm bolts located inside strut tower.



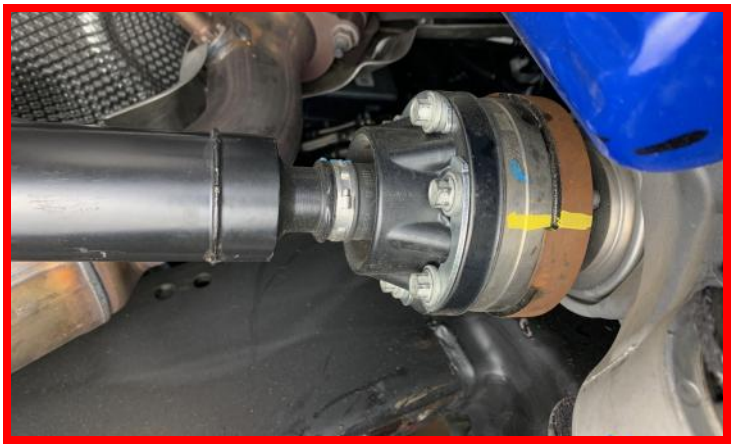
Remove (4) sway bar mounting bolts from the frame. Remove sway bar from the vehicle and retain factory hardware.



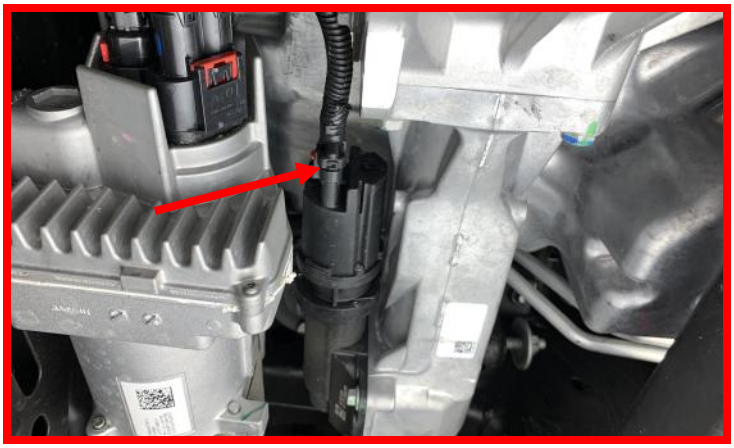
Remove the lower control arm from the frame. Be sure to retain factory alignment cam bolts, cams and nuts.



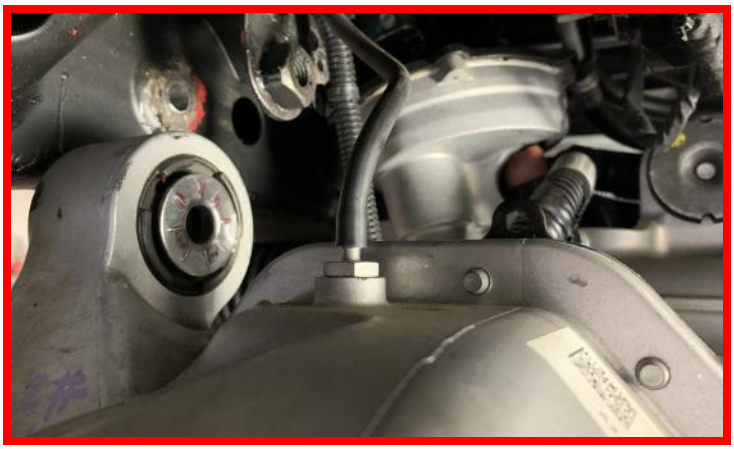
Mark the driveshaft to pinion flange location. Remove the front driveshaft hardware from the flange. Let driveline hang out of the way. Retain the factory hardware.



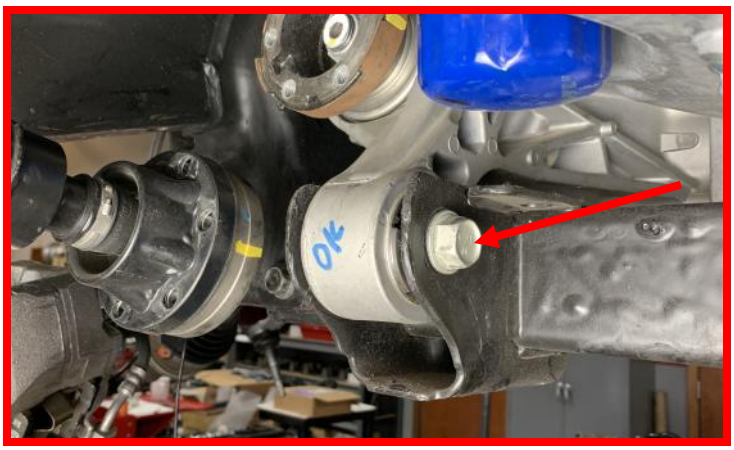
Unplug differential shift actuator. Ensure all clips are removed and clear of the differential.



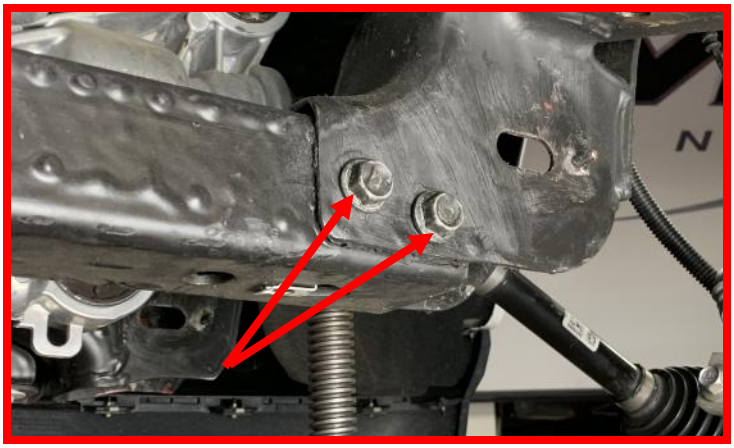
Remove differential vent line from the top of the differential.



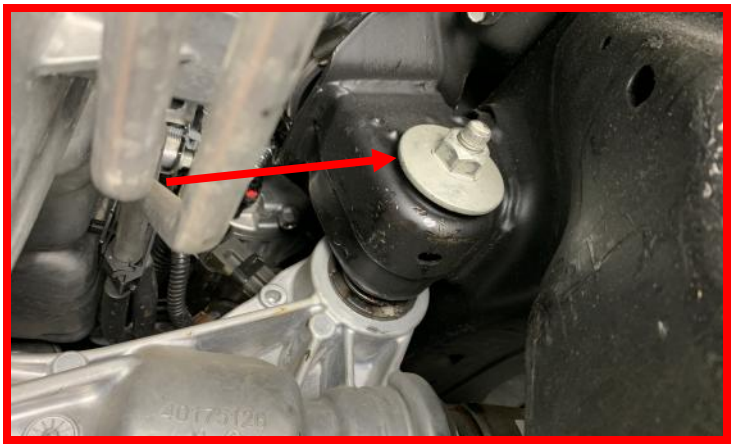
With an appropriate jack stand, support the front differential and remove the rear differential mounting hardware. Retain the factory hardware.



Remove the (4) rear crossmember mounting bolts. Remove crossmember from the vehicle and discard. Retain (3) of the crossmember mounting bolts and nuts.

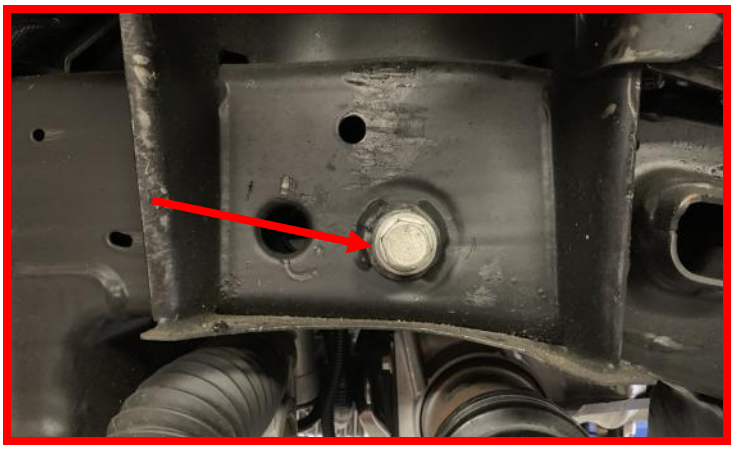


Remove passenger side differential mounting hardware. Discard the hardware.

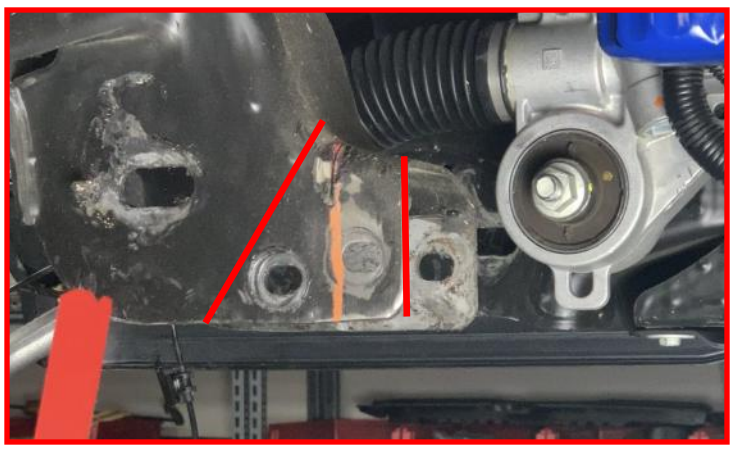


Remove driver side differential mounting hardware. Retain the factory hardware.

Ensure all the differential mounting hardware is removed, slowly lower the differential and remove from vehicle.

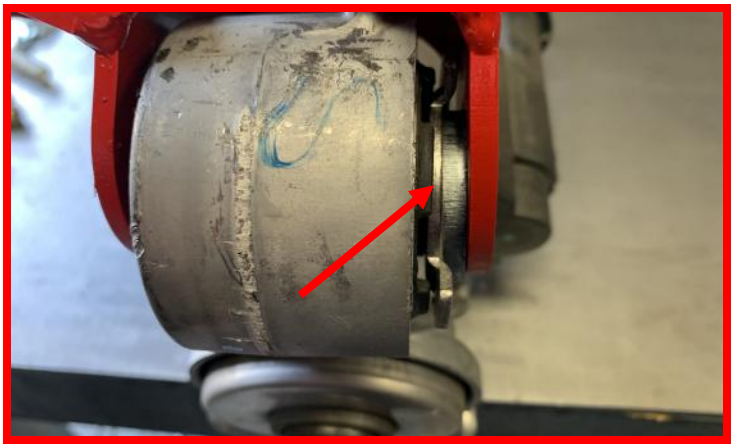


Using the inside edge of the rear control arm/ rear crossmember pocket, measure towards the outside of the vehicle frame 2" and make a 45° mark on both the front and back of the crossmember mount. Connect the two lines across the top of the frame rail. Using an appropriate cutting tool, cut through marked line. Sand the cut surface to remove any sharp edges. Paint the cut surface to prevent any corrosion.

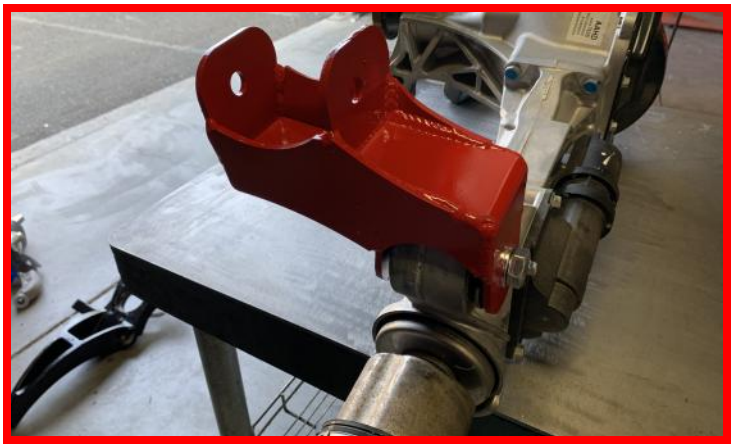


Parts shown in red for picture clarification only

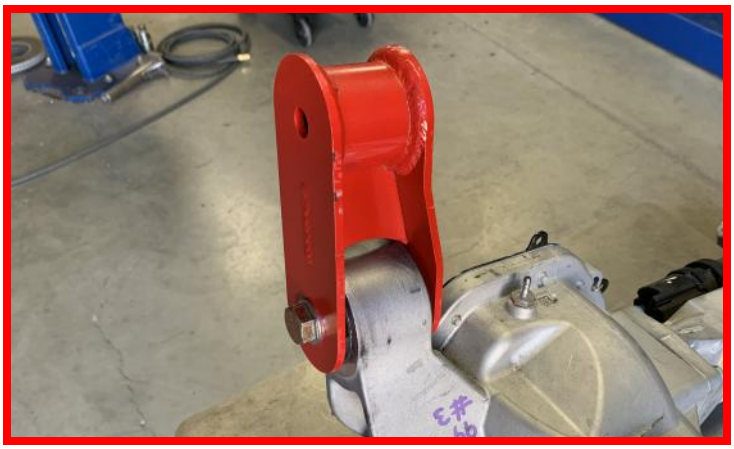
Prior to installing the passenger differential drop ensure the 3/16" passenger differential drop spacer is installed between the factory mounting surface and the passenger differential drop bracket.



Install passenger side differential drop on factory differential mounting point using the supplied M14 x 100mm bolt, washers and nut. Do not tighten at this time.



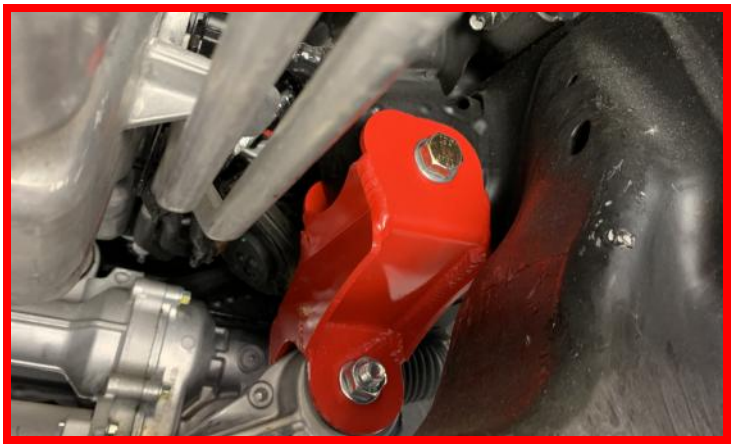
Install driver side differential drop on factory differential mounting point using the supplied M14 x 90mm bolt, washers and nut. Do not tighten at this time.



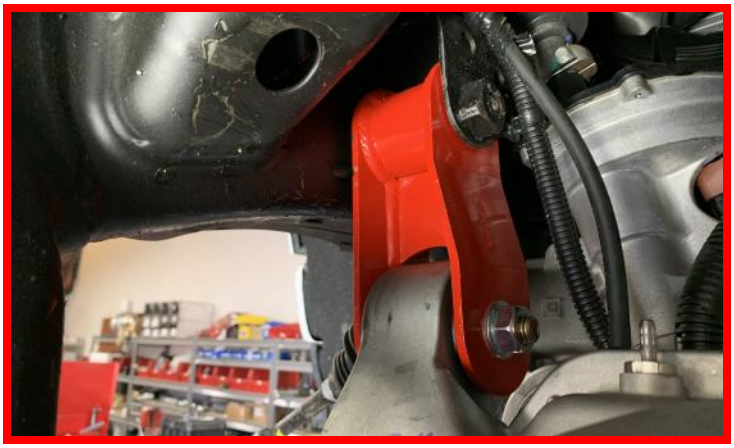
Install differential drop bracket crush sleeve in the factory differential frame mount located on the passenger side. Make sure the crush sleeve is fully inserted prior to installing the differential.



Raise differential into place. Be sure to use a helper to aid in the installation process. With the differential in place, install provided M14 x 110mm Bolt, washers and nut through the passenger differential drop bracket. Do not tighten at this time.



Install driver differential drop bracket using factory hardware. Do not tighten at this time.



Install rear crossmember using the supplied cam block off plates, M18 bolts, washers, and nuts. Do not tighten at this time.

Note: To aid in installation of the rear crossmember, jack the differential up at the pinion. This will roll the differential and offer the clearance that is needed to install the crossmember.

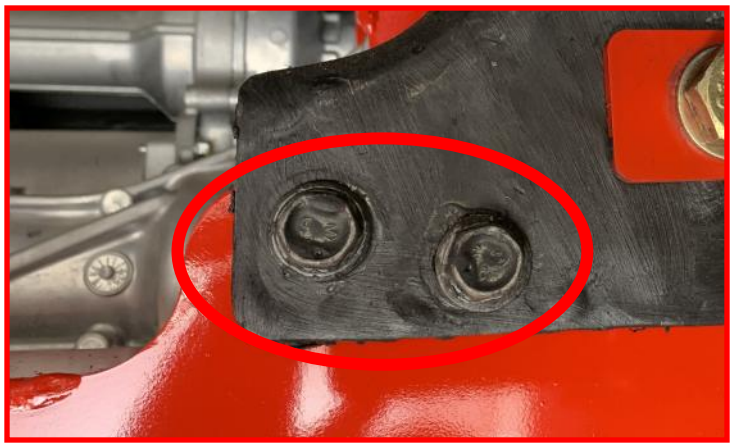


Ensure that the cam block off plate is installed with the frame pin through the smaller hole.



Install the (2) factory rear crossmember bolts through the passenger side factory mount and replacement crossmember.

DO NOT TIGHTEN AT THIS TIME.



Install the ReadyLIFT passenger diff drop support brace between front of frame and the passenger diff drop.

The frame side will use the factory bots, while the diff side will use the supplied diff bolt. Remove the nut and washer that were installed in the previous step and re-install once the bolt is through the diff drop brace.



Install the supplied M14 x 90mm bolt, washers and nut through the differential rear mount.

DO NOT TIGHTEN AT THIS TIME.



Install front crossmember using the supplied cam block off plates, M18 bolts, washers, and nuts. Do not tighten at this time.



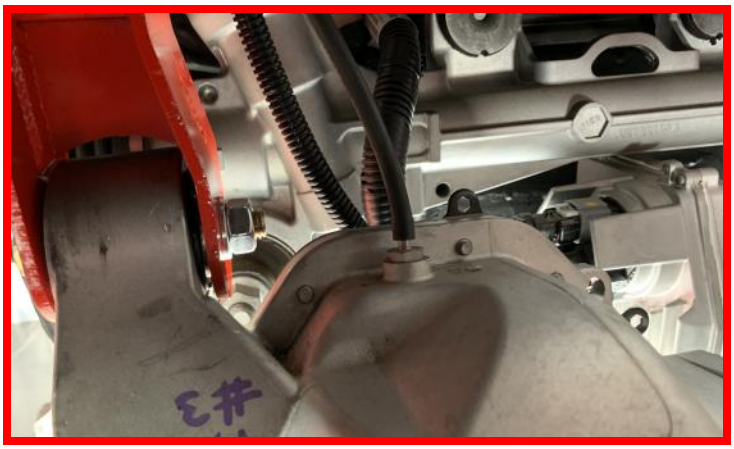
Using the factory cam bolts, cams and nuts, install the lower control arms in the factory orientation. Do not tighten at this time.



Plug in differential shift actuator. Ensure the retainer clip in locked into place.



Install vent line. It is necessary to pull down on the vent line to gain the slack needed for installation.



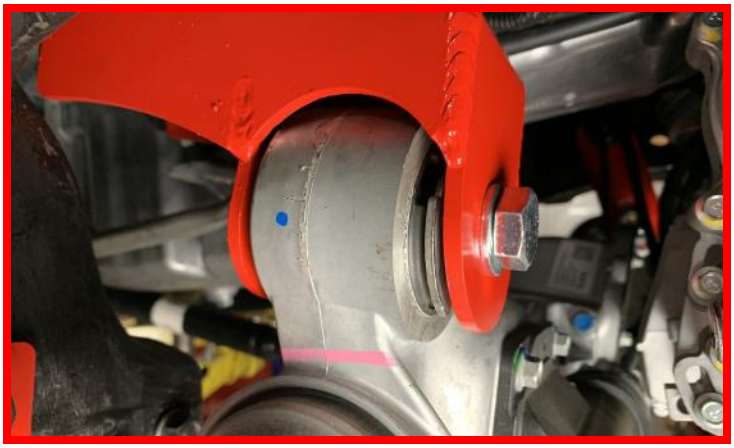
Tighten rear differential drop hardware.

Torque hardware to 120 ft-lbs.



Tighten passenger differential drop bracket hardware.

Torque hardware to 120 ft-lbs.



Tighten driver differential drop bracket hardware.

Torque hardware to 120 ft-lbs.



Tighten rear crossmember mounting hardware.

Torque M18 hardware to 250 ft-lbs.

Torque factory crossmember hardware to 90 ft-lbs.



Tighten front crossmember mounting hardware.

Torque M18 hardware to 250 ft-lbs.



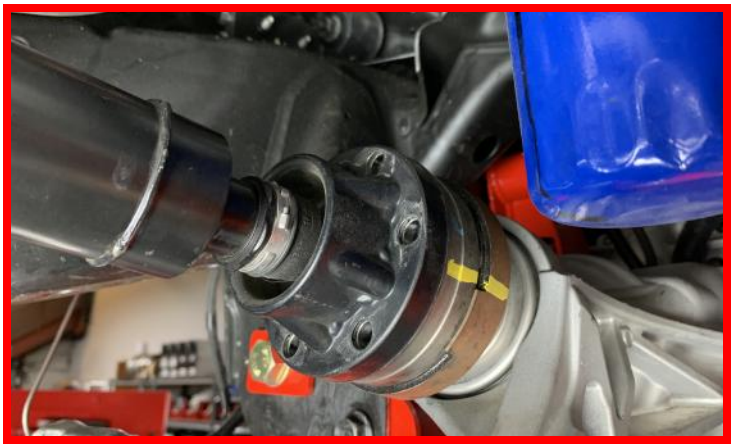
Install the heavy duty skid plate using the provided M10 bolts and washers.

Torque hardware to 45 ft-lbs.



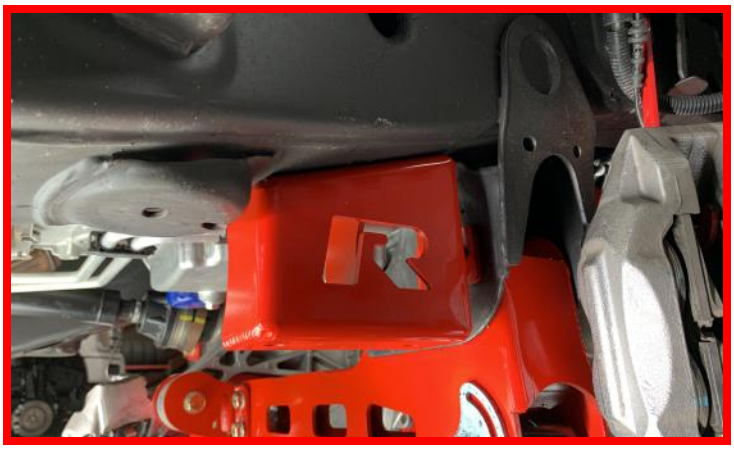
Using the factory hardware and thread locker, install the drive shaft to the pinion flange lining up the previous marks.

Torque factory hardware to 35 ft-lbs.



Install sway bar drop brackets using the factory hardware.

Torque factory hardware to 35 ft-lbs.



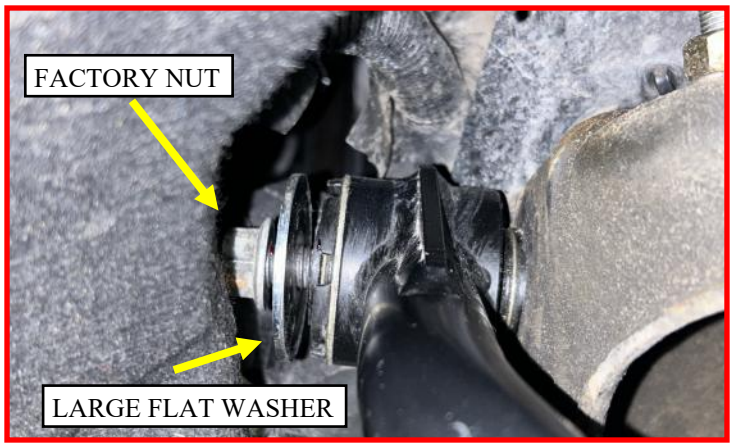
Install sway bar using the supplied M10 bolts, washers and nuts hardware.

Torque M10 hardware to 45 ft-lbs.



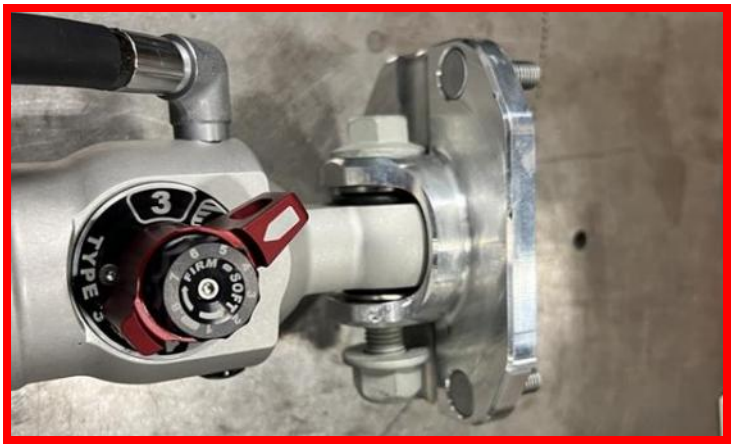
Using the factory bolt, supplied M14 Large Washers on the outside of the bushings, and factory nuts, install the ReadyLIFT upper control arm.

Torque the M14 nuts to 90 ft-lbs.



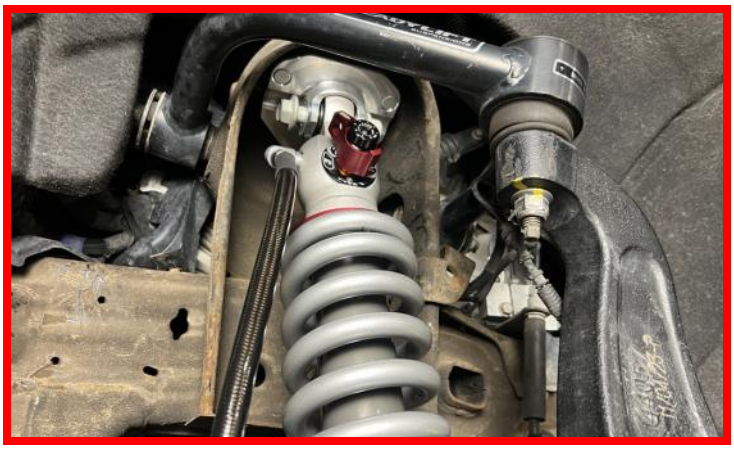
Install the top hat to the falcon coilover using the supplied M16 bolt and nut.

Torque to 165 ft-lbs.



Install the coilover using the supplied M12 flange nuts on the upper mount.

Torque to 35 ft-lbs.



Using the supplied M10 bolts and flange nuts, secure the off-set bar pin to the lower control arm.

Note: The bar pin is offset to push the coilover forward away from the cv shaft.

Torque to 45 ft-lbs.

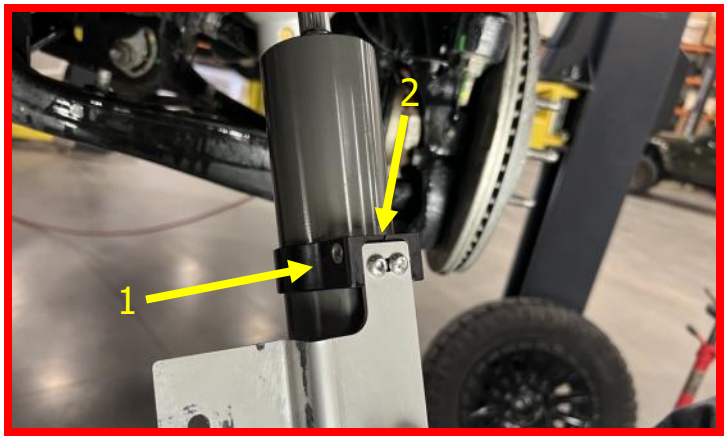


Using the supplied hardware, mount the reservoir clamp 3.75” from the end.

Torque the clamp M6 (#1) to 10 ft-lbs.

Fasten the reservoir frame bracket to the reservoir clamp.

Torque the two M6 bolts (#2) to 10 ft-lbs.



Remove the clip nut from the frame and insert the supplied nut plate through the triangle hole in the frame. Align the nut above the round hole in the frame.

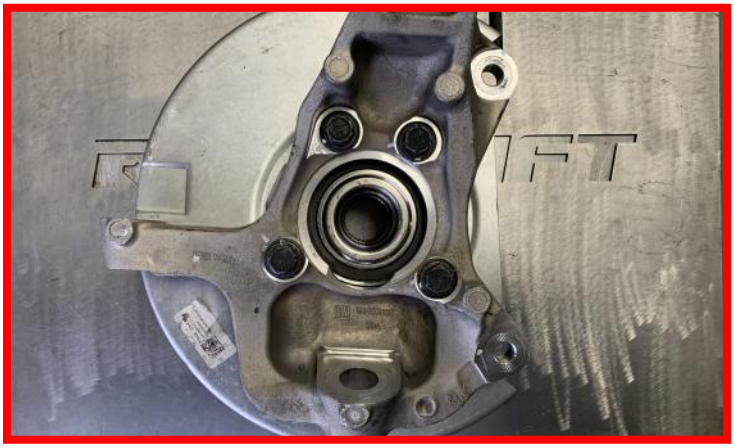


Attach the reservoir to the frame using the factory M8 splash guard bolt and supplied nut plate.

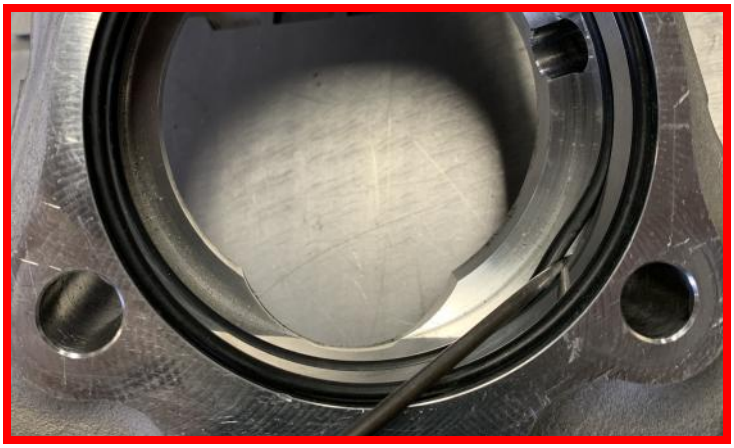
Torque to 20 ft-lbs.



Locate the factory knuckle and hub assembly. Remove the (4) hub assembly mounting bolts. Remove hub assembly from factory knuckle.



Remove the O-rings from factory knuckle, be careful not to tear the O-rings when removing .

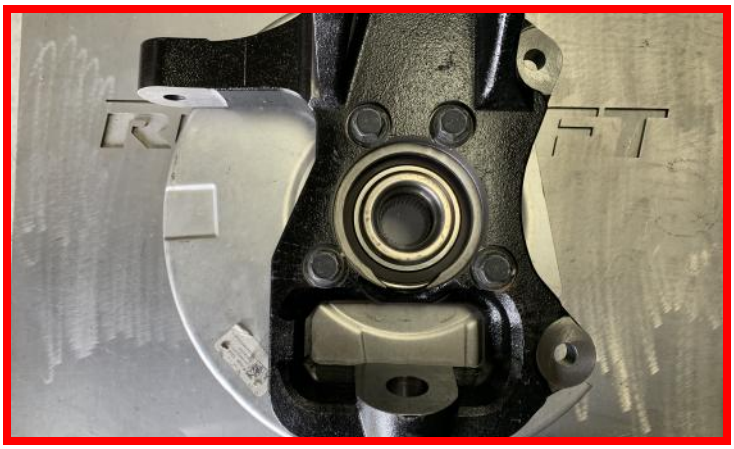


Install the o-rings from the factory knuckle into the replacement knuckle, take care when installing not to tear the o -rings.



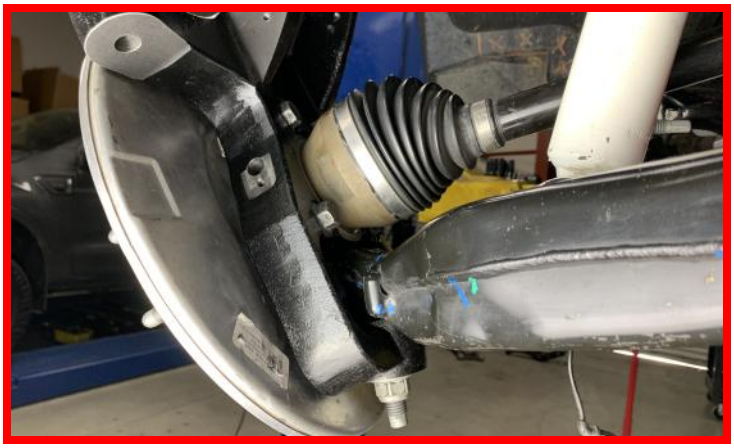
Install rotor dust shield and hub assembly into replacement knuckle using the (4) factory hub bolts and thread locker.

Torque the hub bolts to 100 ft-lbs.

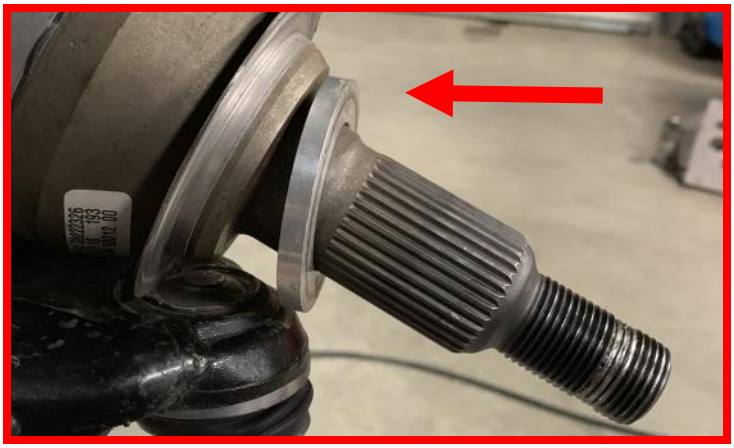


Install the completed knuckle assembly to the lower ball joint using the factory hardware while guiding the CV axle through the hub.

Torque the ball joint nut to 110 ft-lbs.



Note: BOTH sides CV axle will receive a 1/4" aluminum spacer. Install onto the CV axle with the chamfered side towards the axle.



Ensure the CV axle is properly inserted into the hub assembly. Install and tighten axle nut.

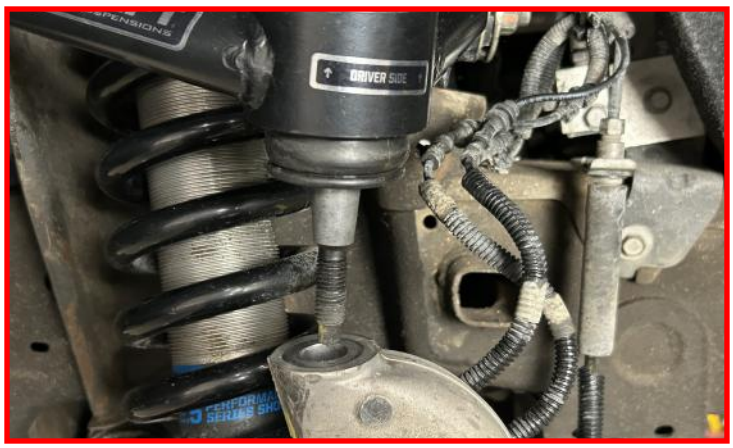
Torque the axle nut to 160 ft-lbs.

Note: It is important that the axle nut is fully seated and tightened prior to tightening the upper control arm ball joint. Noncompliance will potentially pinch the outer CV boot causing damage and/or failure to the half shaft assembly.



Insert ball joint stud into knuckle taper and attach the upper ball joint to the knuckle using provided hardware.

Torque the nut to 65-ft/lbs.



Install the brake rotor to the hub assembly using the factory hardware.

Torque the factory hardware to 5 ft-lbs.



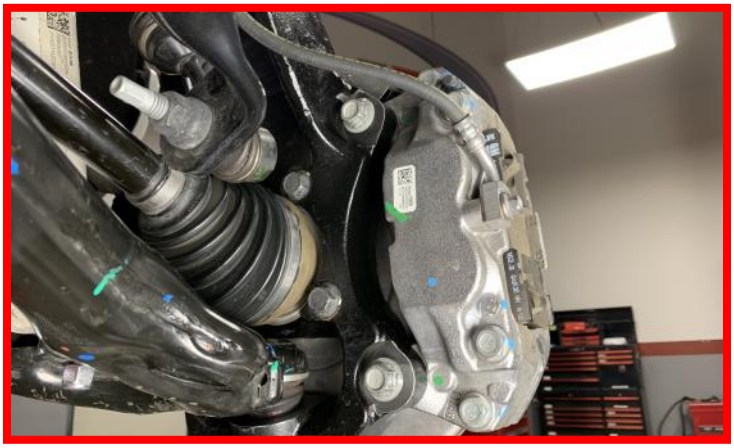
Install ABS sensor harness bracket to the back of knuckle by flipping bracket over and mounting bracket with the factory mounting hardware.

Torque the factory hardware to 80-in/lbs.

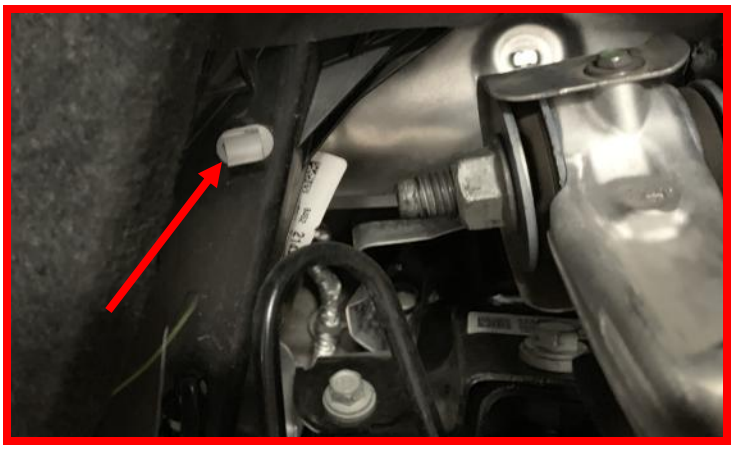


Install the brake caliper to the knuckle using the factory hardware and a drop of thread locker.

Torque hardware to 100 ft-lbs.

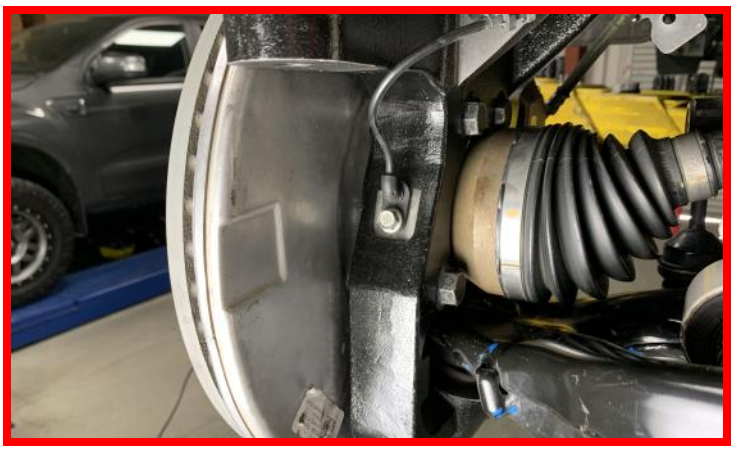


To gain the length needed to reach the ABS sensor mounting location it is necessary to remove the ABS sensor harness from the clip located passenger side inner fender.



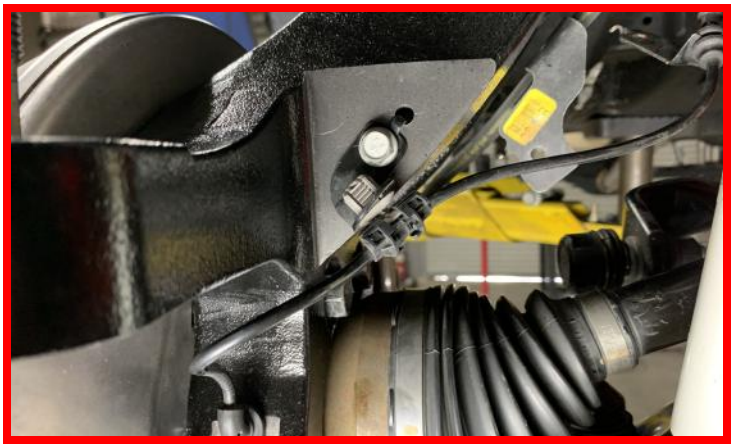
Route the ABS wire under the tie rod end boss on the knuckle and over the CV axle. Install ABS sensor into knuckle using the factory hardware.

Torque the factory hardware to 80-in/lbs.



Install ABS sensor harness bracket to the front of knuckle using the factory mounting hardware.

Torque the factory hardware to 80-in/lbs.



Install brake line bracket to the back of knuckle using the factory mounting hardware.

Torque the factory hardware to 80 in-lbs.



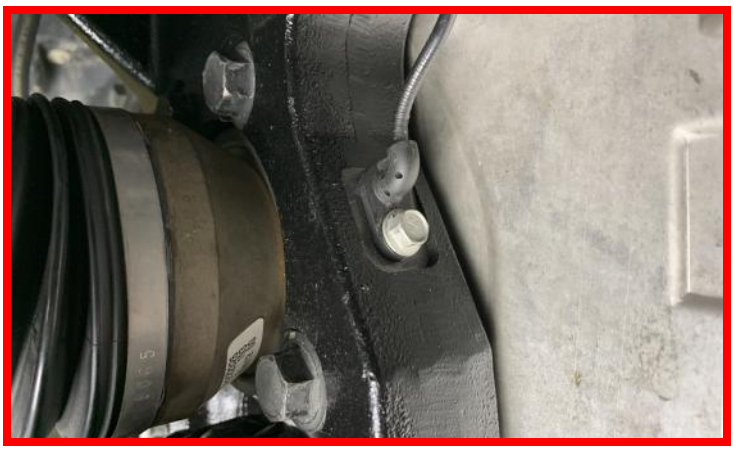
Using a couple wire ties, secure the ABS sensor harness to the brake line.



Note: Driver side ABS sensor harness/ brake line bracket installation instructions vary. Please follow the next few steps to insure proper installation.

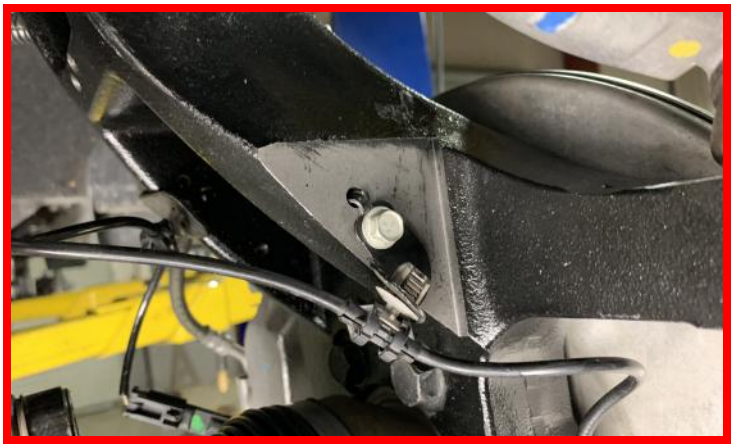
Route the ABS wire under the tie rod end boss on the knuckle and over the CV axle. Install ABS sensor into knuckle using the factory hardware.

Torque the factory hardware to 80 in-lbs.



Install ABS sensor harness bracket to the front of knuckle using the factory mounting hardware.

Torque the factory hardware to 80 in-lbs.



Install brake pad sensor bracket to the back of knuckle by flipping bracket over and mounting bracket with the factory mounting hardware.

Torque the factory hardware to 80 in-lbs.



Install brake line bracket to the back of knuckle using the factory mounting hardware.

Torque the factory hardware to 80 in-lbs.



Install ABS sensor harness/ brake pad sensor bracket to the inside of knuckle. It is necessary to remove rubber grommets from bracket and rotate 180 degrees. Ensure the bracket points down and install using the factory mounting hardware.

Torque the factory hardware to 80 in-lbs..



Using a couple wire ties, secure the ABS sensor harness/ brake pad sensor to the brake line.



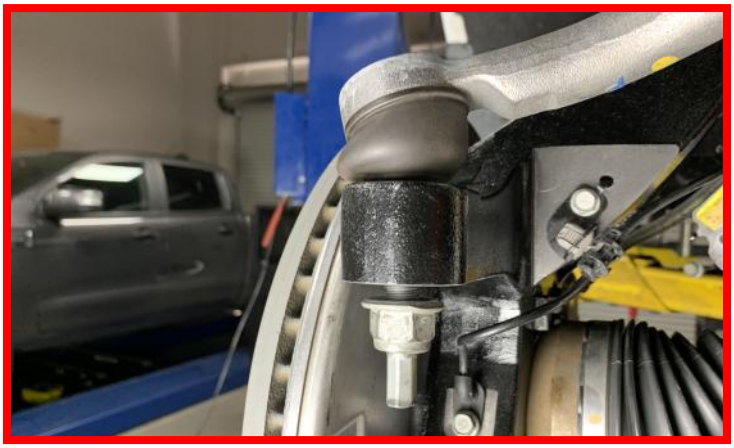
Install the sway bar drop link into the lower control arm using factory nut.

Torque end link nut to 45 ft-lbs.



Install the outer tie rod end to the knuckle using factory hardware.

Torque nut to 65 ft-lbs.



NOTE: The front coilovers are set to the height required for a 6" lift. Continue to the rear suspension install. When complete, refer to the appendix at the end of these instructions to use the coilover height adjustment tool to set the front ride height to 8".

With everything tightened and torque to the specified specifications, install front tires and lower vehicle.

After the ride height is adjusted, jounce the suspension to settle it to the new ride height.

With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

Torque the lower control arms to 150 ft-lbs, and (while centering the alignment cams in their slots) upper control arms to 110 ft-lbs. Final torque to be set by alignment tech.

Rear Install

Block the front tires and raise the rear of the vehicle using a suitable jack.

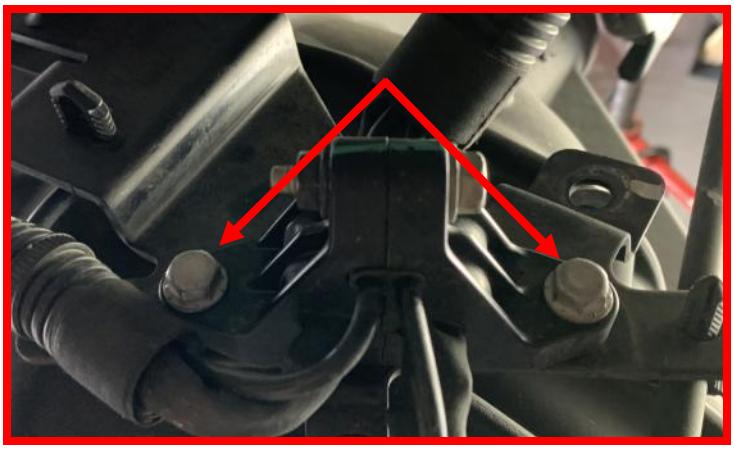
Support with jack stands at each frame rail in front of the rear leaf spring hangers.

Place a jack under the axle for support. Remove the rear wheels.

The brake line bracket is located on the inside of the frame rail on driver side of the vehicle. Remove the two bolts that mount the bracket and retain hardware.



Remove ABS sensor harness bracket from top of rear differential. Retain the factory hardware.



Support the axle with a suitable jack. Remove both driver and passenger shock lower bolts from vehicle and retain factory hardware.

Slightly loosen but do not remove the Passenger side U-bolts.



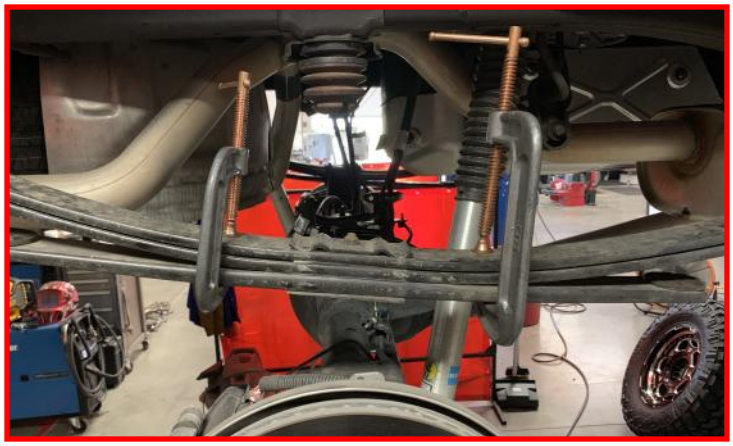
Remove the driver side U-bolts completely and discard. Lower the axle enough to ensure clearance to install lift block making sure that all brake lines and ABS lines do not get over extended.



Parts shown in red for picture clarification only

Note: Take care as you are working with a spring that is under pressure.

Using a suitable tool, clamp around the leaf pack to hold the spring pressure.

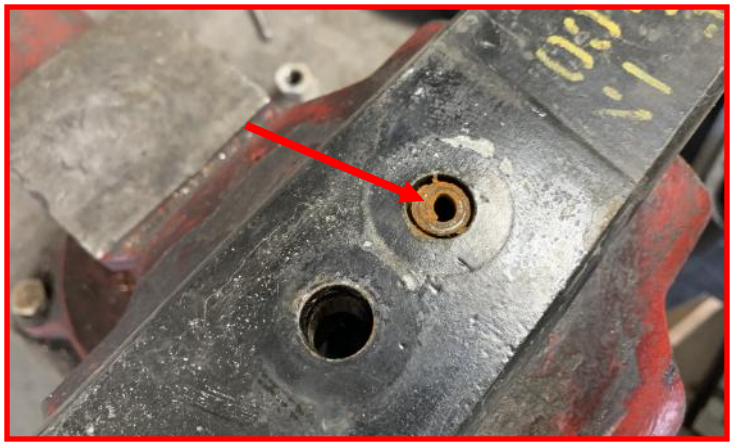


Remove the center pin holding the leaf pack together. Discard center pin.

Release the clamp to remove the lower overload from the pack.

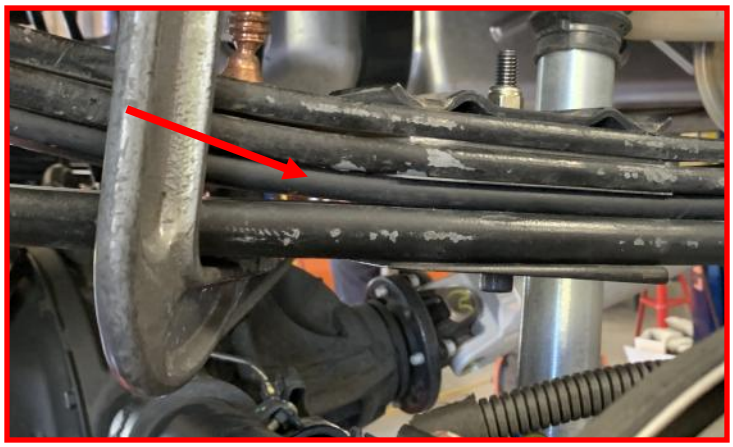


With the overload spring removed from the vehicle, remove the alignment pin from the spring by driving it out using a drift punch and hammer. Discard the alignment pin.



Install the add-a-leaf in ascending order in between the overload and leaf pack. Use a suitable clamp to bring the leaf pack together.

Note: Apply a coat of anti-seize to the ends on the topside of the add-a-leaf. This will help prevent any squeaking.



Install the provided center pin.

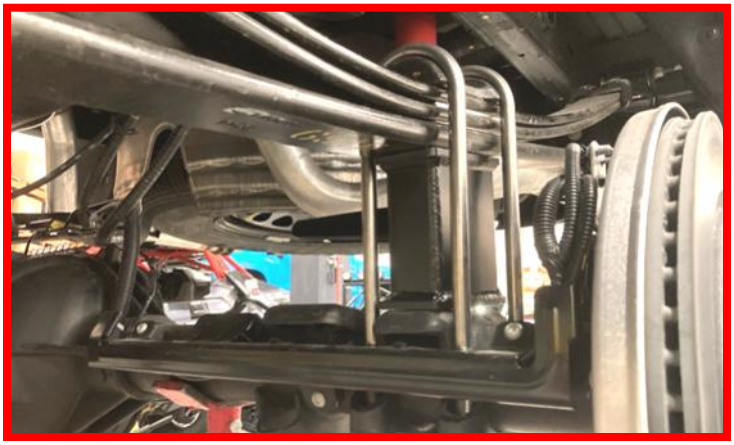
Torque the center pin nut to 55 ft-lbs.



Install the lift block making sure the small end of the block is facing the front of the vehicle. Raise the axle and the block up to the spring while aligning the center pin.

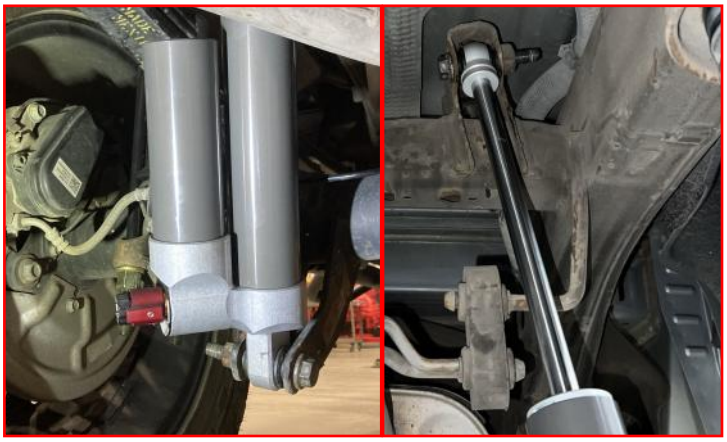


Install the provided U-bolts, and nuts. Snug the U-bolt nuts but do not fully tighten at this time. Repeat steps for passenger side.



Install the Falcon shocks using the factory hardware as shown.

Do not tighten at this time.

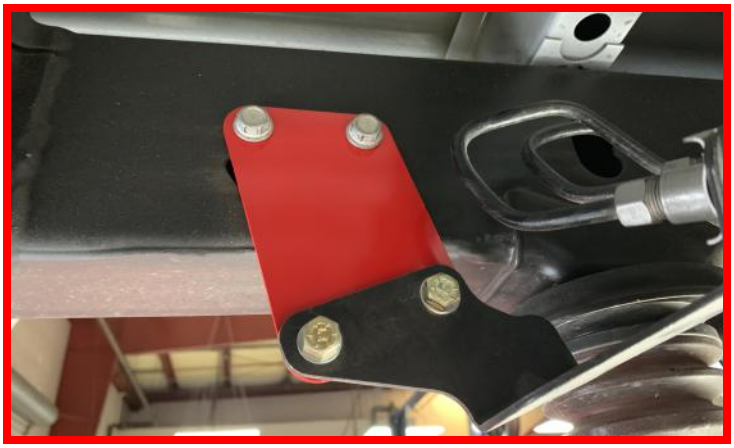


Install the brake line drop bracket to the factory brake line bracket using the supplied M8 bolts, washers and nuts.

Torque the M8 hardware to 20 ft-lbs.

Install brake line drop bracket to the factory mounting location on the inside of the driver side frame rail using the factory hardware.

Torque the factory hardware to 10 ft-lbs.



Install ABS harness drop bracket to the axle using the factory hardware.

Torque the factory hardware to 10 ft-lbs.

Install the factory ABS harness bracket to the drop bracket using the supplied M6 bolts, washers and nuts.

Torque the M6 hardware to 10 ft-lbs.



Install the rear wheels and lower vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs, the U-bolts to 110 ft-lbs and all shock hardware to 65 ft-lbs.

Attach the vehicle negative power source. Have the alignment set to the recommended specs at the end of the instructions.

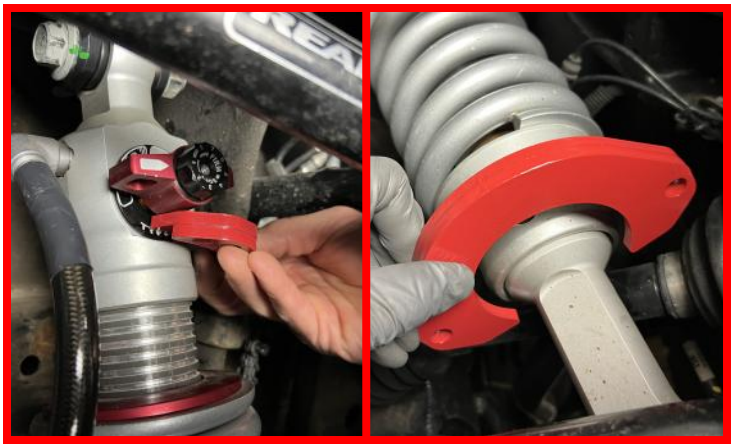
APPENDIX A: COILOVER RIDE HEIGHT ADJUSTMENT

The coilover in this kit has adjustable preload. The preload will determine the final ride height of the vehicle. ReadyLIFT supplies a tool that can be used with the coilover on the vehicle to adjust the preload. Use this tool to achieve the desired ride height.

CAUTION: Loaded springs have a very high amount of stored energy. Use extreme caution when using this tool.

With the weight of the vehicle compressing the front suspension, install the ReadyLIFT spring compressor tool over the coil spring perches.

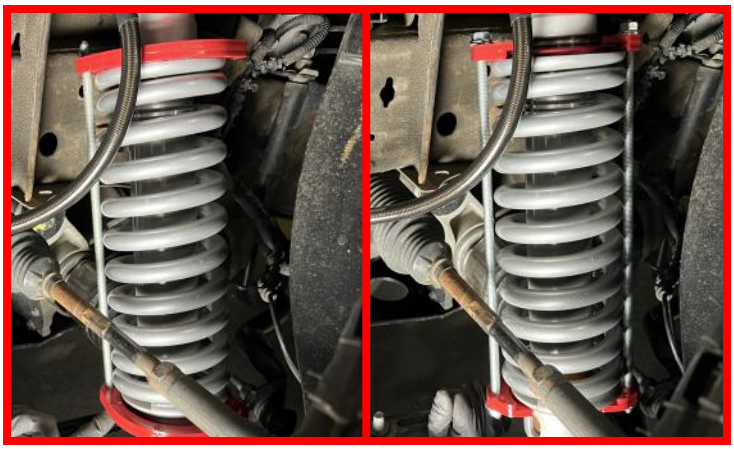
NOTE: Be sure the step in the compressor tool is seated over the spring perches.



Insert the first threaded rod through the top and bottom plate with a nut and washer above and below the plates.

Rotate the tool 180 deg. And insert the second threaded rod, nuts, and washers.

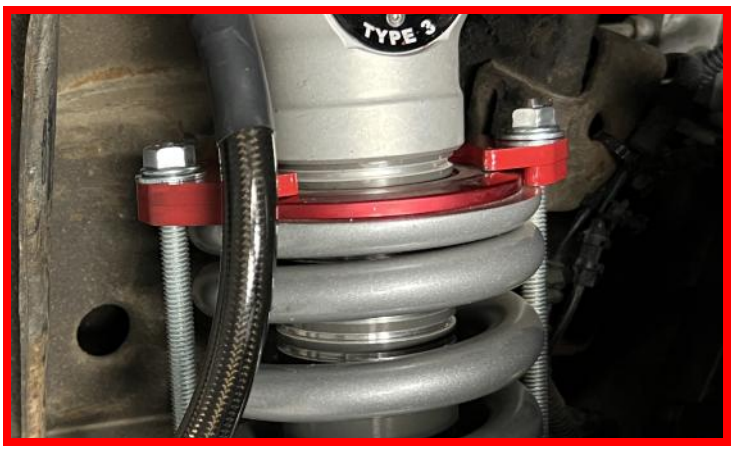
NOTE: This step is easiest by passing the rod through the bottom and up to through the top plate. Nuts only need to be "finger tight".



NOTE: Ensure the opening on the spring compressor is facing away from the frame.

Raise the vehicle to allow the suspension to begin to droop out.

NOTE: perform this step slowly while monitoring the spring compressor tool. Ensure that the compressor is fully seated over the upper and lower perches.



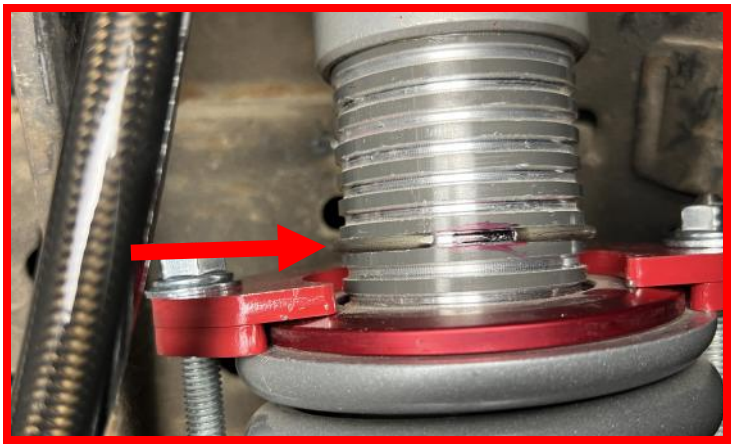
Raise the vehicle to allow the suspension to begin to droop out. Within the first 1/2" of droop, use a small hammer or similar to slide the top perch down the shock body. This may be necessary as the suspension drops while raising the vehicle.

NOTE: Perform this step slowly while monitoring the spring compressor tool. Ensure that the compressor is fully seated over the upper and lower perches.



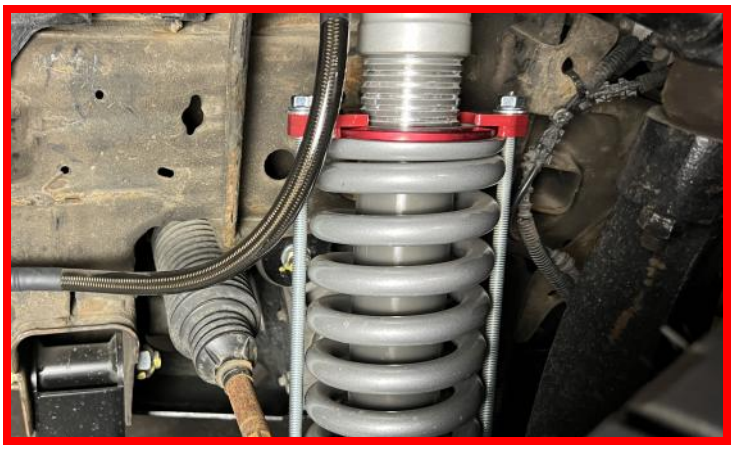
Move the clip down the shock body.

For 8" GM 1500, install the clip in the 7 groove for an initial height check.



Slowly lower the vehicle and seat the perch on the new clip location.

NOTE: Ensure the spring perches are seated on the shock body and retaining clip correctly.



Remove the spring compressor tool.

Perform these steps on the other side.

Use this procedure to adjust vehicle to the desired ride height.

Perform alignment after ride height is set.

NOTE: Alignment will affect final ride height slightly.



WARNING

FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

RECOMMENDED ALIGNMENT SPECS

	Driver	Passenger	Tolerance	Total / Split
Camber	**-0.1**	**-0.1**	**+/- 0.5**	**+0.0**
Caster	**+2.8**	**+2.8**	**+/- 0.5**	**+0.0**
Toe	**+.05**	**+.05**	**+/-0.05**	**+.14**