

READYLIFT®

SUSPENSIONS

43-23660 2023-UP Super Duty 6" Lift w/ Radius Arm and Falcon 3.3 Shocks

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.



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.

IMPORTANT NOTE:

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

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.

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 aligning headlights.

IMPORTANT NOTE:

The lift blocks in this kit are not designed to work with aftermarket or factory add on air spring/load leveling kits that attach to the bump stop tangs. Use of this type of air bag system will void all block warranties and can cause failure of the block bump stop tang.

Pre Installation Measurements

It is imperative that you record the following measurements and factory components. ReadyLIFT test and records as much data from each application as possible. Vehicle manufactures may change components or add models with different options. By recording and not exceeding the fender to hub center that ReadyLIFT call out will ensure the lift on your vehicle is correct. This measurements and components will effect the completion of this lift kit. Failure to do so may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in a incorrect wheel alignment. This will prematurely wear tires on the inside or outside edges. Incorrect alignment will cause poor vehicle handling issues such as under steer. Over lifting will also cause a shock top off condition, which may create poor ride quality, damage the vehicle, introduce noises like clunks, and will prematurely wear key 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 adjusting to factory position after the completion will ensure a safe and enjoyable experience.

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

VEHICLE RIDE HEIGHT MEASUREMENTS

Measure from the fender edge to the axle hub center

	Factory front axle		Factory rear axle	
	ReadyLIFT target		ReadyLIFT target	
	After Lifted		After Lifted	

BILL OF MATERIALS

COMPONENTS		HARDWARE	
DESCRIPTION	QTY	DESCRIPTION	QTY
COIL SPRING FRONT	2	Brake Line	
DROP PITMAN ARM	1	M8-1.25 x 20mm HHB, Class 10.9, YZ	2
TRACK BAR BRACKET	1	M8-1.25 C-Lock Nut, Class 10.9	2
TRACK BAR WASHER	2	M8 Flat Washer Class 10.9	4
FRONT BUMP STOP EXTENSION	2	Carrier Bearing	
FRONT SWAY BAR DROP, LEFT (DRIVER)	1	7/16"- 14 x 2.25" HHB (GR8)	2
FRONT SWAY BAR DROP, RIGHT (PASS.)	1	7/16 Flat Washer (GR8)	2
BRAKE LINE BRACKET, LEFT (DRIVER)	1	Sway Bar Drop	
BRAKE LINE BRACKET, RIGHT (PASS.)	1	M10-1.5 X 40mm HHB, Class 10.9, YZ	4
RADIUS ARM, LEFT (DRIVER)	1	M10-1.5 C-Lock Nut, Class 10.9	4
RADIUS ARM, RIGHT (PASSENGER)	1	M10 Flat Washer Class 10.9	8
CAM BOLT KIT	1	Bump Stop	
CARRIER BEARING DROP	1	M8-1.25 C-Lock Nut (GR 10.9)	2
REAR BLOCK, LEFT (DRIVER)	1	M8 Flat Washer (GR 8.8)	2
REAR BLOCK, RIGHT (PASSENGER)	1	05-22 Diff. Mount, Dual Steering Stabilizer	
FALCON 3.3 SHOCKS, FRONT	2	3/8"-16 X 1-1/4" HHB Grade 8 YZ	2
FALCON 3.3 SHOCKS, REAR	2	3/8" Flat Washer Grade 8 YZ	2
SHOCK SPACER	2	23 Diff. Mount, Dual Steering Stabilizer	
U-BOLT	4	M8X1.25mm, 30mm Long Hex Head Bolt	2
U-BOLT HARDWARE PACK	1	M8 Flat Washer Class 10.9 Z	2
CENTER STABILIZER BRACKET	1	Main Body Clamp, Dual Steering Stabilizer	
REAR AXLE BRACKET	1	M10-1.5 x 55mm HHB Grade 10.9	4
TIE ROD BRACKET LEFT (DRIVER)	1	M10 Flat Washer Grade 8.8 Z	8
TIE ROD BRACKET RIGHT (PASSENGER)	1	M10-1.5 Toplock Nut Grade 10.9 Z	4
STABILIZER TOP PLATE	1	Tie Rod Mounts	
STEERING STABILIZER	2	3/8" Flat Washer Grade 8 YZ	8
U-BOLT 3/8"-16 X 1.5 X 2.50	4	Stabilizer Mounts	
		M12-1.75 Toplock Nut Grade 10.9 Z	4
		M12 Flat Washer Grade 8.8 Z	8
		M12-1.75 X 65mm HHB Grade 10.9	2
		M12-1.75 X 75mm HHB Grade 10.9	2



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.

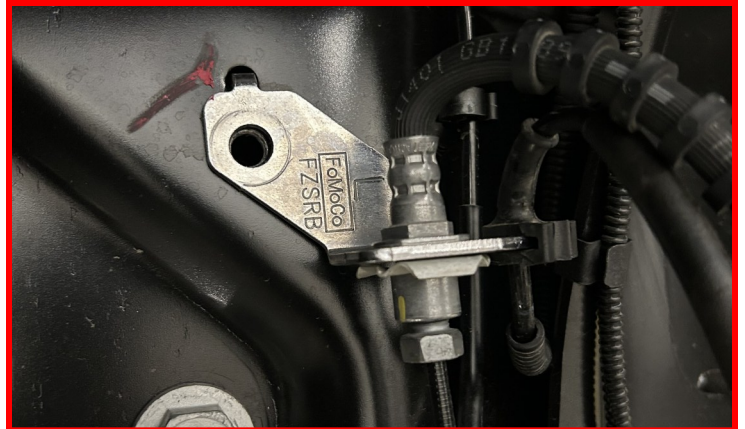
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

Remove front wheels/tires using care to prevent personal injury - wheel/tire assembly is very heavy.

Remove the brake line bracket at the frame.

Retain the factory hardware.



Remove the brake line bracket at the axle.

Retain the factory hardware.



Remove the vacuum line clips from the driver side radius arm.



Remove the axle vent line tube from the top of the driver side shock and the inside frame rail.

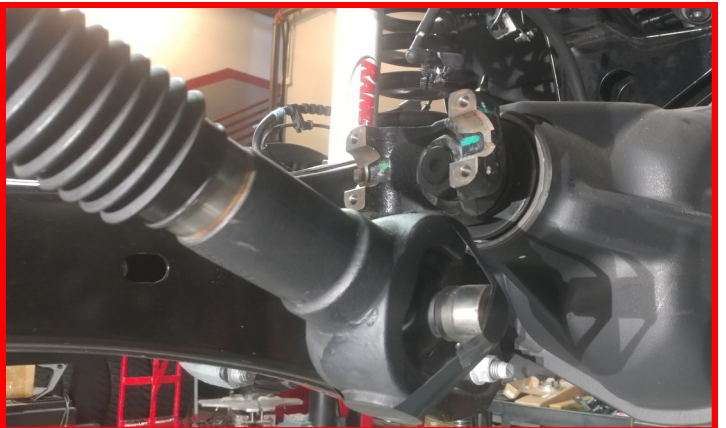


Remove the vacuum line clip from the passenger side engine cross member.



Mark the drive shaft to pinion orientation, then remove the drive shaft from the front differential. Tape the u joint caps to keep them from falling off / damage while working.

Retain the factory hardware.



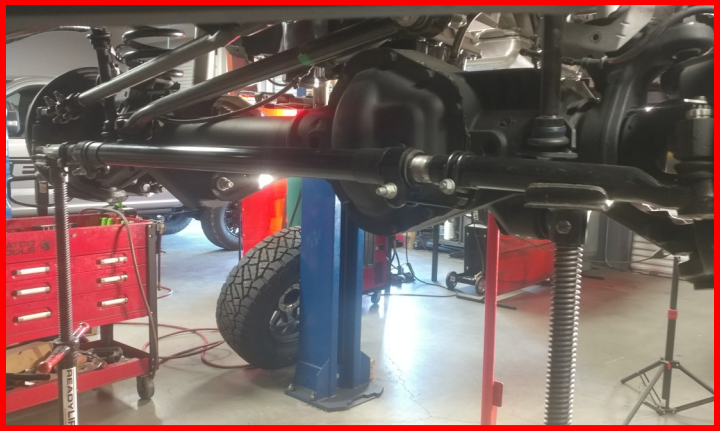
Remove the transfer case skid plate.

Retain the factory hardware.

NOTE: THIS IS NOT A NECESSARY STEP BUT MAY AID IN THE INSTALLATION PROCESS.



Leave the axle hanging from the shocks. Place a suitable jack under the tie rod ends close to the knuckles.



Remove the factory radius arm pivot hardware.

Retain the factory hardware.

Using the jack, rotate the axle down to pivot the radius arms down and out of the factory pockets.



Remove the (2) radius arm axle mounting bolts.

Before removing the radius arm, ensure you have a helper secure the radius arm. The radius arm is heavy and may require assistance.

Retain (2) mounting bolts and nuts.



Remove the factory radius arm.

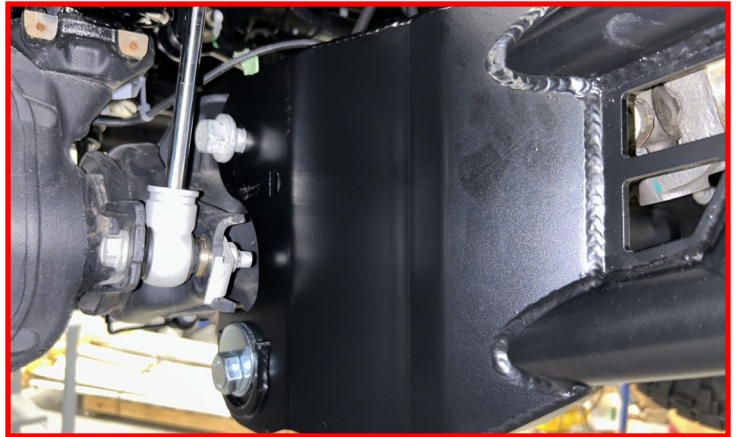
Discard the radius arm in an appropriate way.



Install the replacement radius arm to axle using factory hardware for the upper connection and using the supplied cam bolts for the lower connection.

The ReadyLift Logo should be facing toward the outside of the vehicle.

Do not tighten at this time.



Carefully raise the radius arm into the drop bracket and secure it using the factory hardware.

Torque the factory hardware to **250 ft-lb.**

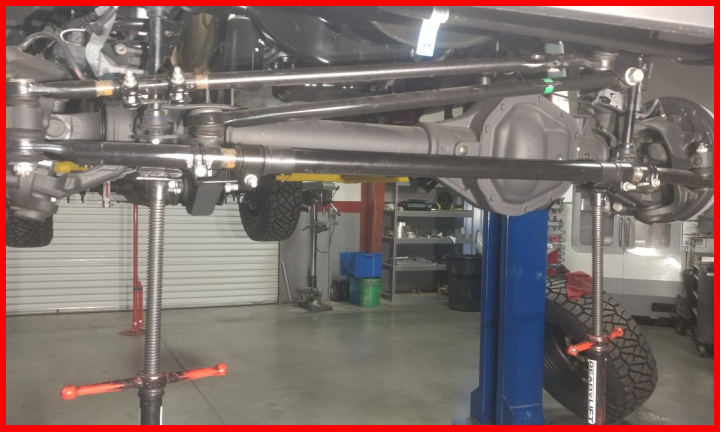


At this time, align the cam bolts as described below and torque to **200 ft-lbs.** It is recommended to check alignment and make adjustments to cams before applying final torque.

NOTE: the cam bolt should be aligned so that the cam lobe is facing the rear of the vehicle.

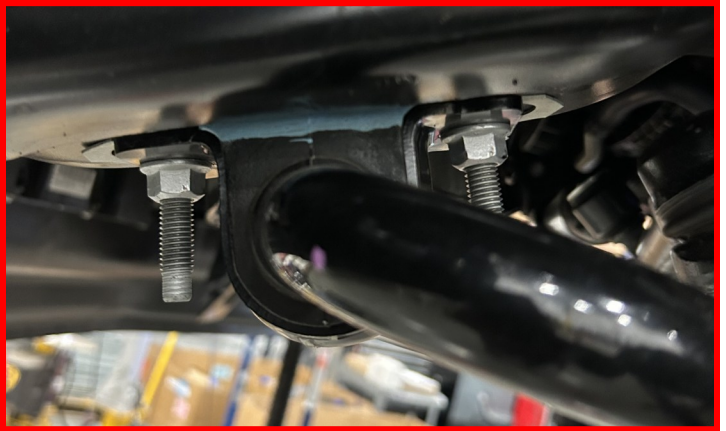


Remove the jacks from under the tie rod ends and place under the axle.



Remove the sway bar from the frame and let hang.

Retain the factory hardware.



Remove the factory bump stop by grabbing and pulling it out of its mount using a twisting/pulling motion.

Retain the factory bump stop.



Remove the **bump stop mount** from the frame.

Discard the factory hardware.



Install the ReadyLIFT bump stop extension to the frame by threading it into the existing bolt hole. Use a punch or similar tool in the holes of the mount and tighten. Install the bump stop mount to the extension using **M8 nut and washer**.



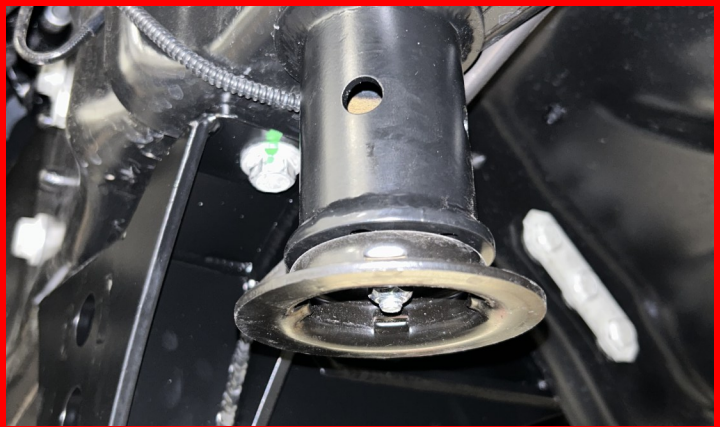
Mark a line across the edge of the outer lip of the **passenger side bump stop mount** parallel to the frame.

Remove the **passenger side bump stop mount** and use a suitable cutting device, trim off the marked edge. This is for spring clearance under suspension full droop and articulation. Paint the exposed metal with a quality rust preventative paint.



Using the supplied M8 locking nut and washer, Install bump stop mount to the ReadyLIFT extension making sure the cut edge faces to the inside of the vehicle.

Torque the nut to **5 ft-lbs**.



Install the factory bump stop into the cup in a factory orientation.



Remove the track bar at the track bar bracket. Let hang out of the way.

Retain the factory hardware.



Remove the steering stabilizer from the frame.

Discard the factory hardware.



Remove the steering stabilizer nut from the tie rod. Use an air hammer or other suitable device to dislodge the taper.



Remove the tie rod end at the pitman arm. Strike the pitman arm with a dead blow hammer to dislodge the taper.

Retain the factory hardware.

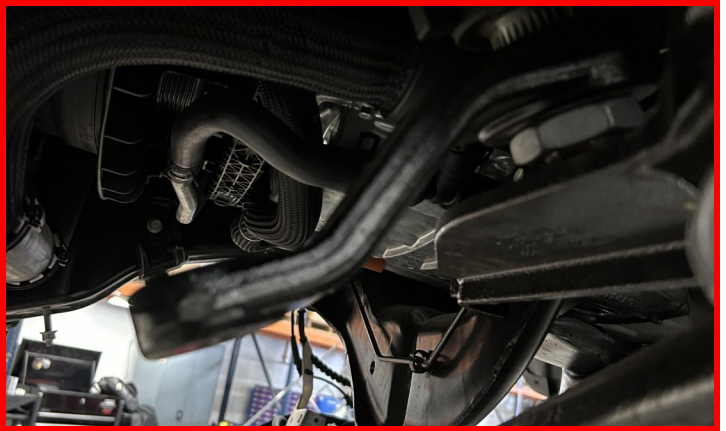


Remove the factory track bar bracket by removing the 2 vertical bolts and 3 horizontal nuts.

Retain the factory hardware.



Remove the pitman arm nut. Using a pitman arm puller, remove the pitman arm from the steering gear box.



Clean off any debris off the sector shaft. Coat the sector shaft splines with a light duty liquid based lubricant or oil.



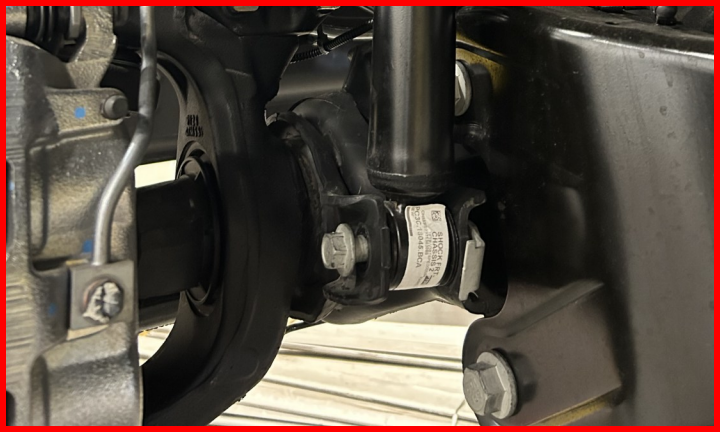
Install the drop pitman arm using the factory nut. Remove the nut, and clean off any lubricant from the sector shaft and pitman arm nut threads and apply a liberal amount of thread locker. Run tight. Use a chain or other suitable strap through the pitman arm tie rod mounting hole to the passenger side frame rail to keep gear box from turning.

Torque the pitman arm nut to **450 ft-lbs.**



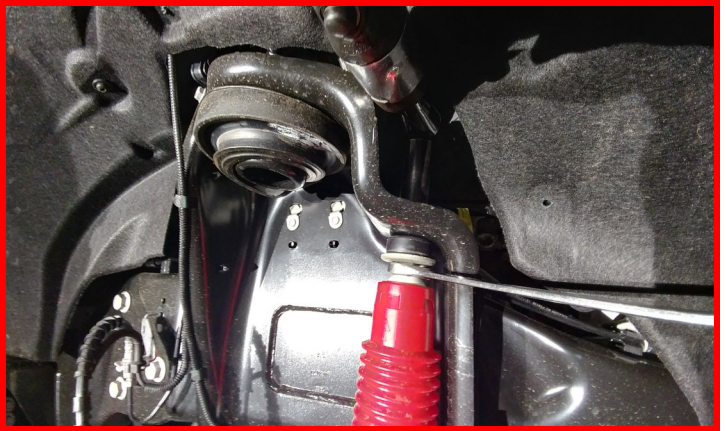
Remove the shock bolt and nut from the axle.

Retain the factory hardware.



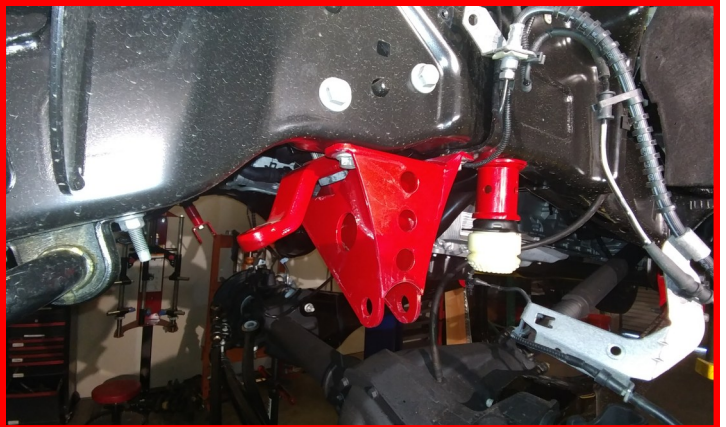
Lower the axle enough to remove the front springs. Remove the shock from the frame.

Discard the factory shocks and springs.



Install the ReadyLIFT track bar mount to the frame using **factory hardware**.

Torque the factory hardware to **120 ft-lbs**.



Install the track bar into the ReadyLIFT track bar mount using the **factory hardware and the ReadyLIFT offset square washers**. Make sure the offset is closest to the driver side, as shown.



Loosen the tie rod adjuster and flip the tie rod 180 degrees and install to the ReadyLIFT pitman arm using **factory hardware**.

Torque the nut to **70 ft-lbs**.

Install the safety keeper and cotter pin.



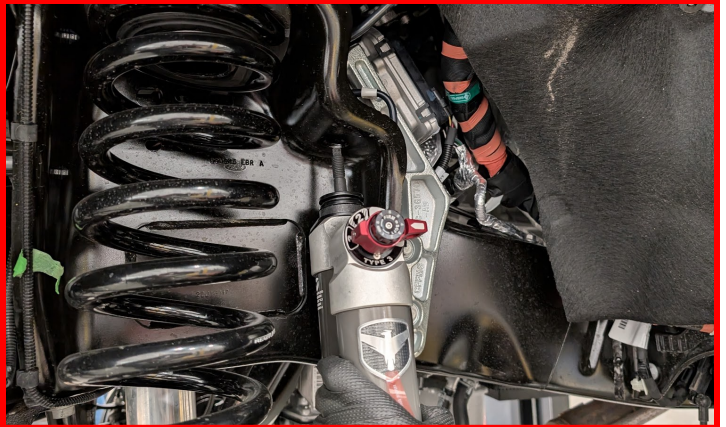
Install the factory isolator onto the provided lift springs, and then the springs onto the axle making sure to clock the dead end of the spring into the spring lock. Raise the axle enough to hold the springs into place.



Install the Falcon Front Shock using the provided hardware on the top.

Torque the upper shock hardware to **35 ft-lbs**.

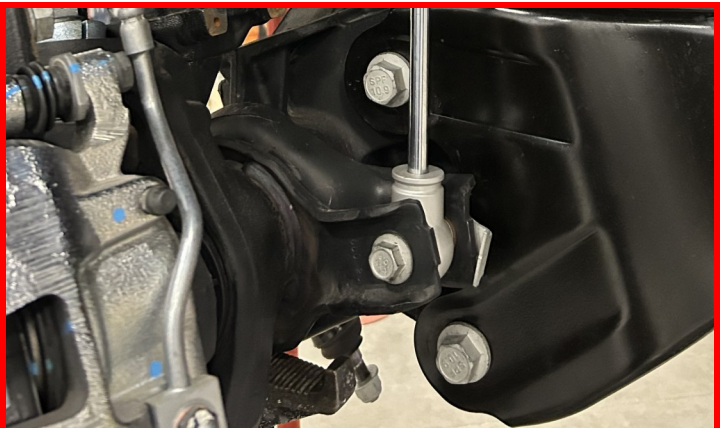
NOTE: RESERVOIR WILL BE POSITIONED SO THAT IT IS FACING THE OUTSIDE OF THE VEHICLE. THE "L" PORTION OF THE ANTI-ROTATION FEATURE SHOULD BE ON THE FRAME SIDE OF THE SHOCK, OPPOSITE THE RESERVOIR.



Using the factory hardware on the bottom, install into the lower shock perch.

Do not torque at this time.

NOTE: IN SOME APPLICATIONS IT MAY BE NECESSARY TO INSTALL THE SUPPLIED SHOCK SPACER BETWEEN THE SHOCK BUSHING AND THE SHOCK MOUNT.

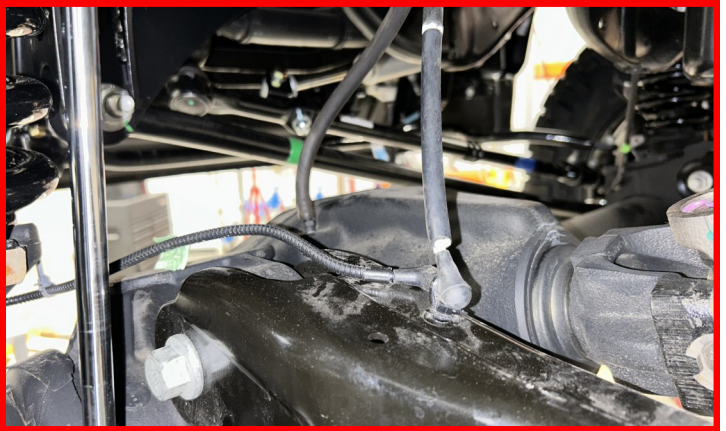


Remove the barb connector from vacuum line elbow.

Install the fir tree cable tie into the radius.



Install the supplied barbed coupler and vacuum line in between the factory line and the elbow.



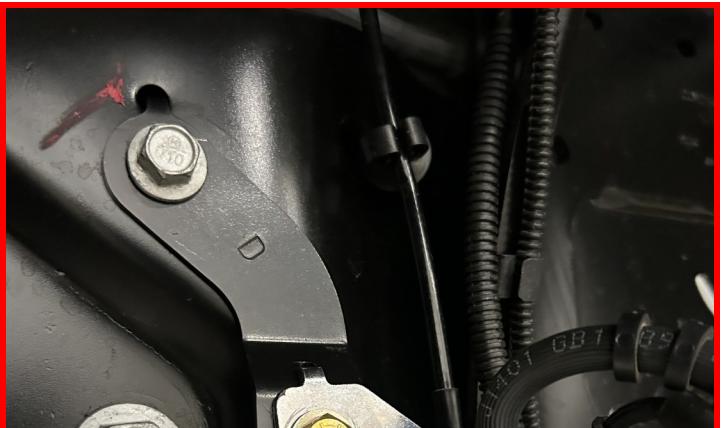
Zip tie the driver side vacuum line to the vent tube making sure that it can not be pinched by the bump stop when the suspension cycles.



Install the brake line extensions into the factory bracket location using **the factory bolt**.

Torque the bolt to **5 ft-lbs**.

Do not over tighten and strip the threads.



Gently pull down on the metal line until you can get the bracket to line up with the bottom two holes on the brake line drop.

Ensure to not kink the metal line.

Install the factory brackets using **M8 x 20mm bolts, washers, and nuts**. Install bolts facing inward.

Torque the M8 hardware to **10 ft-lbs**.



Install the sway bar drop brackets onto the frame using **factory hardware**.

Torque the factory nuts to **45 ft-lbs**.



Install sway bar to brackets using provided **M10 x 40mm bolt, washer and locking nut**.

Torque the M10 hardware to **45 ft-lbs**.



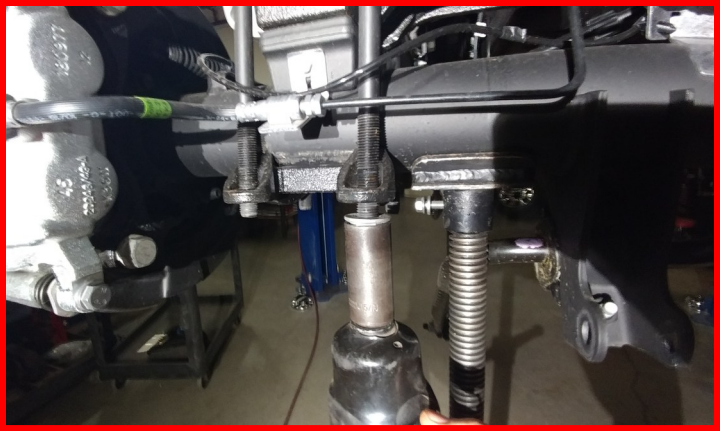
Install the front wheels. Lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle a few times to settle it to the new ride height. Install the front drive shaft using the **factory hardware with a drop of thread locker**. Torque to **26 ft-lbs**, the lower shock hardware to **65 ft-lbs**, the radius arm hardware to **200 ft-lbs**, track bar at the bracket to **350 ft-lbs**.

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.

Support the axle with a suitable jack. Remove the rear shocks from the axle and frame. Retain factory hardware.



Loosen but do not remove the passenger side u-bolts. Remove the driver side u-bolts completely and lower the axle.



Install the ReadyLIFT driver side block (D is cut into the block under the bump stop tang) and raise the axle lining the center pins up. Install using the provided u-bolts and nuts but do not fully tighten at this time. Repeat steps for the passenger side. (P is cut into the block under the bump stop tang)



Install Falcon rear shock using factory hardware. Do not tighten at this time.

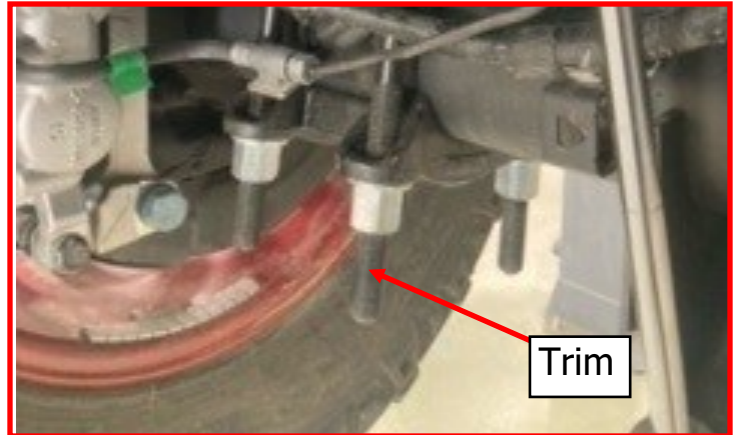


If equipped with a 2 piece driveline, remove the bolts holding the carrier bearing to the frame. Install the ReadyLIFT carrier bearing spacer between the carrier bearing and frame using **7/16" bolts, washers and a drop of thread locker**. Torque to **50 ft-lbs**.



Re-check all hardware (both the front and the rear) for proper installation and torque.

If you wish, you may trim the excess u-bolt thread length. If you do this you should leave approximately one inch of thread exposed after the U-bolts are torqued.



Install the wheels and lower the vehicle to the ground.

Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle to settle it to the new ride height. Torque the shock hardware to **65 ft-lbs**, and the u-bolts to **110 ft-lbs**.

Reconnect the vehicle power source at the ground terminal on both batteries. Adjust steering wheel center and toe before driving or you could have dash warning lights come on.

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.

Have wheel alignment performed by qualified alignment technician. Have the alignment set to the recommended specs at the end of the instructions.

NOTES: On completion of the installation, have the suspension and headlights realigned. After 100 miles recheck for proper torque on all newly installed hardware. Recheck all hardware for tightness after off road use.

This kit includes the ReadyLIFT dual steering stabilizer with Falcon shocks. Follow the included installation instructions to ensure a proper install.

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.

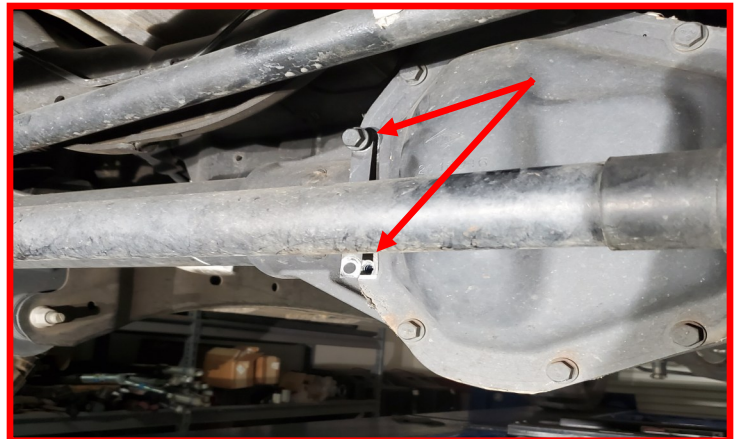
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

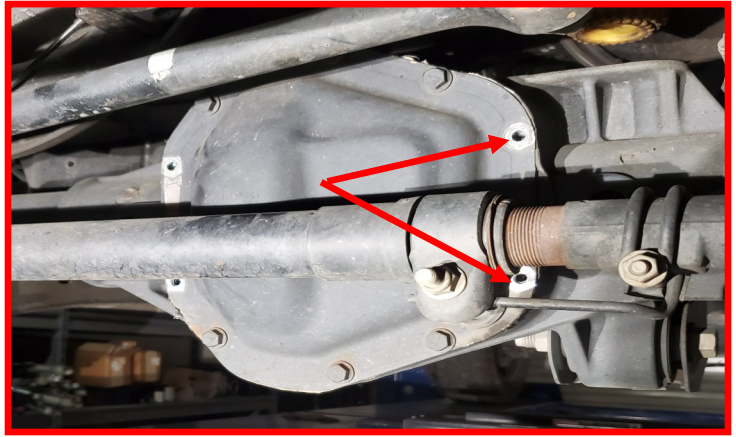
View of the front end before work begins



Remove the (2) middle bolts on the passenger side of the differential cover and retain the factory hardware. Remove the differential ID tag and either place in a secure location (skip next step), or reinstall on the driver side of the differential (see next step).

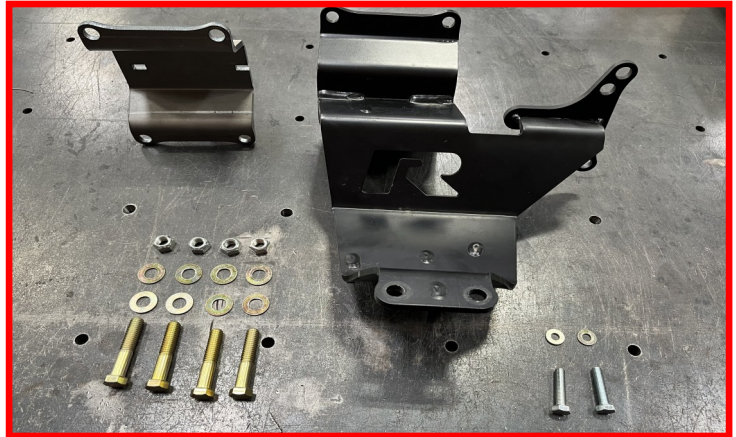


Remove the (2) middle bolts on the driver side differential cover and discard. Install the differential ID tag on the drivers side using the factory hardware.



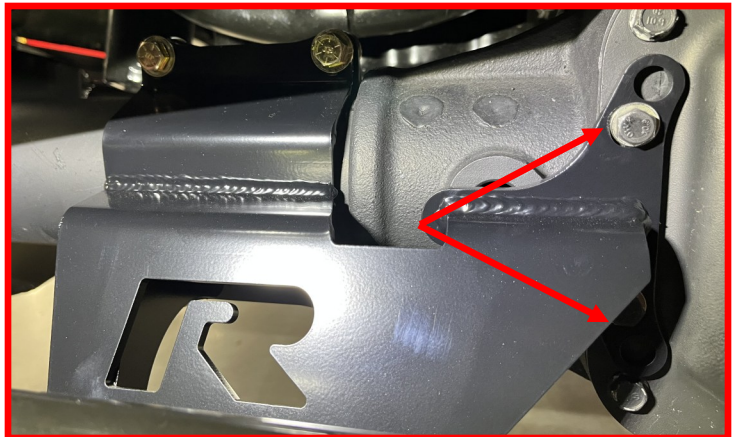
Locate the center stabilizer bracket and rear axle bracket of the dual steering stabilizer kit and the following hardware:

- 2 ea. — M8 x 30mm Hex Head Bolts
- 2 ea. — M8 Washers
- 4 ea. — M10-1.5 x 55mm Hex Head Bolts
- 8 ea. — M10 Flat Washers
- 4 ea. — M10-1.5 Top Lock Nuts



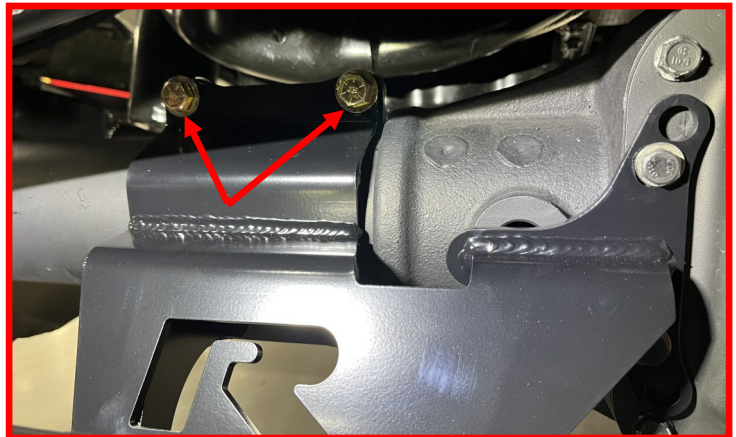
Install the center stabilizer bracket onto the differential using the supplied M8 x 30mm hex head bolts and M8 flat washers. Use the inside holes on the bracket and ensure that the bracket is flush. Tighten bolts enough to secure the bracket to the differential, but do not tighten completely at this time.

For years XX-22, use outside holes and 3/8 x 1 1/4 hardware.



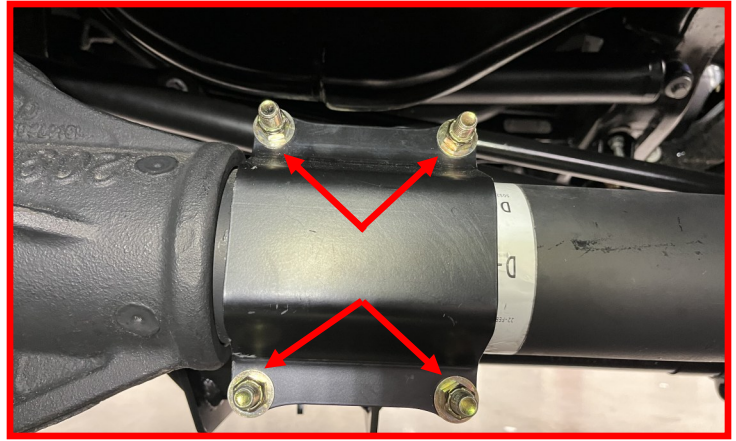
Using the supplied M10-1.5 x 55mm Hex Head Bolts, M10 flat washers and M10-1.5 toplock nuts, fasten the rear axle bracket to the center stabilizer bracket, clamping both around the axle tube.

Note: Only (2) bolts are visible in photo

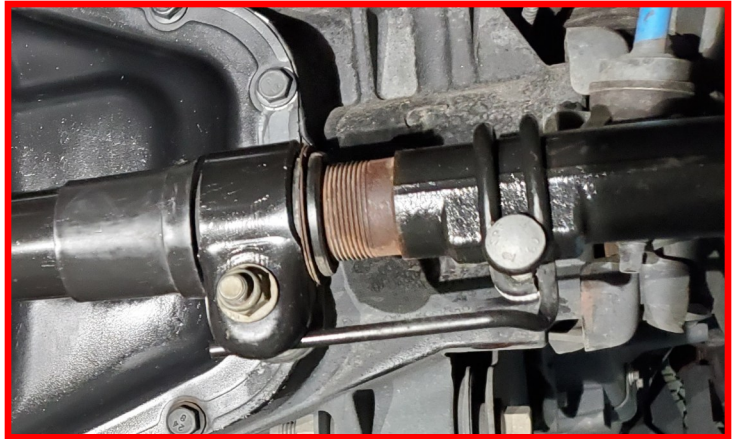


Tighten each of the four M10 nuts and bolts, making sure that the gap between each is approximately equal when tight. Tighten the M8 bolts on the differential.

Torque the M8 bolts to 23ft-lbs.

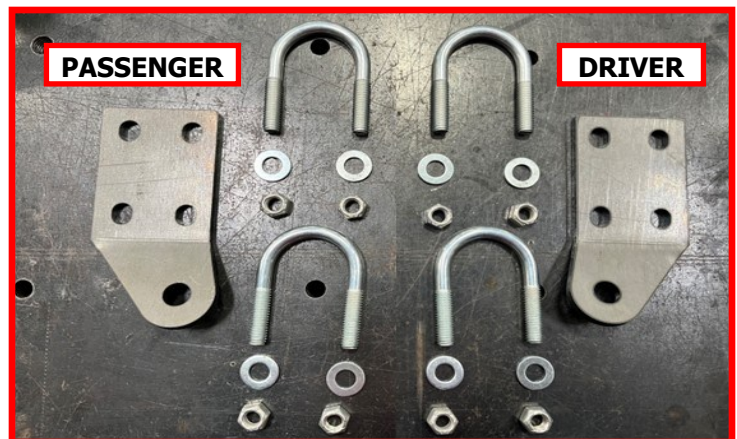


Remove **tie rod retaining clips** from vehicle and discard.



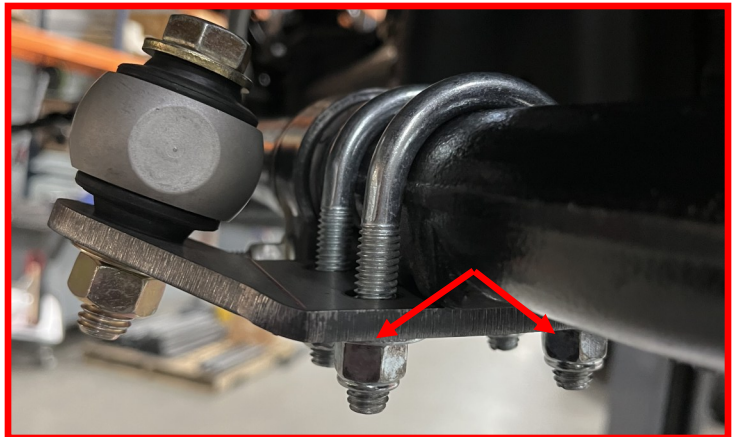
Locate the **driver/passenger tie rod brackets** and the following hardware:

- 4 ea. — 3/8"x 1.5" U-bolts
- 8 ea. — 3/8" Flat Washers
- 8 ea. — 3/8" Toplock Nut



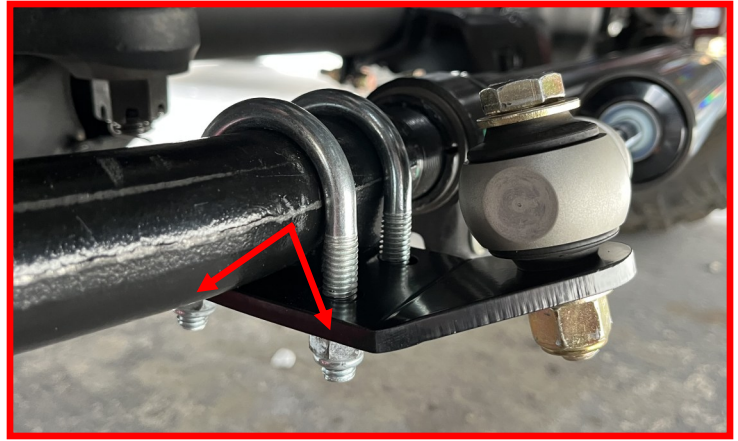
Install the **driver tie rod bracket** using the supplied 3/8" U-bolts, 3/8" flat washers, and 3/8" toplock nuts. Place the plate flush against the flat face on the bottom of the tie rod. Do not fully tighten at this time.

Note: The angled face should be pointing up and towards the front of the vehicle.



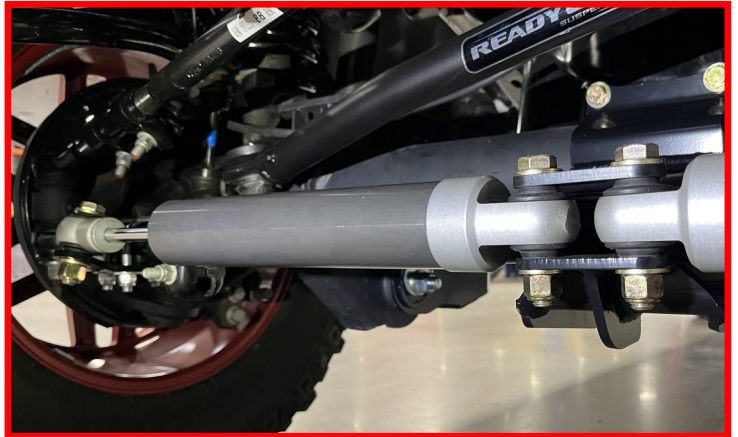
Install the **passenger tie rod bracket** using the supplied 3/8" U-bolts, 3/8" flat washers, and 3/8" toplock nuts. Place the plate flush against the flat face on the bottom of the tie rod. Do not fully tighten at this time.

Note: The angled face should be pointing up and towards the front of the vehicle.



Space each tie rod bracket an equal distance from the center bracket. When in the correct position, tighten the nuts.

Torque 3/8" hardware to 30 ft-lbs.

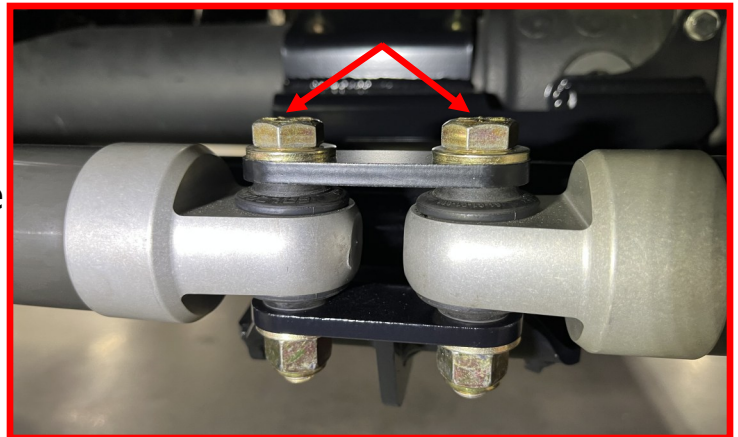


Locate the **steering stabilizers** with the following hardware:

- 1 ea. — Stabilizer Top Plate
- 2 ea. — M12 x 65mm Hex Head Bolts
- 2 ea. — M12 x 75mm Hex Head Bolts
- 8 ea. — M12 Flat Washers
- 4 ea. — M12-1.75 Toplock Nuts

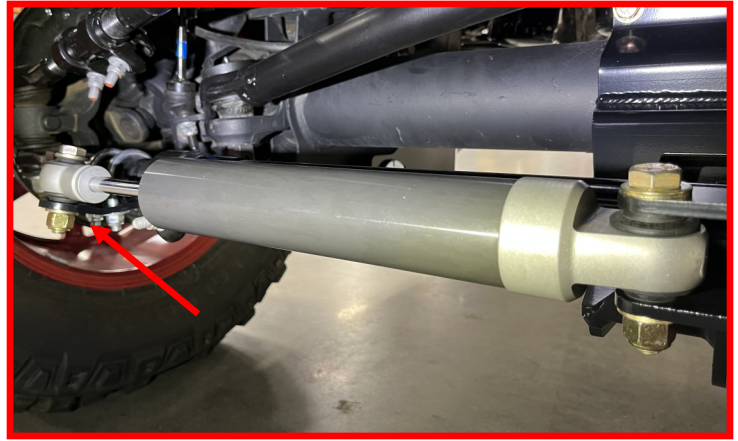


Using the **M12 x 75mm bolts, washers and nuts**, install the body end of the stabilizers onto the center stabilizer bracket. Stabilizer body end should be installed with the **stabilizer top plate** on top and the **center stabilizer bracket** on bottom (as shown in photo). Do not tighten at this time.



Install stabilizer shaft ends to the tie rod brackets using the **M12 x 65mm bolts, washers and nuts**. The shaft end will sit on top of the angled face (as shown in photo). Do not tighten at this time.

Note: If necessary, adjust the brackets so that each stabilizer has an equal amount of shaft showing on each side. Retorque the bracket hardware.



Tighten the center M12 hardware.

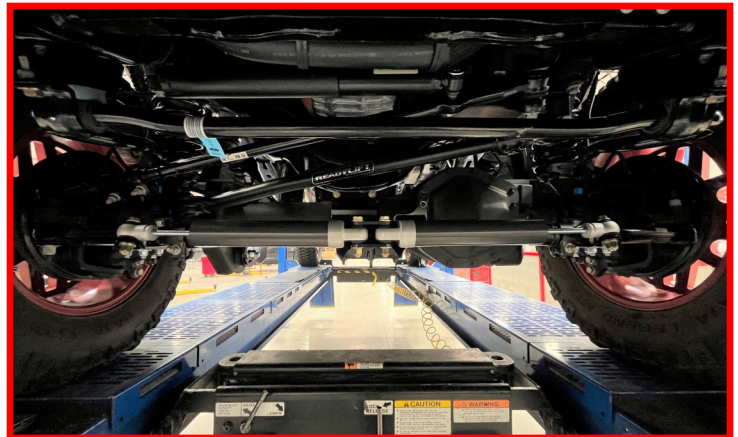
Torque M12 hardware to 80 ft-lbs.

Before tie rod bracket hardware is tightened, ensure the stabilizers are inline with one another and parallel to the ground. Tighten the tie rod M12 hardware.

Torque M12 hardware to 80 ft-lbs.



With all the hardware tightened and torqued to spec, complete a full lock to lock sweep of the steering to ensure there are no clearance issues, binding or bottoming out and/or over extension of the stabilizers.



Use this only as a guide for hardware without a called out torque specification in the instruction manual.

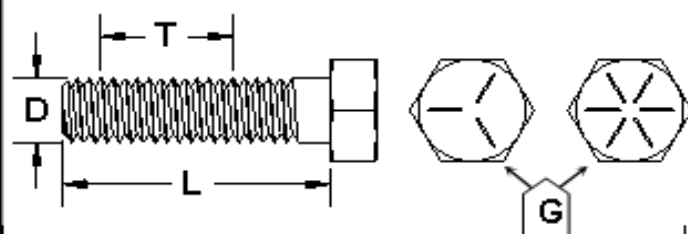
Bolt Torque and ID

Decimal System

Metric System

All Torques in Ft. Lbs. Maximums

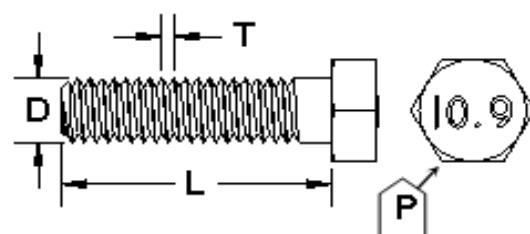
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290



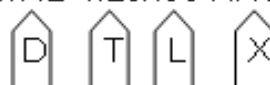
1/2-13x1.75 HHCS



Grade 5 Grade 8
(No. of Marks + 2)



M12-1.25x50 HHCS



G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)

P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)



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	0.0	0.0	+/- 0.5	+0.0
Caster	+2.5	+2.5	+/- 0.5	+0.0
Toe	+.07	+.07	+/-0.05	+.14