

READYLIFT®

SUSPENSIONS

46-5780 Tundra 6"-8" Coil-Over Kit

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.

This suspension system was developed using a 35" x 12.5" (6" lift) and 37" x 12.5" (8" lift) tire with 20" x 9" wheel and a offset of +25. 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.

IMPORTANT NOTE:

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Performance Coil-over	2
Coil-over Top Hat Adaptor	2
Driver Reservoir Mount	1
Passenger Reservoir Mount	1
Hose Clamp	4
Coil-over Top Cap Spacers	4
Rod End Spacer, Small	2
Rod End Spacer, Larger	2
M10 Flange Nut	8
1/2" x 2.75" Bolt	2
1/2" Washer	4
1/2" Lock Nut	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 the front wheels.

Disconnect lower sway bar end link at the lower control arm. Retain factory hardware.



Remove the cotter pin and outer tie rod end nut. Strike the tie rod end boss with a dead blow hammer to dislodge the taper.



Support the lower control arm with a suitable jack. Remove the **lower ball joint cradle bolts** from the knuckle. Be sure to retain the factory bolts.



Remove lower strut mounting hardware. Retain the factory hardware.

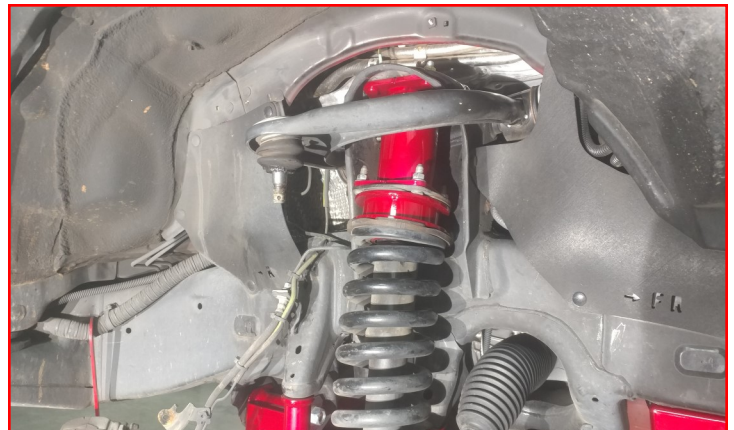


Support the knuckle/hub assembly with a suitable jack. Swing the lower control arm down and out of the way to aid in the removal of the strut assembly.



Remove the upper strut mounting hardware. Discard the factory mounting hardware.

Remove the complete strut assembly and dispose of it in an appropriate fashion.



Notch the lower control arm strut pocket as shown. Radius the back edge following the pocket profile. This is for clearance on the coil-over rod end at full droop.

Coat all raw surfaces with a quality paint to prevent corrosion.



Install the supplied coil-over top hat adaptor using (2) coil-over top cap spacers, 1/2 bolt, locking nut and washers.

Torque the 1/2" hardware to 80 ft-lbs



Note: Ensure that the top hat is installed with the notch facing the reservoir banjo fitting and the offset towards the frame (as shown in picture).



The coil-over come preset for the 8" kit. However, fine tuning may be necessary to achieve the correct right height.

Adjustments are made by loosening the preload collar set screw and turning the collar to add height (Clockwise) or remove height (Counter-clockwise).

Note: Fine tuning may be required due to the differences in frame tolerances, added accessories and/or payload differences.



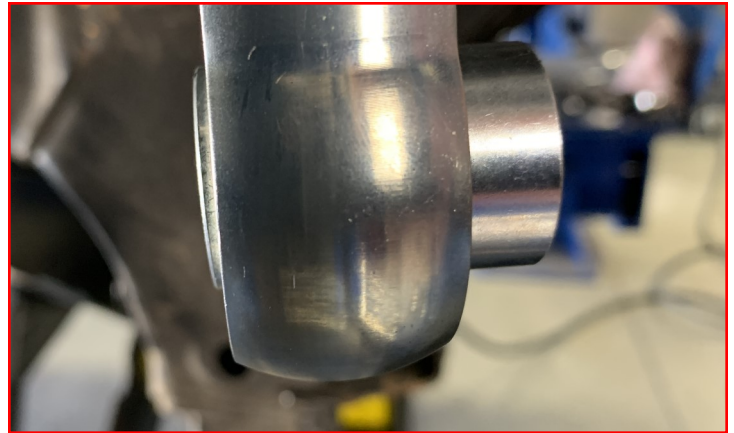
Note: If coil-overs are being installed on the 6" lift kit, the preload collar will need to be adjusted for that application.

Loosening the preload collar set screw and turning the collar counter-clockwise to raise the collar. Measure the distance between the top of the preload collar and the edge of the top cap (as shown). Approximate distance should be 4.75".



Install the coil-over assembly into the vehicle using the supplied M10 flange nuts.

Install the rod end misalignment spacers into the rod end ensuring the large spacer is toward the front and the small is toward the rear of the vehicle.



Swing lower control arm up into place and install the coil-over rod end into the control arm pocket using the factory strut hardware.

Install the appropriate reservoir bracket by removing the sway bar bracket hardware and sliding the bracket in between the frame rail and the sway bar drop bracket. Install the factory sway bar bracket hardware.



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

Note: Brackets are side specific and need to be installed with the offset towards the rear of the vehicle.

Route the reservoir between the upper control arm and the tie rod.

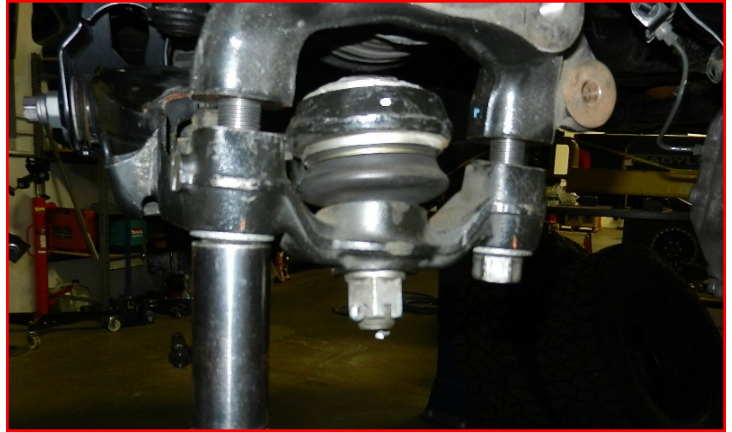
Install reservoir to the bracket using the supplied **#48 hose clamps**.

Hose clamps are to be routed through the slots in the bracket.



Install the lower ball joint cradle using the **factory hardware**. Add a drop of thread locker to the lower mounting hardware.

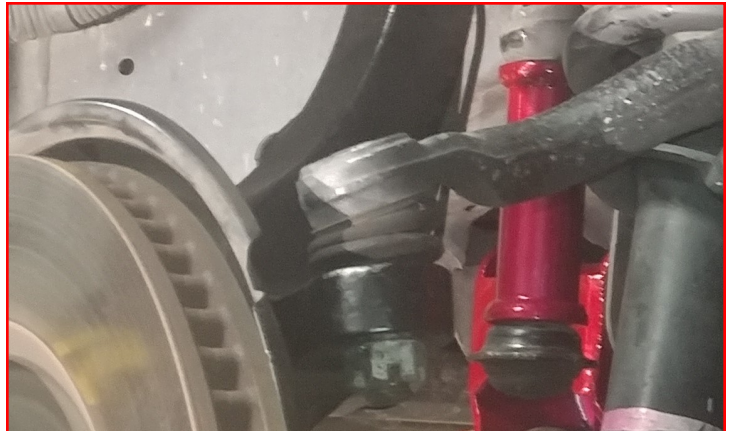
Torque the lower cradle hardware to **180 ft-lbs**.



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

Torque to the nut to **65 ft-lbs**.

Install the cotter pin.



Install the sway bar links to the lower control arms using the **factory hardware**.

Torque all to **55 ft-lbs**

(Shown without coil-over assembly for clarification).



Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs.

Jounce the front suspension to settle the vehicle to ride height.

Center the lower control arm cams and torque to **100 ft-lbs** (final torque to be done by alignment technician), the lower strut hardware to **125 ft-lbs**, and the upper strut hardware to **35 ft-lbs**.



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	+0.3	+0.3	+/- 0.5	+0.0
Caster	+2.0	+2.0	+/- 0.5	+0.0
Toe	+.07	+.07	+/-0.05	+.14