



## Installation Instructions 49-2600—49-2630

**IF YOUR ReadyLIFT® SUSPENSION PRODUCT IS MISSING A PART OR HAS A DAMAGED PART, PLEASE CONTACT CUSTOMER SERVICE DIRECTLY.**

**A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY**

**(877) 759-9991**  
**MON-FRI 7AM-5PM PST**  
**OR**

**EMAIL: INFO@ReadyLIFT.COM**  
**WEBSITE: www. ReadyLIFT.COM**

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

### **ReadyLIFT® Suspension Limited Warranty**

#### **Limited Warranty details for ReadyLIFT® Suspension control arms and steering kits**

The ReadyLIFT® Suspension Limited Lifetime Warranty covers defective materials or defective workmanship for the life of the product to the original purchaser and only on the original vehicle which the product was installed. The ReadyLIFT® Suspension Limited Lifetime Warranty excludes the following wearable items: bushings, bushing sleeves, bump stops, top-out stops, spherical bearings (uniballs), heim joints (rod ends), and misalignment spacers (upper control arm and steering). These items are considered wear items and are covered for 90 days from the original purchase date, therefore these items will not be considered defective because of wear. Wear is subject to use of product, use of vehicle, driving conditions, weather conditions, cleanliness of product/components, and maintenance/up-keep. The degree of wear and overall lifetime of each wear item is subject to afore mentioned conditions and circumstances. ReadyLIFT® Suspension will only warranty wear items in the case of workmanship and defects for the period of 90 days following the date of purchase. Please note that all products should be inspected by a professional technician before installing any part/kit onto the vehicle. In addition, all products should be installed by a qualified technician. Please contact ReadyLIFT® Suspension if there is any question as to the quality of workmanship of each component or its installation procedure. Contact ReadyLIFT® Suspension directly about any potentially defective parts prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given an RGA number and asked to return the part freight prepaid. If the part is found to be warrantable, at the sole discretion of ReadyLIFT® Suspension, it will be repaired or replaced and returned to you. **The limited warranty expressed by ReadyLIFT® Suspension supersedes that of any claims made by authorized and unauthorized dealers of ReadyLIFT® Suspension products.**

**[www.ReadyLIFT.com](http://www.ReadyLIFT.com)**



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**Please read Instructions thoroughly and completely before beginning installation.  
Installation by a certified mechanic is recommended.**

**ReadyLIFT® Off Road Suspension is NOT responsible for any damage or failure resulting from improper installation.**

**Safety Warning:** 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 roll-over 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 and 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® Off Road 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, or as referenced in the torque specification list provided in these instructions.

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.

### Vehicle ride height chart

|                      |                     |                     |                    |
|----------------------|---------------------|---------------------|--------------------|
| <b>Driver Front:</b> | <b>Driver Rear:</b> | <b>Pass. Front:</b> | <b>Pass. Rear:</b> |
|                      |                     |                     |                    |

| Bolt Size<br>Millimeters | Torque Specs in FT/LB |                      |
|--------------------------|-----------------------|----------------------|
|                          | Metric<br>Grade 8.8   | Metric<br>Grade 10.9 |
| 6mm                      | 6                     | 8                    |
| 8mm                      | 16                    | 22                   |
| 10mm                     | 40                    | 45                   |
| 12mm                     | 54                    | 70                   |
| 14mm                     | 89                    | 117                  |
| 16mm                     | 132                   | 175                  |
| 18mm                     | 182                   | 236                  |

| Bolt Size<br>SAE | Torque Specs in FT/LB |            |
|------------------|-----------------------|------------|
|                  | Grade 5               | Grade<br>8 |
| 5/16             | 15                    | 20         |
| 3/8              | 30                    | 35         |
| 7/16             | 45                    | 60         |
| 1/2              | 65                    | 90         |
| 9/16             | 95                    | 130        |
| 5/8              | 135                   | 175        |
| 3/4              | 185                   | 280        |

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1. Place the vehicle on level ground and measure the ride height.



2. Remove the track bar hardware and disconnect at the frame.



3. Lift the front of the vehicle and support with jack stands.



4. Support the axle, then remove the front wheels.



5. Replace the OE brake line bracket with the new drop bracket.



6. Loosen the hard line, rotate the block 180 degrees, re-tighten.



7. **Note the line direction**, replace the OE bracket with the new drop bracket.



8. Reinstall the block into the bracket with retaining clip.

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9. Remove all of the wiring clips from the radius arms.



10. Disconnect the ABS line plug above the radius arms.



11. Disconnect and remove the factory sway bar end links.



12. Disconnect the brake line bracket from the lower spring perch.



13. Remove the front factory shocks. **Note: Longer shocks required.**



14. Support the axle. Use a floor jack & crossbar to support the radius arms.



15. Unbolt both of the radius arms at the frame.



16. Lower the radius arms enough to install the drop brackets.

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17. **Stage 1:** Install new radius arm drop brackets.



18. **Stage 1:** Raise the radius arms and reattach to the drop brackets.



19. **Stage 2:** Gather the radius arms and bushing kit for assembly.



20. **Stage 2:** Install the bushings into the arms.



21. **Stage 2:** Use grease provided, lube pivot pin then install into bushings.



22. **Stage 2:** Install the provided zerk fittings.



23. **Stage 2:** Remove the axle side radius arm hardware, then the arm.



24. **Stage 2:** Install the new assembled radius arm with the OE bolt on top.

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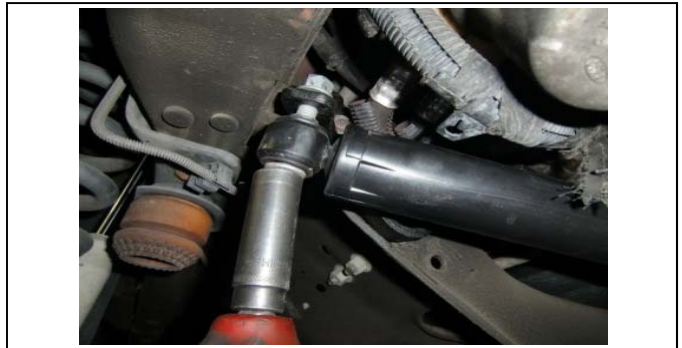
25. **Stage 2:** Install the new offset cam bolts into the lower mount.



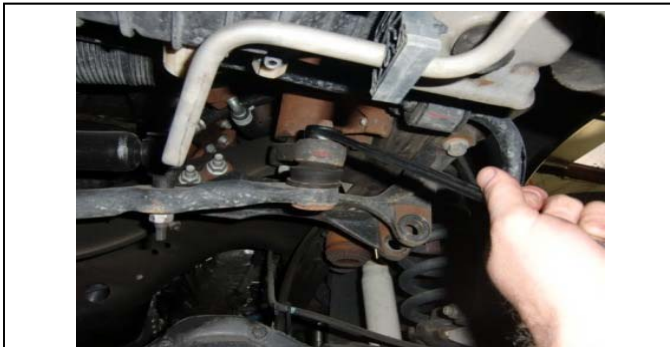
26. **Stage 2:** Install the radius arm into frame pocket using OE hardware.



27. Raise the vehicle enough to remove the factory springs.



28. Disconnect the steering stabilizer from the frame.



29. Remove the cotter pin and disconnect the drag link from pitman arm.



30. Remove the OE track bar bracket from the cross member and frame.



31. Remove the pitman arm nut.



32. Use the proper pitman arm puller to remove from the steering box.

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33. Install the new drop pitman arm with OE nut and torque to spec.



34. Remove the front bump stops from the frame.



35. Unbolt the bump stop cup mount from the frame.



36. Screw the bump stop drop bracket into the OE frame location.



37. Reinstall and align the OE bump stop cups onto the drop bracket.



38. Install the new track bar drop bracket with OE hardware.



39. Unbolt the lower spring perch from the axle and remove.



40. Install the spacer in between the axle and the spring perch plate. Use the provided longer hardware when installing. Torque.

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41. Re-use the OE spring isolator. Lift the vehicle enough to install the new coil springs, then lower to allow the spring to settle under the weight. **Install longer front shocks after springs have been installed.**



42. Install the drag link to the new drop pitman arm and torque. Replace the keeper cap and cotter pin.



43. Install the steering stabilizer drop boss with the provided hardware.



44. Install the new end link into the lower axle tab with new hardware.



45. Attach the top sway bar end link to the sway bar.



46. Reconnect the track bar to the drop bracket. Use OE hardware, torque.



47. Shows the front view of the suspension with the proper geometry.



48. Re-attach the brake line hose/bracket to the lower spring perch.



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49. Stage 3: (Steps 49-69) View of track bar ball joint at axle mount.



50. Loosen the ball joint nut and leave it attached.



51. Use the ball joint fork/air hammer to separate bar from ball joint.



52. View of the ball joint to be removed.



53. Use the proper heavy duty ball joint removal tool set.



54. View of the tool positioned to remove the ball joint.

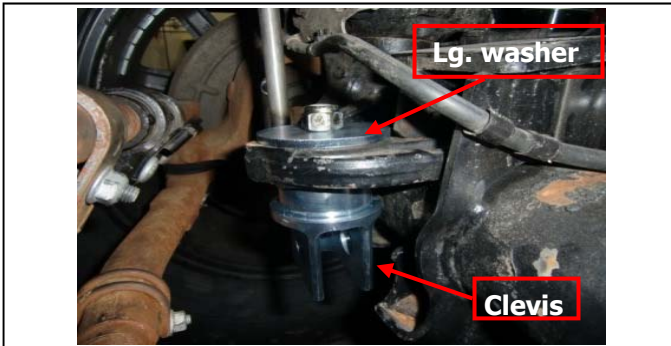


55. Remove the ball joint from the axle.



56. Inspect and clean the surface and edges.

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57. Hold the clevis in place with a socket head bolt, lg. washer and nut.



58. Align the clevis so it lines up with the track bar frame mount bracket.



59. Use the assembled track bar as a guide to ensure proper position.



60. Use the press tool to draw clevis into position.



61. Tighten the hardware to spec once the clevis is fully seated.



62. Insert the track bar into the clevis, check the clearance.



63. Attach with provided hardware, do not tighten until adjusted.



64. Install the track bar into the drop bracket (frame side), using the misalignment spacers provided. **Note: you may need to adjust the track bar to**

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65. Attach the track bar with the original hardware.



66. Once the track bar is adjusted, tighten to spec.



67. Tighten the other end at the frame mount to OE spec.



68. Tighten the jam nut at the axle mount.



69. Tighten the jam nut at the frame mount.

**Note:** The brakes must be bled before the vehicle can be operated.

Double check all work performed so far to ensure proper installation of the kit.

70.



71. **Rear Install:** Lift the rear of the vehicle by frame and support the axle.



72. Remove the rear wheels from the vehicle.

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73. Disconnect the ABS line clips from the dr/pass side u-bolts.



74. Unbolt and remove the rear shocks. **Note: longer shocks required.** Disconnect the rear brake line bracket/ vent line from the axle.



75. Loosen and remove the OE u-bolts from the axle.



76. Remove the u-bolts and lower the axle plate.



77. Lower the axle and remove the factory lift block.



78. Drivers side: remove the e-brake bracket from upper u-bolt plate.



79. Unbolt the leaf spring from the truck at front and rear of the spring. Leave the shackle attached to the leaf spring until the spring has been removed from the truck.



80. Unbolt the shackle from the factory leaf pack and install onto the new leaf pack. **Note: the shackle mounting direction.**

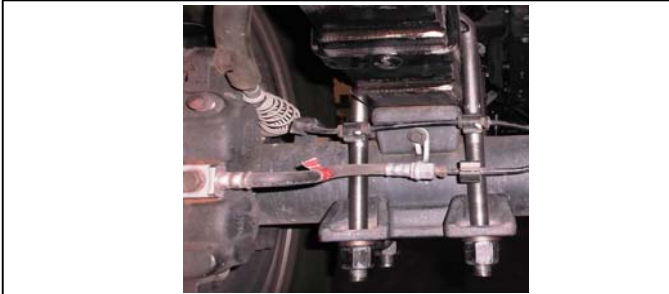
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81. Clamp the leaf springs together to prevent pack expansion. Unbolt the leaf pack centering bolt and remove the u-bolt top plate. Then put the nut back on the old leaf pack. Clamp the new leaf pack and install the top plate. Torque the nut to factory specs.



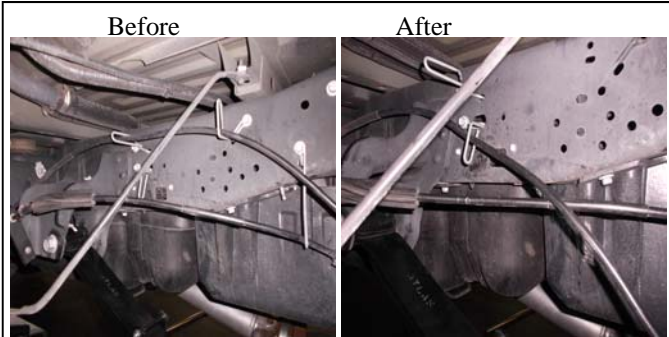
82. Reinstall the leaf pack into the vehicle with Factory Blocks. **Note: Do not fully tighten the nuts at each end of the leafs or shackle.**



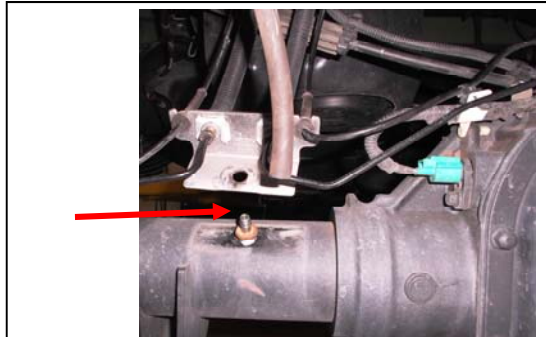
83. Line up the locating pin on the bottom of the leaf pack/ Factory block with the hole in the axle mounting plate. Install the u-bolts and bottom plate. Lightly tighten the nuts.



84. Another view of the leaf springs and u-bolts with top plate mounted and ready for the emergency brake line spacer. We will mount this in a few steps.



85. Adjust the emergency brake lines to accommodate the lift.



86. Install the brake line relocation bracket (Not Shown)



87. Install the longer shocks and tighten to spec.



88. Reinstall the rear wheels onto the vehicle. Lower the vehicle to the ground and torque the u-bolts to spec.

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89. Install the spacer and OE bracket over drivers side centering pin. Torque



90. Cut off the excess centering pin threads on pass. side leaf pack.



91. Remove the rear bump stops from the frame.



92. **Note:** The locating tab must be trimmed from the bump stop.



93. Install the rear bump stop extension into the OE location.



94. Reinstall the OE bump stop into the drop bracket.



95. **Vehicles w/1pc drive shaft:** Remove the (4) bolts at the differential.



96. Clean off the mounting surface and ensure that the spacer fits flush.

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97. Install the driveshaft spacer with new provided hardware, torque.



98. Vehicles with 2pc drive shafts may require drop carrier shims.



99. Straighten steering wheel steps: 1) Unlock the steering wheel.



100. 2) Remove the safety keeper bolt and slide the bracket out of collar.



101. 3) Loosen the (2) collar bolts and lube the threads of steering linkage.



102. 4) Adjust the collar to straighten the steering wheel.



103. 5) Tighten up the hardware and replace the keeper bolt.



104. Reinstall the wheels and tires. Lower the vehicle to the ground and adjust the track bar if needed. **Double check all work performed and the brakes must be bled before use of vehicle.**



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105. Test drive the vehicle and check the steering wheel alignment. The vehicle must be aligned immediately after installation is complete.

### **Final Checks & Adjustments**

**Post Installation Warnings:** Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory 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. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. Re-adjust headlamps.

**Vehicle Handling Warning:** 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**

### **Vehicle Re-Torque and Safety Inspection:**

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.