

READYLIFT[®]

SUSPENSIONS

62-21360 Ford Bronco 3.5" Premium SST 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.

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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.

This suspension system was developed using a 37" x 12.5"R18 tire with 18" x 8.5" wheel and a offset of +18. 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:

37" x 12.50" will work at ride height. However, the tires will still contact the front body mount and possibly rear inner fender through wheel travel and steering lock to lock. If running this size tire and using the full suspension travel, these areas must be addressed.

Stock wheels and stock tires can be installed. Taller tires on stock wheels may contact the UCA. 4.5" to 5" back spacing wheels is recommended for most clearance to the UCA. 5.5" back spacing on a 35" tire will be close to the UCA at full steering lock.

Does Not Fit:

- Bronco Raptor
- Bronco Sport

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 MEASUREMENTS

	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 MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Front Coilover Box	
Front Coilover, Left	1
Front Coilover, Right	1
Top Hat Adaptor, Coilover	2
Hardware for Front Coilovers	1
Rear Coilover Box	
Rear Coilover	2
Top Hat Adaptor, Coilover	2
Roost Guard	2
Lower Mounting Spacers	4
Hardware for Rear Coilovers	1
Component Box	
Rear Track Bar	1
Rear Track Bar Bracket	1
Rear Track Bar Clamp, Front	1
Rear Track Bar Clamp, Rear	1
Rear Track Bar Bracket Spacer	1
Rear Brake Line Bracket, Center	1
Rear Brake Line Bracket, Right	1
Rear ABS Relocation Bracket	1
Rear Lower Control Arm, Left	1
Rear Lower Control Arm, Right	1
Upper Control Arm, Left	1
Upper Control Arm, Right	1
Crows Foot, Upper Control Arm Adjuster	1
Hardware Pack for 62-21360	1

HARDWARE	
DESCRIPTION	QTY
Rear Track Bar Bracket	
M14-2.0 x 30MM GR10.9 HHB	1
M14 LOCK WASHER	1
M14 FLAT WASHER	1
M16-2.0 X 90MM GR10.9 HHB	1
M16-2.0 LOCKING NUT	1
M16 FLAT WASHER	2
Rear Brake Line Bracket	
M6-1.0 X 16MM GR10.9 HHB	2
M6-1.0 LOCKING NUT	2
M6 FLAT WASHER	4
M8-1.25 X 20MM GR10.9 HHB	2
M8-1.25 LOCKING NUT	2
M8 FLAT WASHER	4



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 or check out the dealers tab on our Website for authorized installers .

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.

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.

Using an appropriate jack, support the knuckle.



Remove the single retaining rivet that secures the inner fender liner.

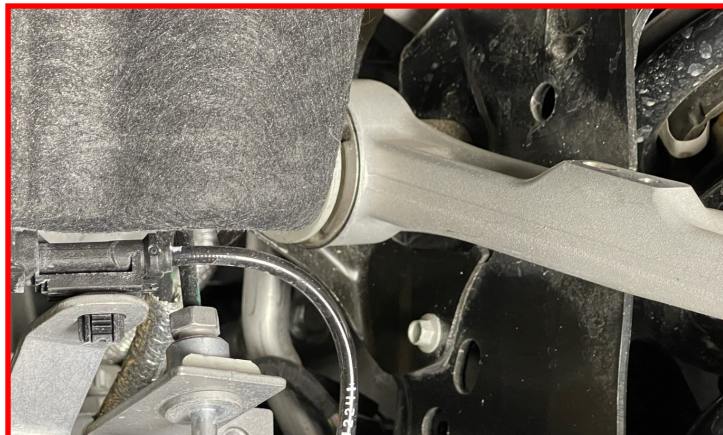
Retain the clip for future installation.



Remove the upper control arm heat shield mounting bolt. The heat shield is located on the rear pivot of the right (passenger) side on the vehicle.

Retain the factory mounting hardware.

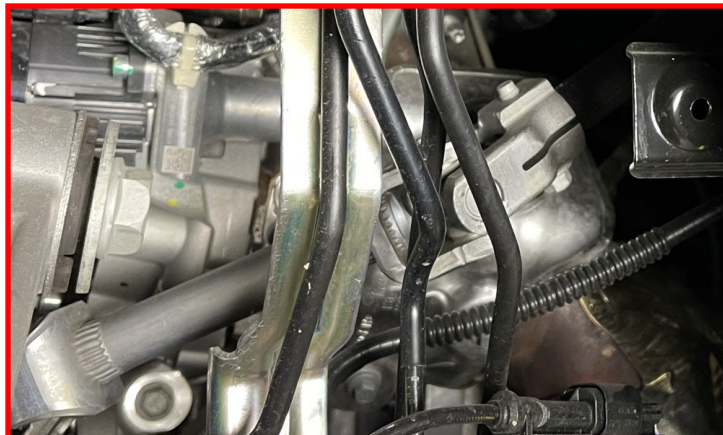
NOTE: NOT ALL VEHICLES ARE EQUIPPED WITH THIS HEAT SHIELD.



When installing the driver side upper control arm you will need to disconnect the steering linkage.

Remove the pinch bolt on the top u-joint.

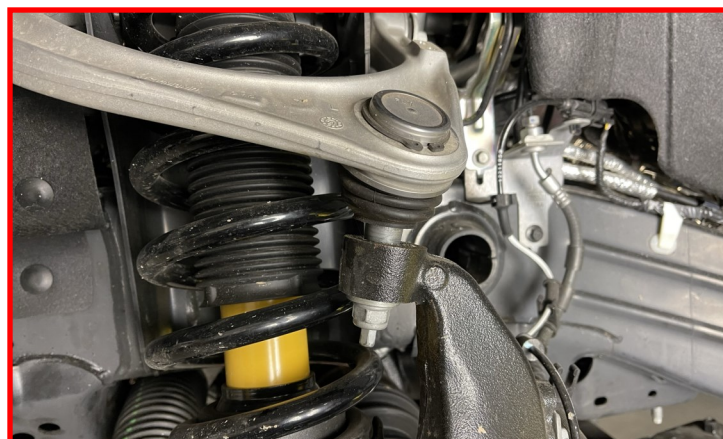
NOTE: ENSURE THE STEERING WHEEL DOES NOT ROTATE. STEERING SHAFT AND U-JOINT NEED TO BE INSTALLED IN THE FACTORY ORIENTATION OR ELSE THERE IS A HIGH POSSIBILITY TO DAMAGE THE CLOCK SPRING.



Remove the **upper control arm ball joint nut**.

Disarm the factory nut.

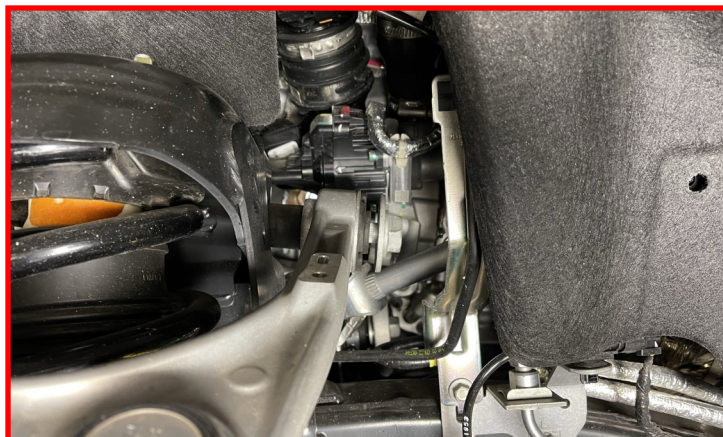
Using a dead blow hammer or similar tool, strike the knuckle on the side to dislodge the ball joint taper.



Remove the upper control arm pivot bolt.

Retain the factory pivot bolts and nuts.

Remove the upper control arm.



Install the replacement upper control arms using the factory mounting hardware.

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

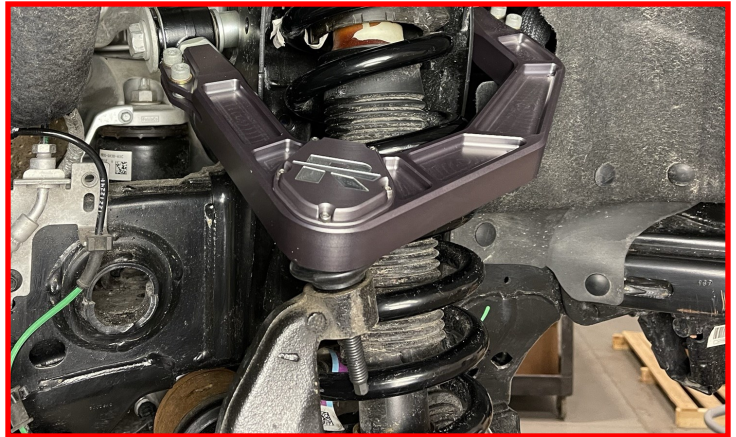


Install upper ball joint to knuckle using the **supplied hardware.**

Torque the M12 hardware to **55 ft-lbs.**

Using the factory bolt install the upper control arm heat shield on the passenger side.

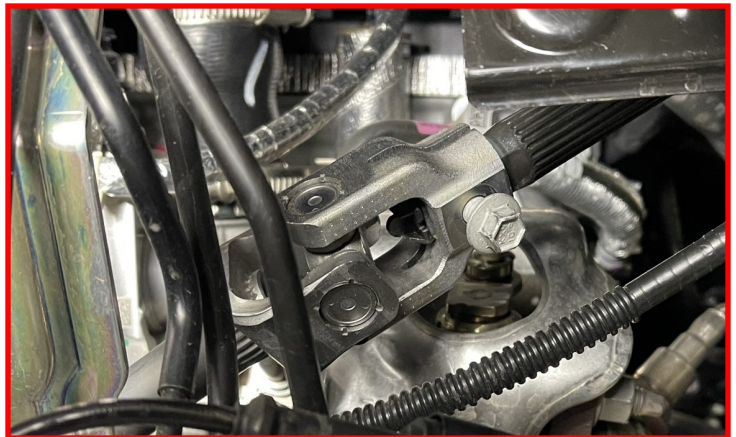
Torque the factory hardware to **80 in-lbs.**



Install the pinch bolt on the top u-joint.

Torque the factory hardware to **55 ft-lbs.**

NOTE: ENSURE THE STEERING WHEEL DID NOT ROTATE. IT IS VERY IMPORTANT THE STEERING SHAFT AND U-JOINT ARE INSTALLED IN THE FACTORY ORIENTATION OR ELSE THERE IS A HIGH POSSIBILITY TO DAMAGE THE CLOCK SPRING.

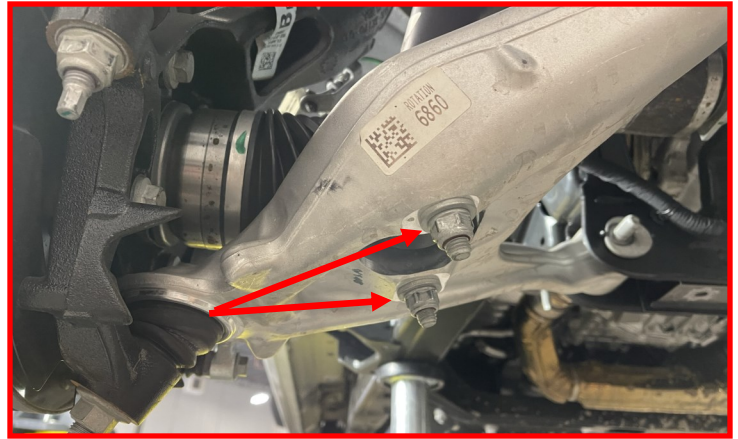


Loosen but do not remove the **(3) top strut nuts.**



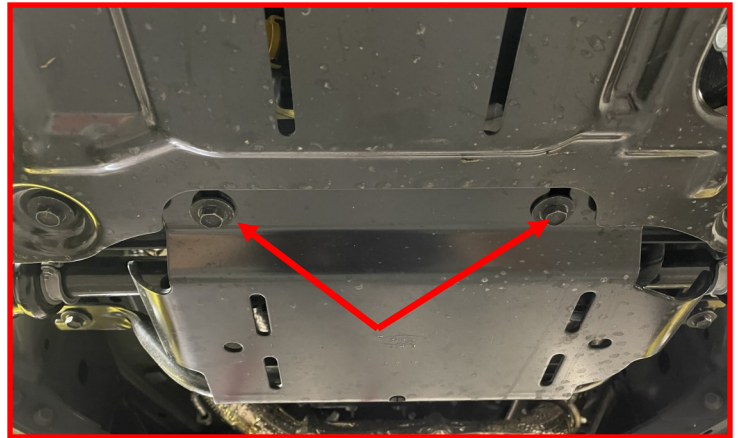
Remove the **lower strut nuts**.

Discard the factory mounting hardware.



Loosen but do not remove the **(2) forward sway bar skid plate bolts**.

Retain the factory mounting hardware.



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

Retain the factory mounting hardware.

NOTE: BE SURE TO REMOVE THE END LINK NUT USING HAND TOOLS.



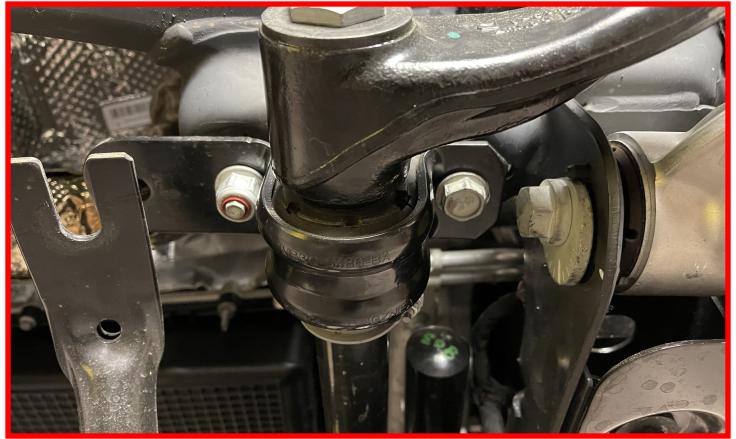
Remove both the driver and passenger **rear sway bar skid plate bolts**.

Retain the factory mounting hardware.



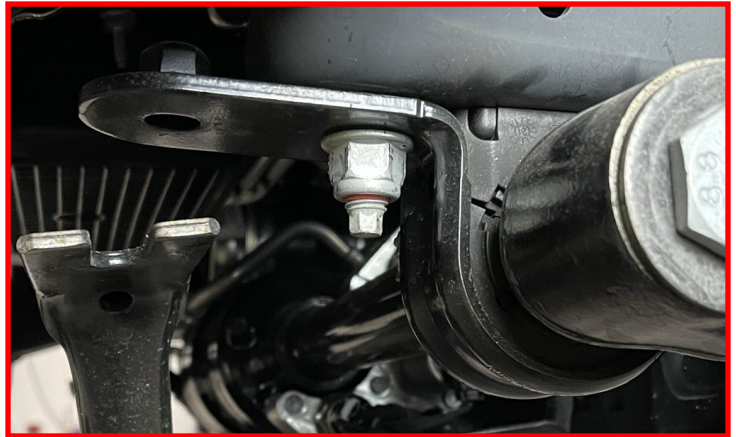
Remove both the driver and passenger **forward sway bar retainer cap bolts**.

Retain the factory mounting hardware.

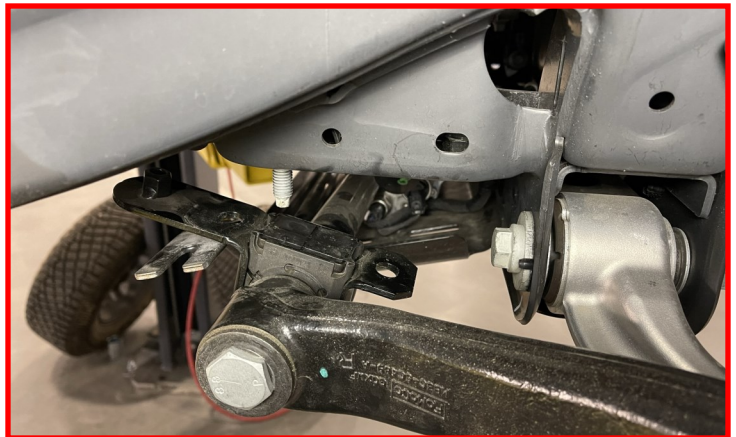


Remove both the driver and passenger **rear sway bar retainer cap nuts**.

Retain the factory mounting hardware.



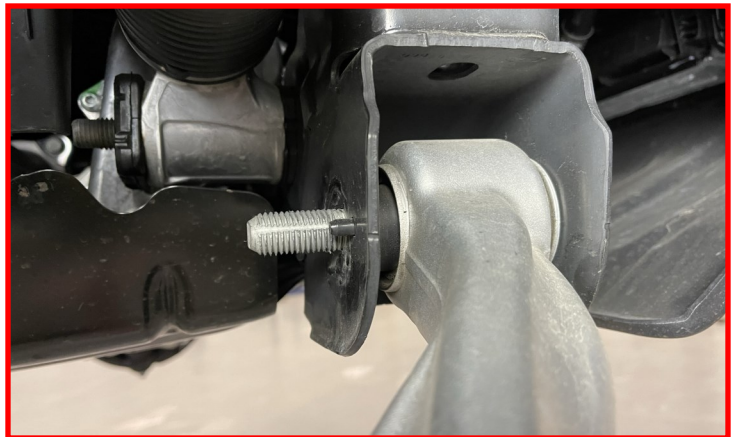
Lower the sway bar down and back to aid in removal of the rear lower control arm pivot bolt.



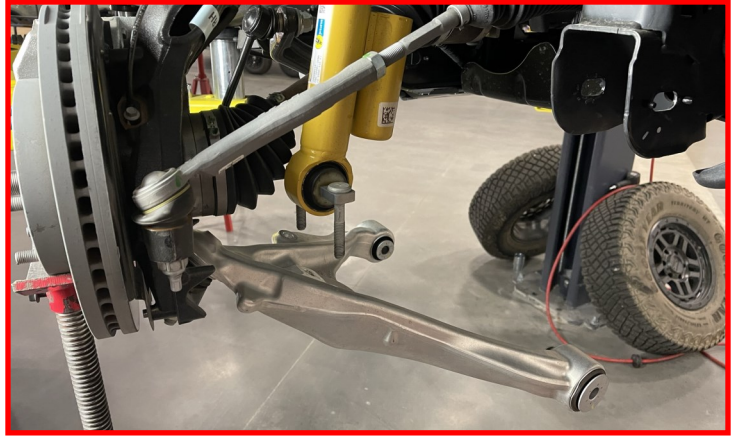
Remove the lower control arm pivots from the frame side pivot pockets.

Retain the factory hardware.

NOTE: USE AN APPROPRIATE JACK TO AID IN THE REMOVAL OF THE PIVOT BOLTS.



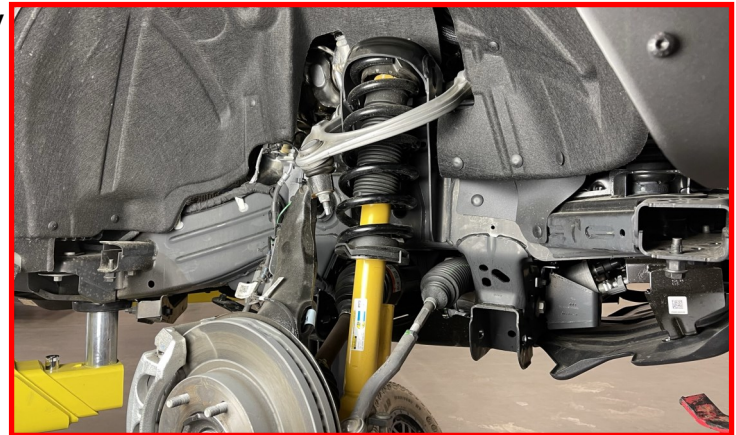
With the lower control arm pivot removed, Swing the lower control arm down while removing the lower strut studs from the control arm.



Remove the (3) top strut nuts and carefully remove the strut assembly from the vehicle.

Retain the factory hardware.

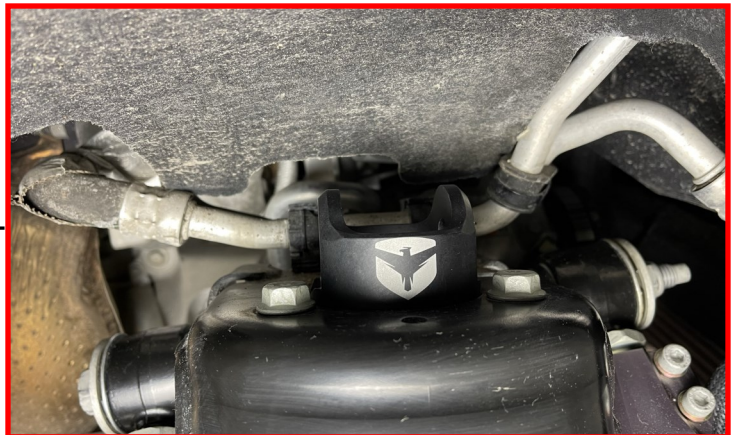
CAUTION: BE SURE TO SUPPORT THE STRUT WHILE REMOVING THE TOP STRUT NUTS.



Install the coilover top hat adaptor plate, using the supplied thread locker and M10 flanged head bolts.

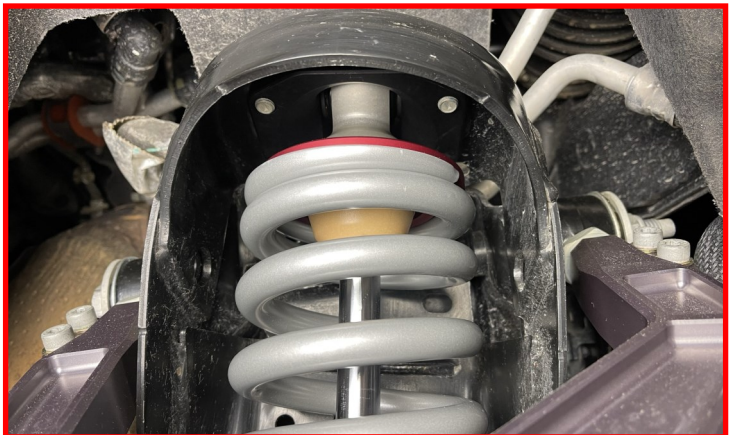
Torque the M10 bolts to 45 ft/lbs.

NOTE: BE SURE TO INSTALL THE TOP HAT WITH THE LOGO FACES OUT, THIS WILL ENSURE PROPER COILOVER INSTALLATION ORIENTATION.



Install the correct coilover into the top hat.

NOTE: THE COILOVERS ARE ETCHED WITH AN INTENDED INSTALLATION LOCATION (FRONT, LEFT / FRONT RIGHT)

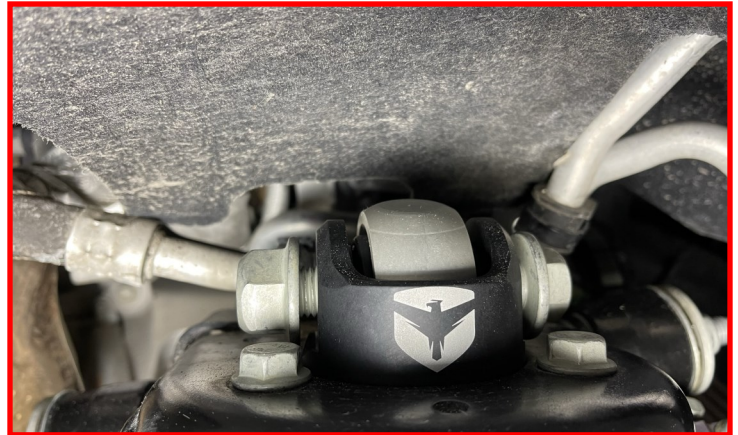


Install the provided M16 Flange bolt through the top hat and coilover from front to rear.



Install supplied M16 locking flange nut onto the coilover mounting bolt.

Torque the M16 hardware to **180 ft/lbs.**

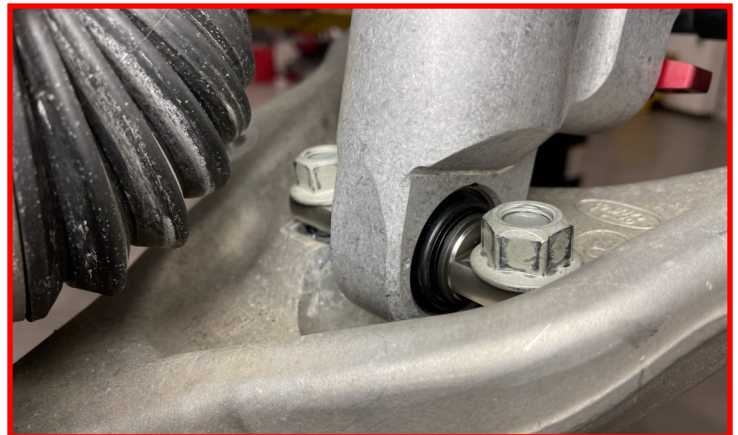


Raise the lower control arm up and guide the lower strut into place. Install the **** through the lower control and the coilover bar pin.



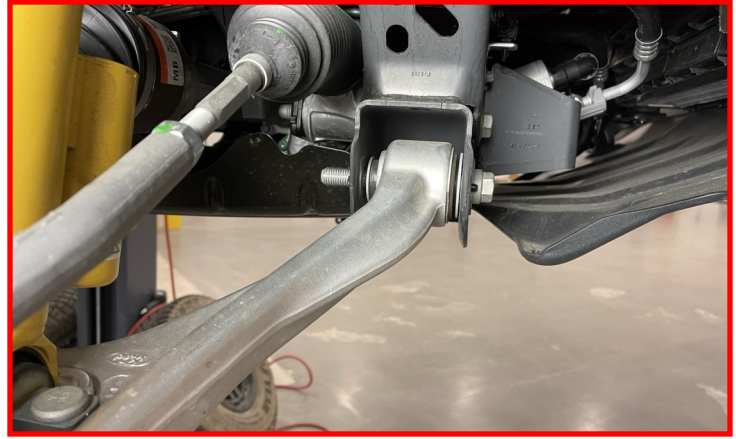
Install the provide M14 locking flange nuts.

Torque the M14 hardware to **120 ft/lbs.**



Using an appropriate jack, carefully jack the lower control arm into the frame side pivot pockets.

Install the factory cam bolts in the pivot pockets in the factory orientation.



Install the factory alignment cam plate over pivot bolt and then install nut.

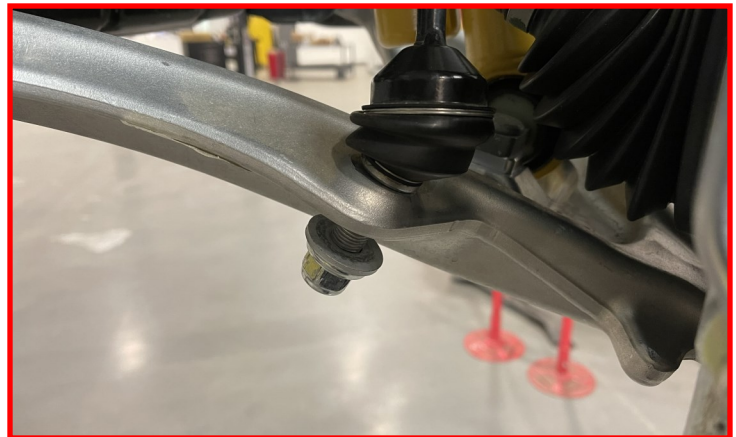
Do not tighten at this time.



Install the sway bar end link into the lower control arm using the **factory hardware**.

Torque the factory nut to **55 ft-lbs**.

NOTE: BE SURE TO INSTALL THE END LINK NUT USING HAND TOOLS.

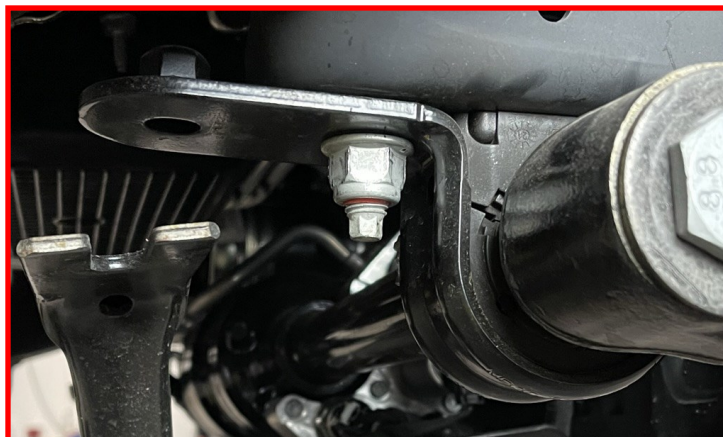


Raise the sway bar back into the factory orientation.



Install the driver and passenger rear sway bar retainer cap nuts.

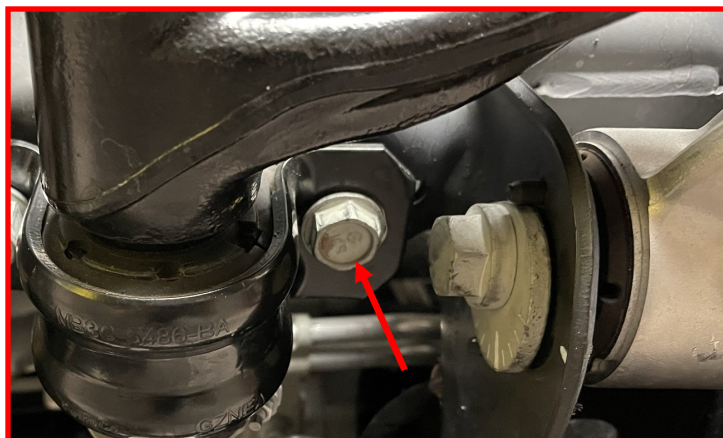
Do not tighten at this time.



Install the driver and passenger rear sway bar retainer cap bolt.

Torque the factory nut to 55 ft-lbs.

Torque the factory bolt to 55 ft-lbs.



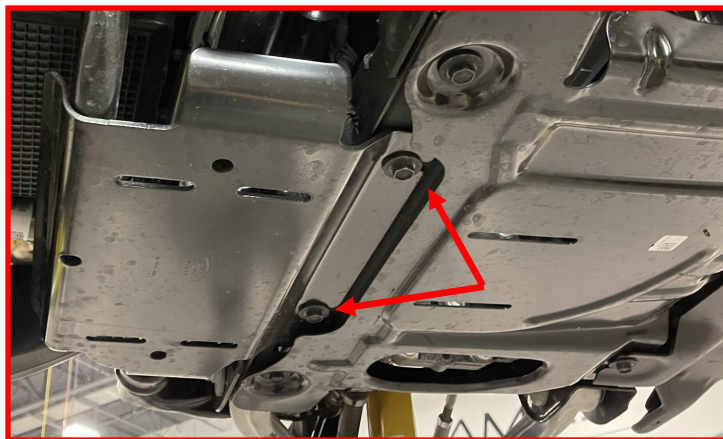
Install both the driver and passenger rear sway bar skid plate bolts.

Torque the factory bolt to 35 ft-lbs.

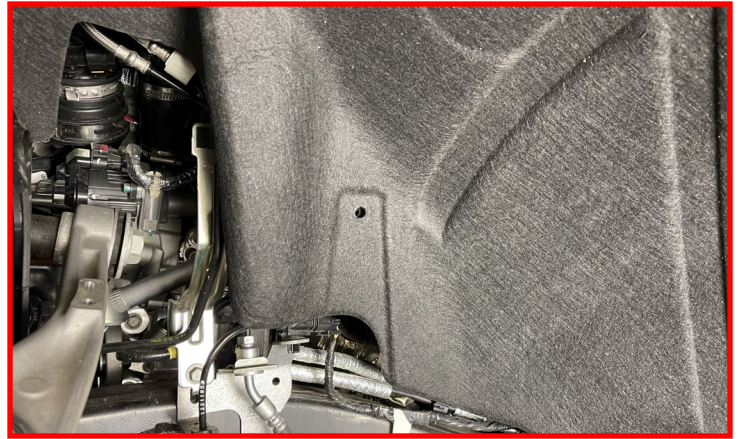


Tighten the (2) forward sway bar skid plate bolts.

Torque the factory bolt to 35 ft-lbs.



Install the single retaining rivet that secures the inner fender liner.



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

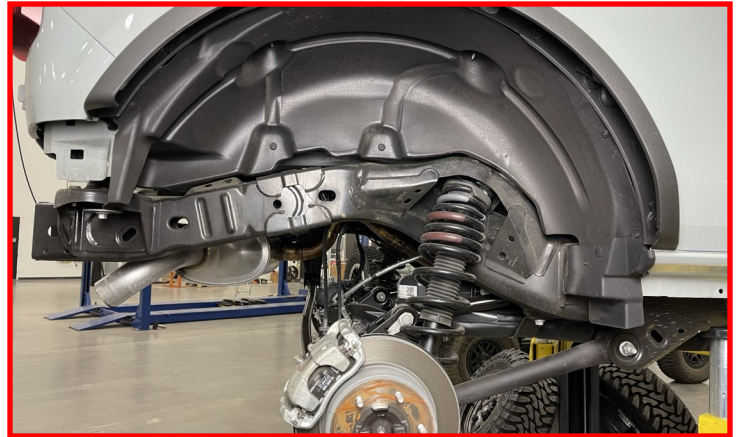
With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately.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

Rear Installation

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 lower control arm hangers.

Remove the rear wheels.



With the rear wheels removed, locate and remove the (12) mounting clips and the (3) mounting screws that hold the rear fender liners in place.



Remove the rear fender liners.

Retain all the factory mounting hardware.

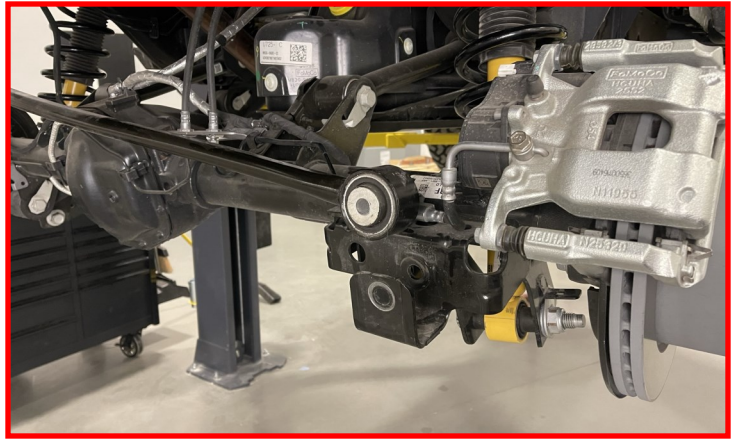


To aid in the removal and installation process, it is best to loosen the rear track bar at the frame.

Do not remove the mounting hardware.

Remove the track bar mounting hardware from the axle mount

Retain the factory mounting hardware.

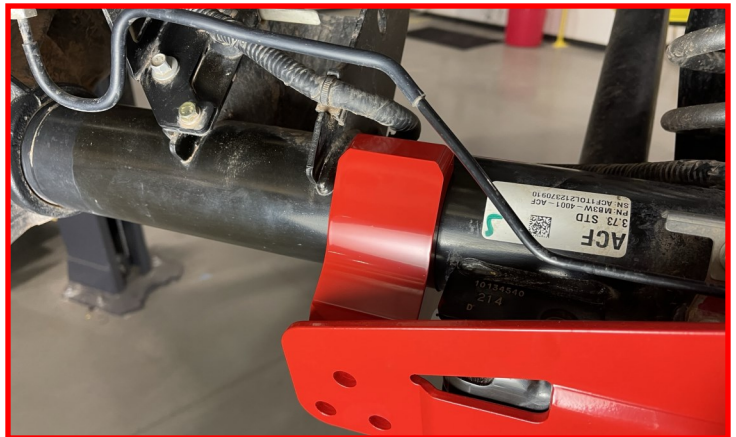


Install the supplied **rear track bar bracket** in the factory location using the supplied **rear track bar bracket spacer** and the factory track bar axle pivot bolt.

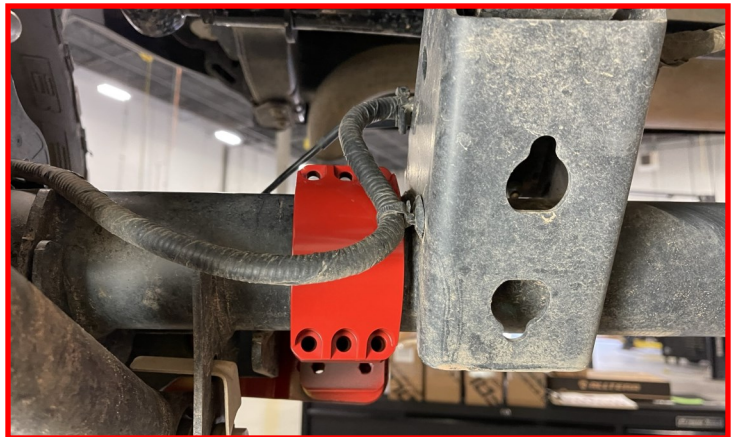
Do not tighten at this time.



Install the **front track bar clamp** on to the axle.



Install the **rear track bar clamp** on to the front side of the axle and aligned with the front clamp.

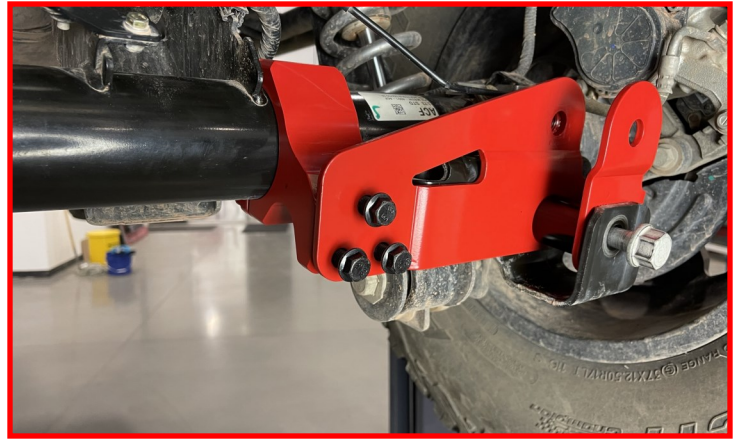


Align the (3) mounting hole on the track bar bracket to the front track bar clamp.

Install the (3) M10-1.5 x 30mm hex flange head bolts into the front track bar clamp using thread locker.

Run bolts down to the bracket.

Do not tighten at this time.



Install the (6) M8-1.25 x 25mm socket cap screws through the rear track bar clamp and into the front track bar clamp.

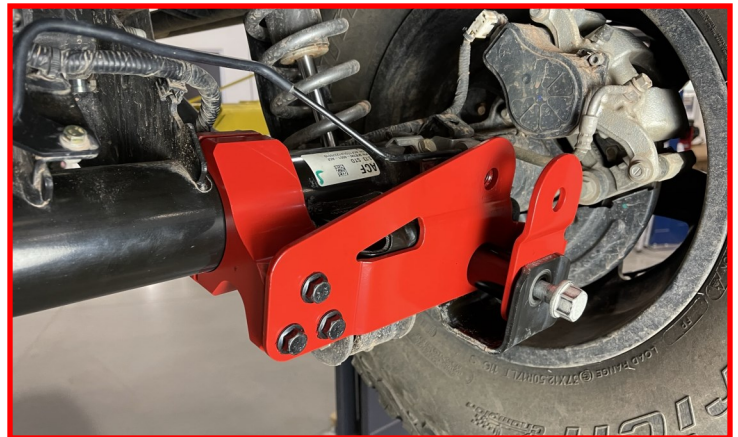
Snug the M8 hardware too the clamp.

Do not tighten at this time.



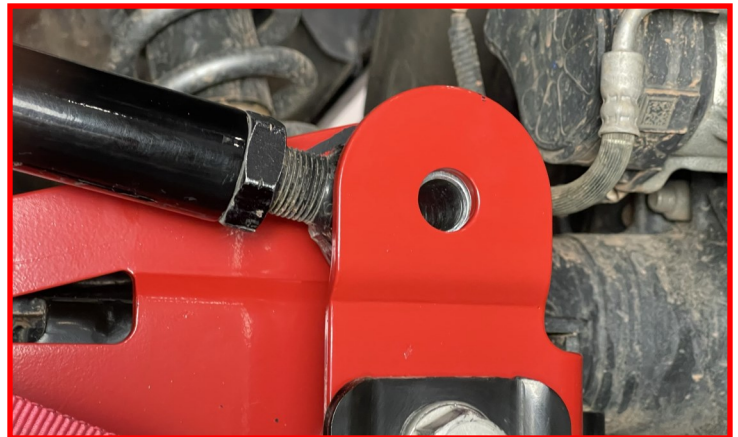
Torque the M10 hardware to 60 ft./lbs.

Torque the M8 hardware to 35 ft./lbs.



Install the rear track bar into the track bar bracket using the supplied M16 x 90mm hex flange head bolt.

Do not tighten at this time.



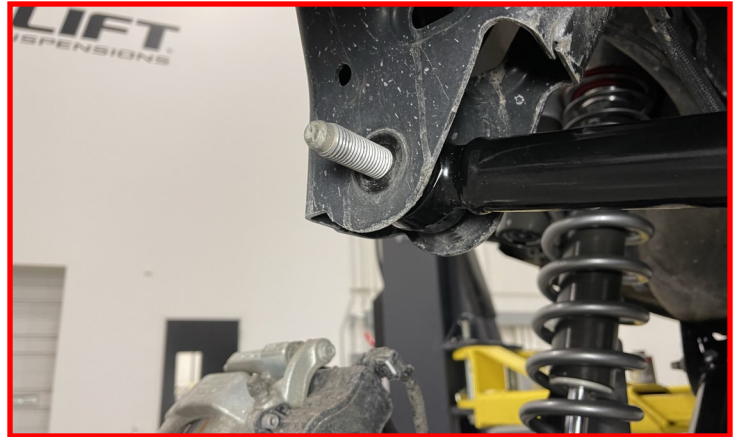
Torque the factory bolt to **120 ft-lbs.**

Torque the rear track bar hardware to **150 ft-lbs.**



Remove the factory track bar at this time.

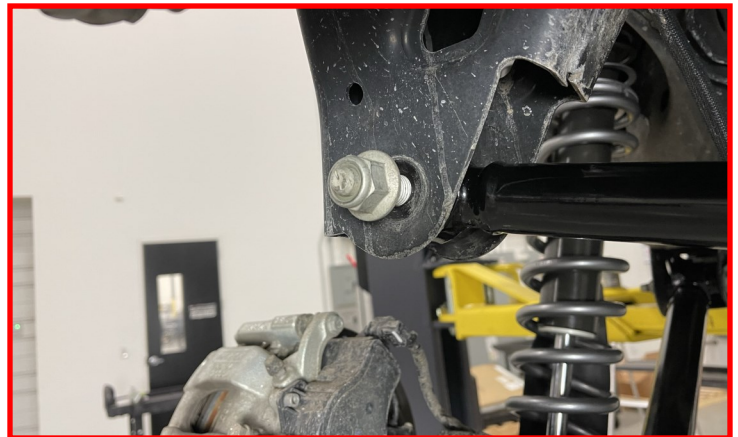
Retain the factory mounting hardware.



Install the provided track bar using the factory mounting hardware.

Do not tighten at this time.

NOTE: ENSURE TRACK BAR IS INSTALLED WITH THE ADJUSTABLE SIDE TOWARDS THE AXLE.



Using an appropriate jack, support the axle.

Remove the (3) top strut nuts and the lower strut bolt. Lowering the axle will aid in the removal of the rear strut. Remove the rear strut assembly from the vehicle.

Retain the factory axle side mounting hardware.



RAISE THE REAR AXLE FOR THE SERIES OF STEPS, THIS WILL ADD IN THE REMOVAL AND INSTALLATION ON THE REAR UPPER CONTROL ARM HARDWARE.

Remove the hardware shield located on the right rear upper control arm axle mount.



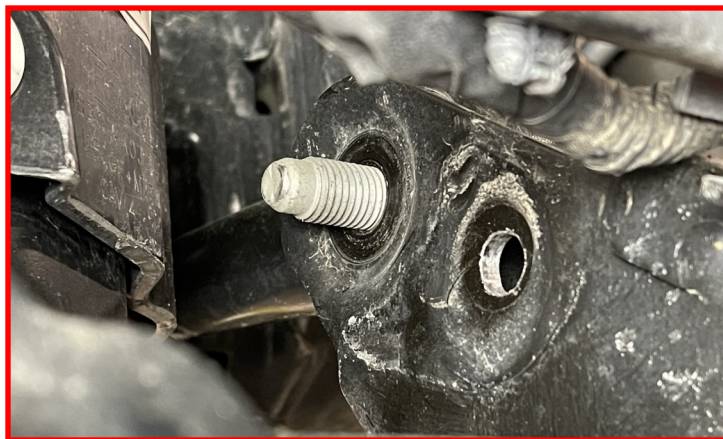
Using a 1/2" drill bit drill out the existing hole used to mount the shield.

Be sure to paint exposed metal with quality rust preventative paint.



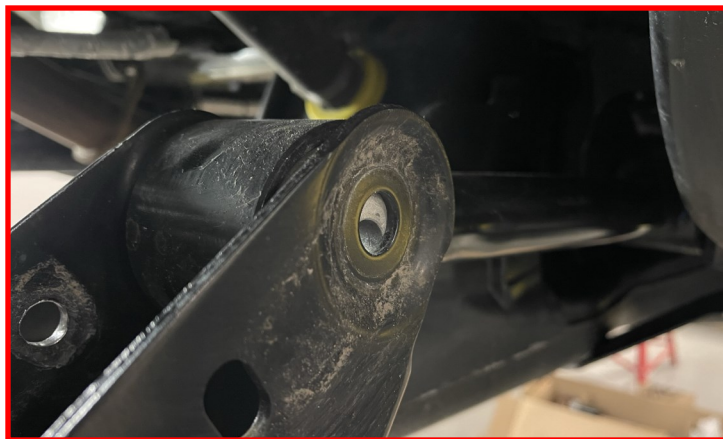
Remove the factory nut from the rear upper control arm pivot bolt.

Retain the factory mounting hardware.



Remove the factory bolt from the rear upper control arm mount.

Retain the factory mounting hardware.



Install the factory bolt into the rear upper control arm mount from inside to outside. Ensure the flag bolt is inserted into the hole that was drilled out.

NOTE: BOLT SHOULD BE INSTALLED THE OPPOSITE DIRECTION FROM THE FACTORY ORIENTATION.



Install the factory nut onto the rear upper control arm pivot bolt.

Do not tighten at this time.



Remove the factory nut from the rear lower control arm pivot bolt.

Retain the factory mounting hardware.



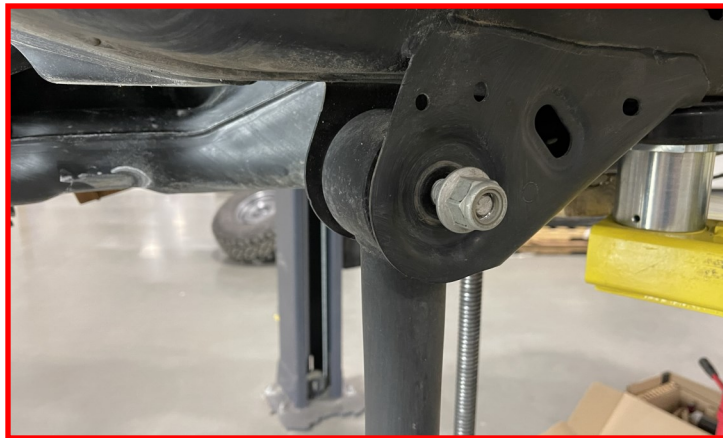
Remove the factory bolt from the rear lower control arm mount.

Retain the factory mounting hardware.



Remove the factory nut from the rear lower control arm frame pivot bolt. Carefully let the control arm swing down out of the way.

Retain the factory mounting hardware.



Carefully support the fuel tank with an appropriate jack.



Loosen but do not remove the front tank strap.

Remove the rear tank strap.

Retain the factory hardware.



Loosen the hose clamp on the gas filler neck and slide up the metal filler tube.



Remove the metal filler tube from the rubber coupler on the fuel tank.

NOTE: TAKE CAUTION WHEN REMOVING THE TUBE AS FUEL MAY POUR OUT. ENSURE THAT THERE ARE NO OPEN FLAMES AND OR SPARKS WHILE COMPLETING THESE NEXT FEW STEPS. SERIOUS HARM AND/OR DEATH MAY OCCUR IS CARE ISN'T TAKEN.



Remove the (2) bolt shield screws on the inside of the right frame rail. These are located on the rear lower control arm pivot bolt.

Retain the factory hardware.



Remove the rear lower control arm mounting hardware.

Retain the factory hardware.



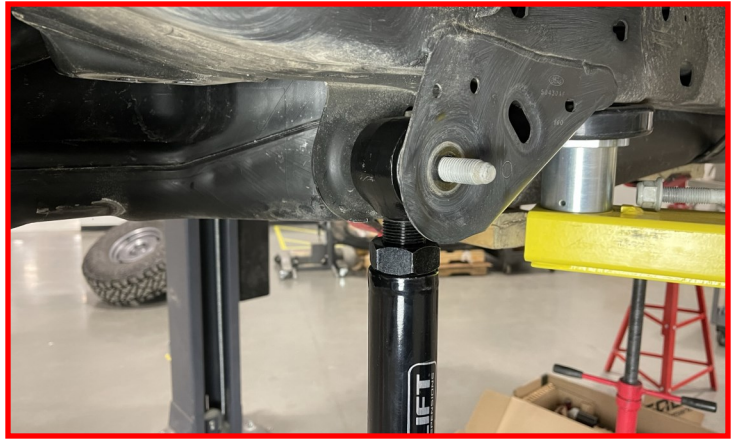
Remove the factory rear lower control arm.

Discard in an appropriate way.



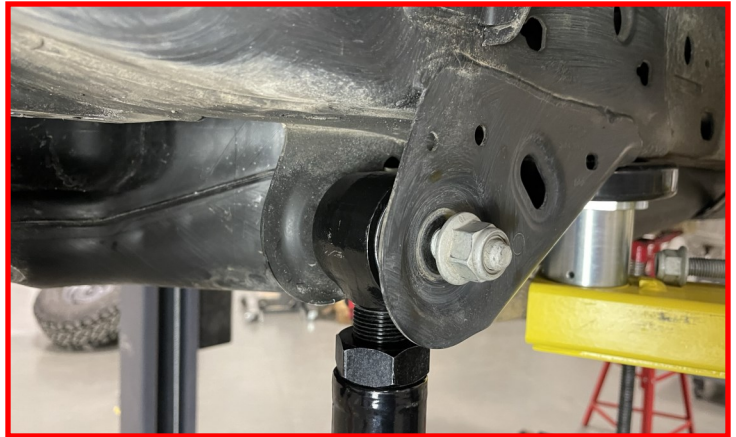
Using the factory hardware, install the replacement rear lower control arm.

NOTE: THE CONTROL ARMS SHOULD BE INSTALLED SO THE DECAL IS FACING OUT AND FORWARD.



Install the factory pivot nut.

Torque the nut to **180 ft-lbs.**



Install the (2) bolt shield screws on the inside of the right frame rail.

Torque the mounting screws to **5 ft-lbs.**



Using the factory pivot bolt install the rear lower control arm into the factory lower control arm pocket.



Install the factory nut onto the rear lower control arm pivot bolt.

Torque the nut to **180 ft-lbs.**



Install the metal filler tube from the rubber coupler on the fuel tank. slide the hose clamp onto the gas filler neck.

Torque the clamp to **25 in-lbs.**



Install the rear tank strap using the factory hardware.

Torque the (4) clamp bolts to **60 ft-lbs.**

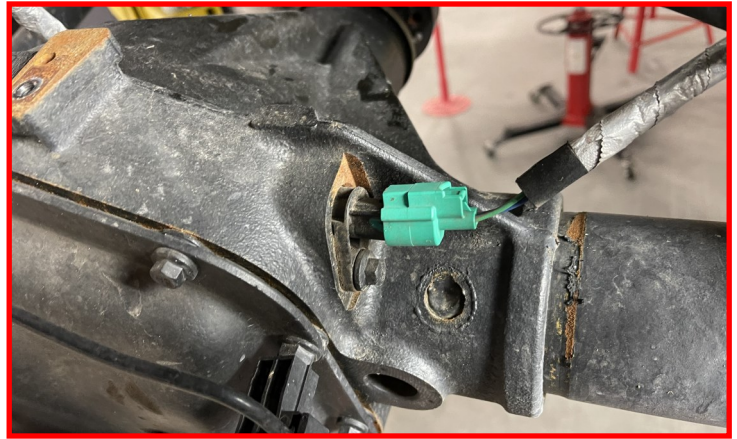


Remove the ABS harness bracket located on the top of the rear axle housing.

Retain the factory hardware.



Vehicles equipped with factory rear E-locker will need to disconnect the locker plug.



Reroute the wire to the front of the ABS harness bundle.



Lastly, reinstall the locker harness connector to the axle housing.



Remove the brake line bracket hardware located on the rear upper control arm bracket.

Retain the factory hardware.



Unclip the brake line from bracket.

Remove the brake line clip from the rear upper control arm bracket.

Discard the brake line retaining clip.



Remove the factory brake line bracket located on the axles right (passenger) side in front of the track bar bracket.

Retain the factory mounting hardware.



Install the supplied **rear brake line bracket** on to the axle mounting point using the factory hardware.

Torque the factory bolt to **15 ft-lbs.**

NOTE: THE BRACKET SHOULD BE INSTALLED WITH THE OFFSET UP AND OUT. THIS CREATES THE CLEARANCE NEEDED FOR THE SUPPLIED TRACK BAR BRACKET.

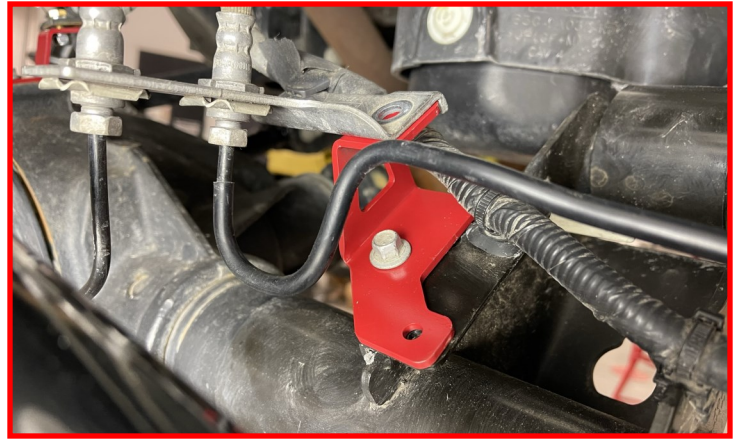


Install the factory brake line bracket to the supplied brake line relocation bracket using the supplied M8 x 20mm hex head bolt, washers and locking nut.

Torque the M8 hardware to **15 ft-lbs.**



Install the center brake line relocation bracket on the axle using the factory bolt.



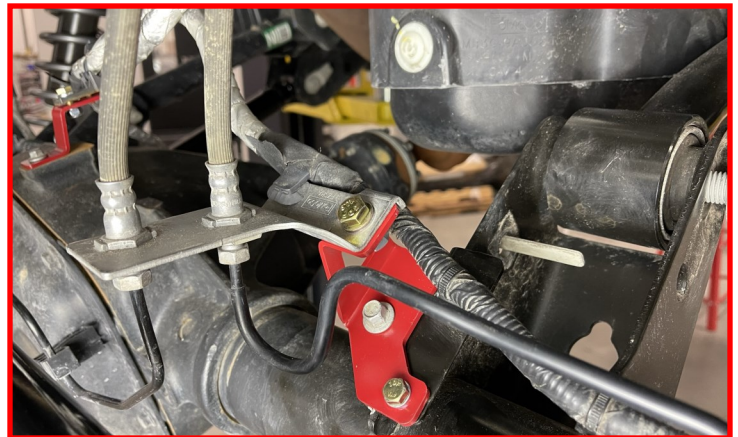
Install the supplied M6 x 16mm bolt, washer and locking nut through the bottom hole on the relocation bracket.

Torque the M6 hardware to **5 ft-lbs.**



Install the supplied M8 x 20mm bolt, washer and locking nut through the factory brake line bracket and top hole on the relocation bracket.

Torque the M8 hardware to **15 ft-lbs.**

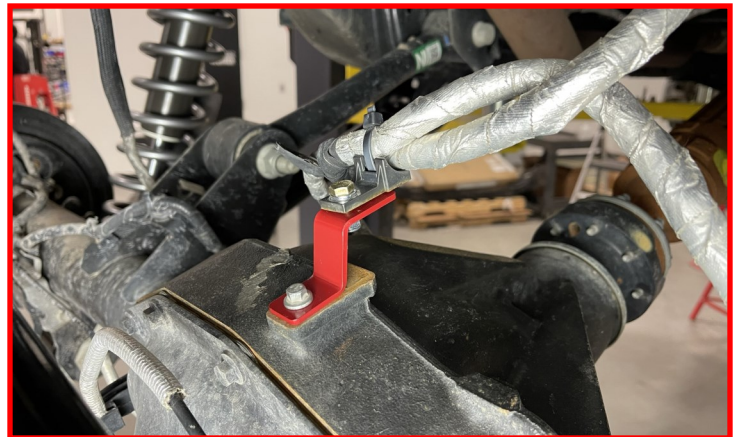


Install the ABS relocation harness bracket on the top of the rear axle housing in the factory orientation using the factory hardware.

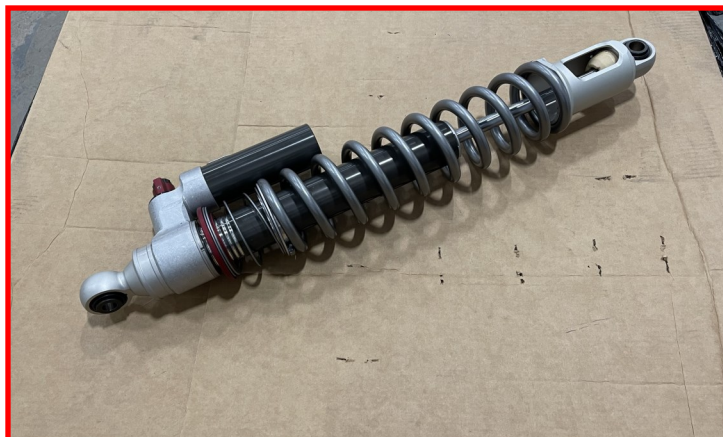
Torque the factory hardware to **10 ft-lbs.**

Install the ABS harness bracket on the top of the installed relocation bracket using the supplied M6 x 16mm hardware.

Torque the factory hardware to **5 ft-lbs.**



When opening the package with the rear shocks, you will notice that the lower eyelet may be rotated 90 degrees.



Rotate the lower eyelet 90 degrees to align with the upper mount.

NOTE: THE DIRECTION ROTATION WILL DETERMINE THE SIDE IT SHOULD BE INSTALLED ON. SHOWN IS A LEFT (DRIVER).



The lower coil carrier has (4) mounting holes used to mount the supplied roost guard.

The (3) to the left are used on the passenger side and (3) on the right are used to mount the driver side roost guard.



Install the supplied roost guard spacer on the center hole.



Using thread locker and the supplied M6 button screw, install the roost guard on the second from the right for the driver side and second from the left for the passenger.

Do not tighten at this time.



Install the second spacer between the coil carrier and roost guard.

Using thread locker install the second supplied M6 cap screw.

Do not tighten at this time.



Install the last spacer between the coil carrier and roost guard.

Using thread locker install the last supplied M6 cap screw.

Torque the M6 button screws to **5 ft-lbs.**



SHOWN IS THE DRIVER SIDE FOR REFERENCE.



Install the **coilover top hat adaptor plate**, using the supplied thread locker and M10 flanged head bolts.

Torque the M10 bolts to **45 ft/lbs.**

NOTE: BE SURE TO INSTALL THE TOP HAT WITH THE LOGO FACES REARWARD, THIS WILL ENSURE PROPER COILOVER INSTALLATION ORIENTATION.



Install the correct coilover into the top hat.

NOTE: ORIENTATION WAS COVERED IN THE ROOST GUARD INSTALLATION SECTION.



Install the supplied M16 through the top hat and the body cap bearing.

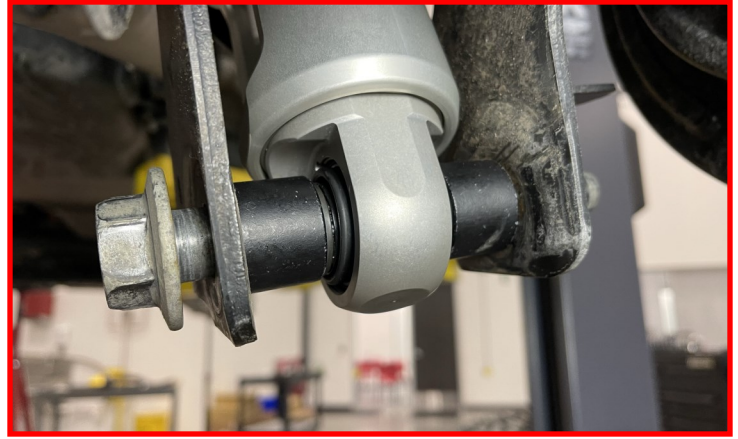


Install the supplied flag nut so the bent ear is to the rear of the vehicle.

Torque the M16 hardware to **180 ft/lbs.**

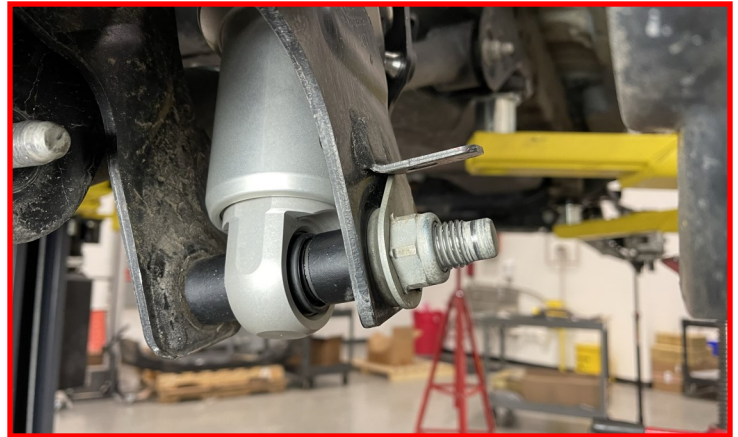


Install the lower coilover mount using the factory bolt and supplied spacers.

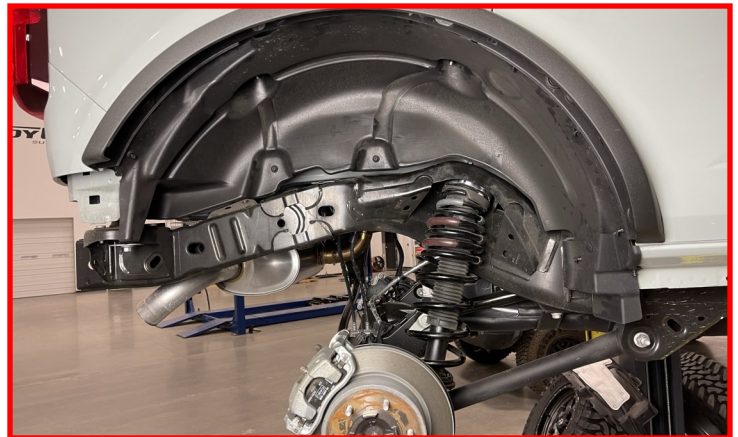


Install the factory flag nut onto the lower shock bolt.

Torque the M16 hardware to **210 ft/lbs.**



Install the inner fender liner using the (12) mounting clips and the (3) mounting screws that hold the rear fender liners in place.



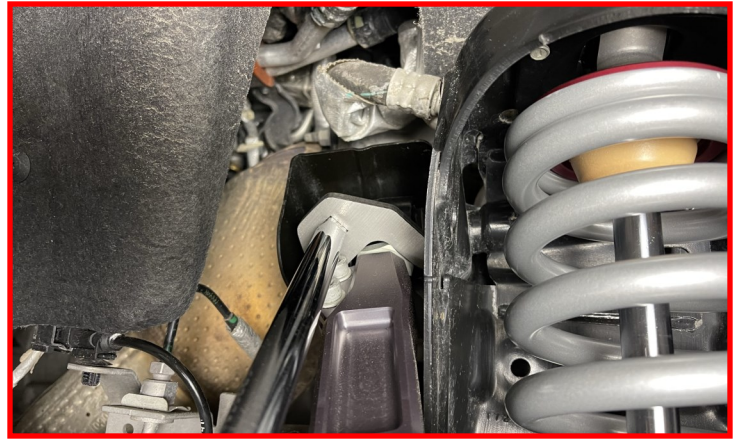
Prior to installing wheels, complete all installation steps on the opposite side. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle to settle the suspension to the new ride height.

Torque the rear track bar hardware to **150 ft-lbs.** and lower control arm hardware to **200 ft-lbs.** Final torque to be done by the alignment technician.

Reconnect the battery ground terminal. 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.

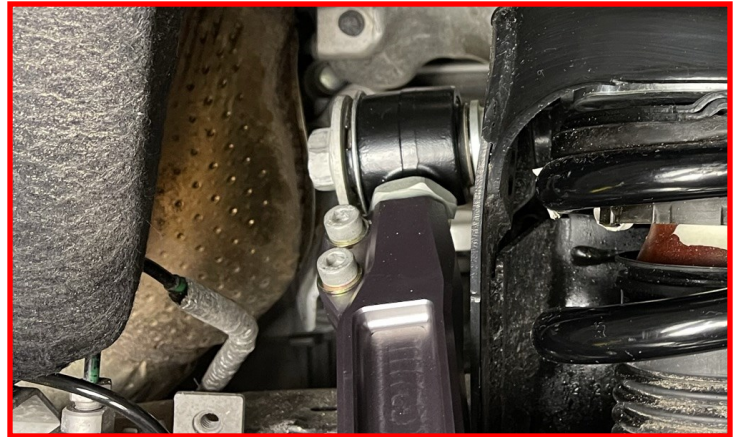
This kit is provided with a specialty crows foot to allow easy adjustment of the on-car adjusters.

Using the provided crows foot, adjust as needed.



Torque the pinch bolts to **25 ft/lbs.**

Being sure to alternate back and forth to ensure they pinch down evenly.





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

Front	Driver	Passenger	Tolerance	Total / Split
Camber	0.0	0.0	+/- 0.5	+0.0
Caster	+3.5	+3.5	+/- 0.4	+0.0
Toe	+.07	+.07	+/-0.1	+.1