READYLIFT SUSPENSIONS

62-55346 2025 TOYOTA 4RUNNER 3" PREMIUM SST KIT W/ FORGED UCA

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

(877) 759-9991

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

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

Limited Lifetime Warranty

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

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

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

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

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

WARNING

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

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

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

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

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

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

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

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

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

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

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

Installation Warning

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

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

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

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

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

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

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

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

SAEJ2492 Warning

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

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

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

This suspension system was developed using a 285-75R17 tire with 17" 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.

PRE-INSTALLATION MEASUREMENTS:

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

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

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

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

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

RECORD HEAD LAMP MEASURMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
REAR DIFF DROP SPACER	1
FRONT DIFF DROP SPACER	4
3/8" LASER CUT WASHER	1
REAR BRAKE LINE BRACKET	1
1/8" LASER CUT WASHER	1
REAR DIFF DROP, CRUSH SLEEVE	1
FRONT DIFF DROP, BUSHING	2
FRONT DIFF DROP, CENTER	1
FRONT DIFF DROP CRUSH SLEEVE	2
RED POLYURETHANE BUSHING	4
FRONT DIFF DROP, RIGHT (PASS.)	1
FRONT DIFF DROP, LEFT (DRIVER)	1
FRONT SWAY BAR DROP	2
REAR BUMP STOP	2
REAR BUMP STOP EXT	2
REAR SWAYBAR BRACKET	2
SKID PLATE	1
FORGED UPPER CONTROL ARM KIT	1
FALCON REAR SHOCK	2
FALCON FRONT COILOVER	2
READYLIFT REAR SPRING	2
HARDWARE PACK FOR 69-55345	1

HARDWARE	
DESCRIPTION	QTY
FRONT BUMP STOP EXTENSION	
M10-1.25 X 25mm Alloy Steel Set Screw	2
REAR SWAY BAR EXTENSION	
M12-1.75 x 20mm HEX HEAD BOLT, GR 10.9	4
M12-1.75x35mm FLT HD SKT CP SCRW, GR 10.9	2
M12-1.75 C-LOCK NUT, GR 10.9	2
M12 FLAT WASHER	6
REAR BUMP STOP	
M8-1.25 x 45mm HEX HEAD BOLT, GR 10.9	4
M8 FLAT WASHER	4
REAR BRAKE LINE BRAKET	
M8-1.25 x 20MM HEX HEAD BOLT, GR 10.9	1
M8 FLAT WASHER	1
RH DIFFERENTAIL DROP	
M16-1.5 NYLOC NUT	2
M16 FLAT WASHER	2
LH DIFFERENTIAL DROP	
M14-1.5x55mm HEX HEAD BOLT, GR 10.9	2
M14 FLAT WASHER	2
CENTER DIFFERENTIAL DROP	
M12-1.25x25mm HEX HEAD BOLT, GR 10.9	1
M12-1.75x60mm HEX HEAD BOLT, GR 10.9	1
M12 FLAT WASHER	1
M14-2.0x40mm HEX HEAD BOLT, GR 10.9	1
M14 FLAT WASHER	1
FRONT BUMP STOP EXTENSION	
M10-1.25 X 25mm Alloy Steel Set Screw	2
SKID PLATE	
M8-1.25 X 30MM HEX HEAD BOLT, GR 10.9	4
M8 FLAT WASHER	4

⚠ WARNING

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

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.

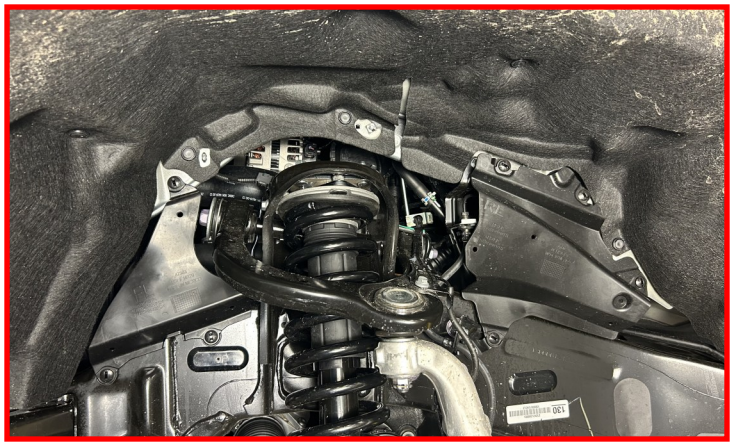
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

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

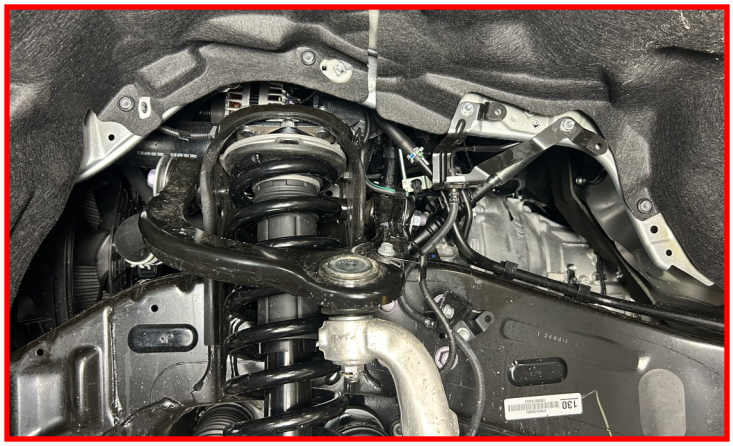
With the vehicle in the air, wheels off and safely supported.

Remove the inner fender liners.

RETAIN ALL MOUNTING HARDWARE.



Loosen but do not remove upper control arm bolt.

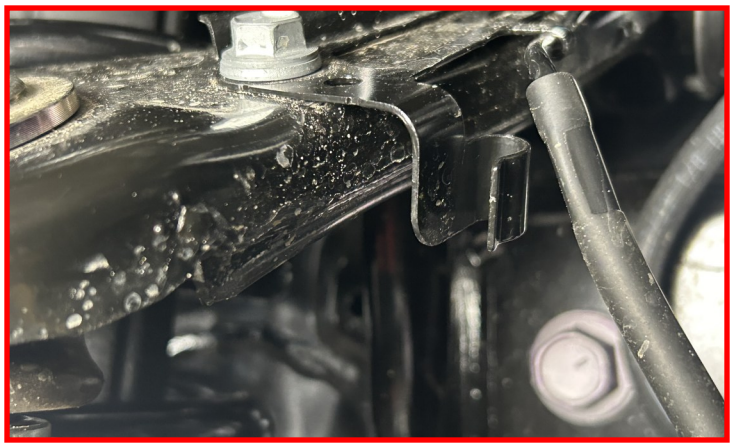


Use a flat blade screw driver or similar tool to pry the (3) upper control arm ABS brackets open.

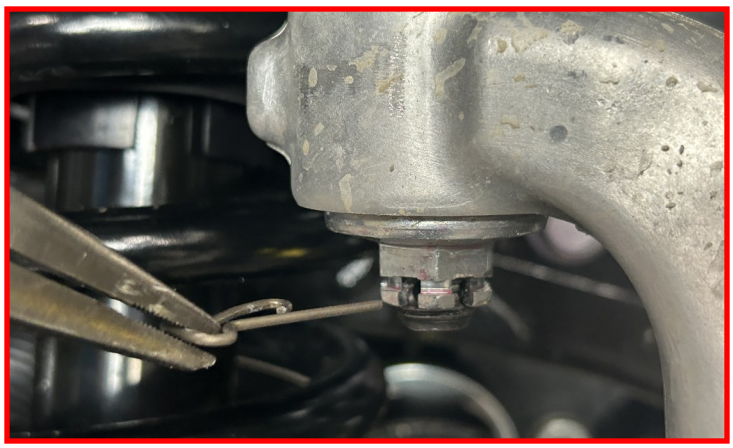
NOTE: HANDLE WITH CARE, IT IS VERY IMPORTANT TO ENSURE NO DAMAGE COMES TO THE WIRE.



Remove the wire from the bracket.



Remove the retaining clip from the upper control arm ball joint nut.



Remove the upper control arm ball joint nut.

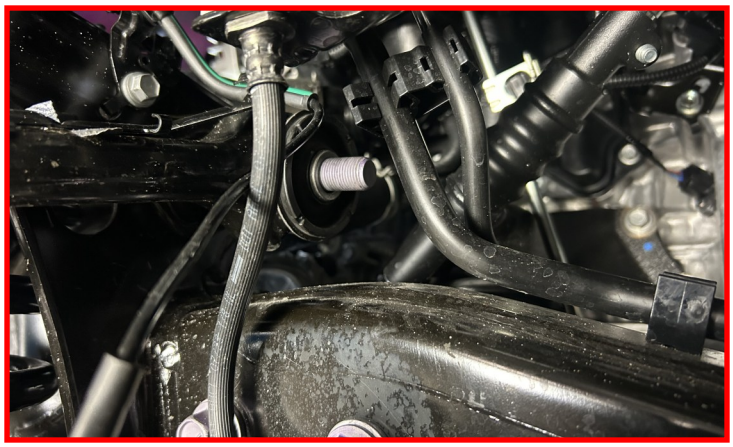
Using the appropriate tool, dislodge the ball joint from the knuckle taper.

NOTE: ENSURE THE KNUCKLE IS HELD UP AND IN, THIS WILL ENSURE NO DAMAGE OCCURS TO SENSITIVE COMPONENTS.

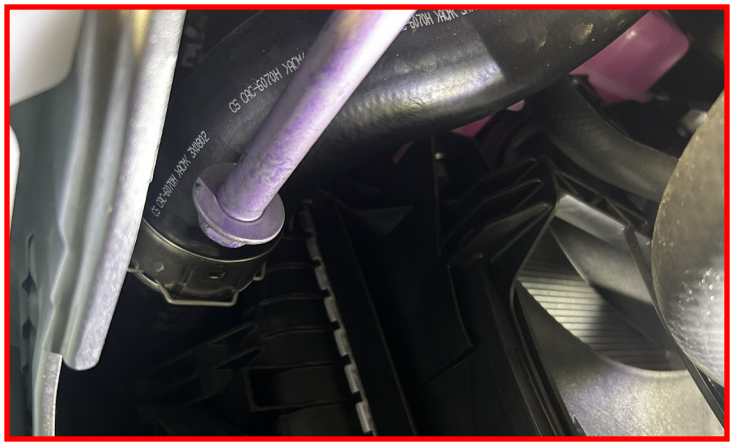


Remove the upper control arm pivot nut.

RETAIN THE FACTORY NUT.

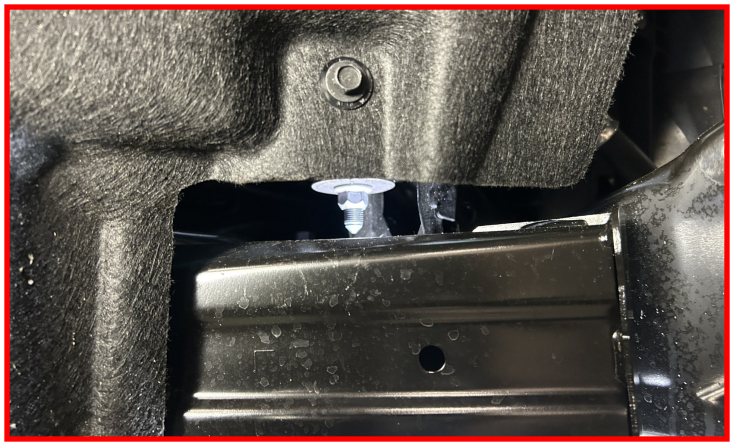


When removing the left (driver) side upper control arm pivot bolt, you will notice that the bolt will make contact with the intercooler/ boost tube.



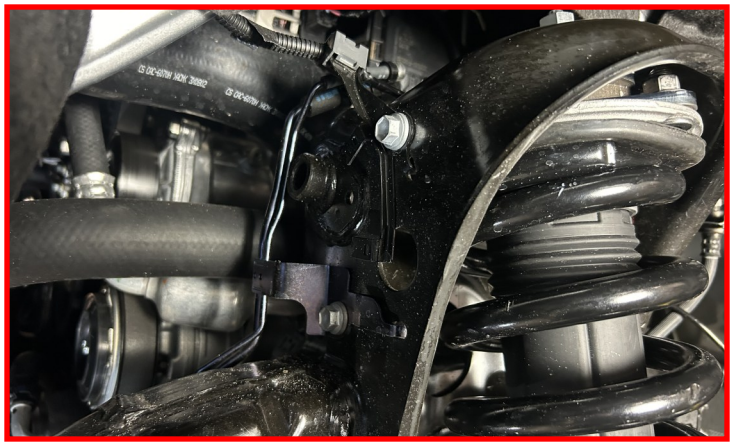
Remove the left (driver) side core support nut.

With the aid of a helper carefully pry up on the core support stud while the helper remove the upper control pivot bolt.



Remove the upper control arm.

DISCARD THE UPPER CONTROL ARM.



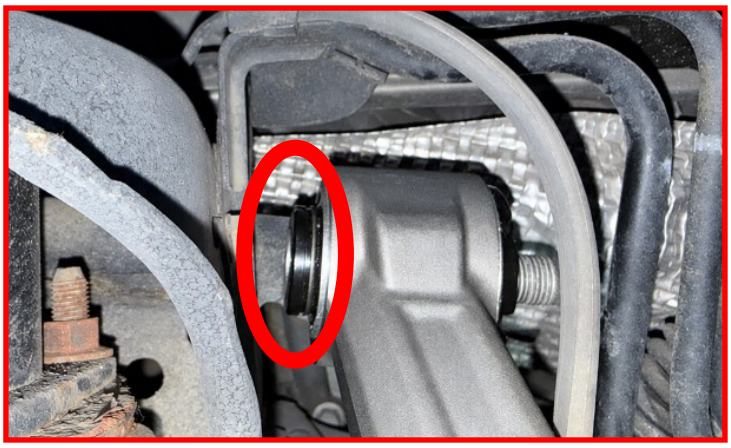
Install the ReadyLIFT forged upper control arm using the factory pivot hardware.

NOTE: THE BALL JOINT SHOULD BE TOWARD THE REAR OF THE VEHICLE, SO THAT THE LONGER BENT ARM IS TOWARD THE FRONT.



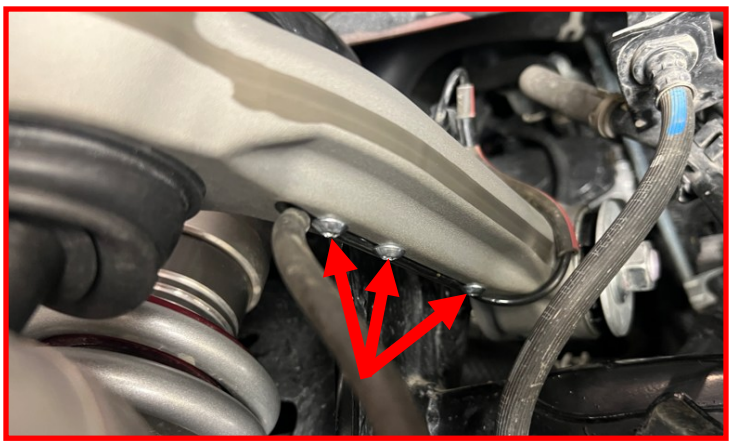
NOTE: THERE SHOULD BE A GAP OF NO MORE THAN 0.5MM BETWEEN THE CONTROL ARM BUSHING AND THE SPRING TOWER. IF THERE IS A GAP LARGER THAN 0.5MM, INSTALL THE SUPPLIED SHIM TO CLOSE THE GAP.

Torque pivot nut to 85 ft-lbs.



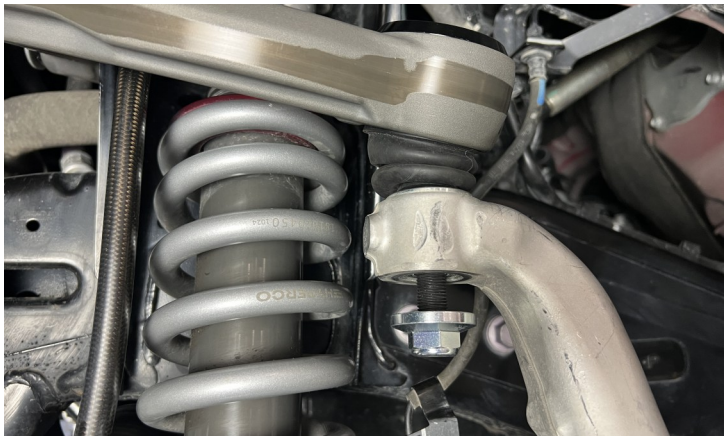
Install ABS wire into the groove on the underside of the arm. Use the provided M6 Bolts to secure the arm into the groove.

Torque bolts to 5 ft-lbs.

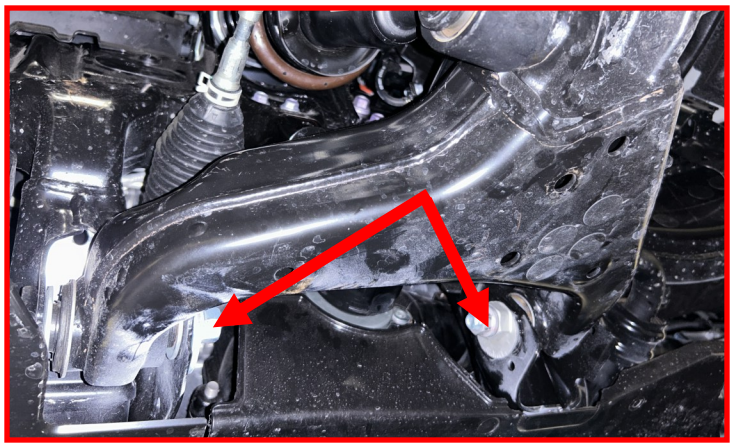


Install the upper control arm ball joint into the knuckle using the supplied ReadyLIFT M14 large flange locking nut.

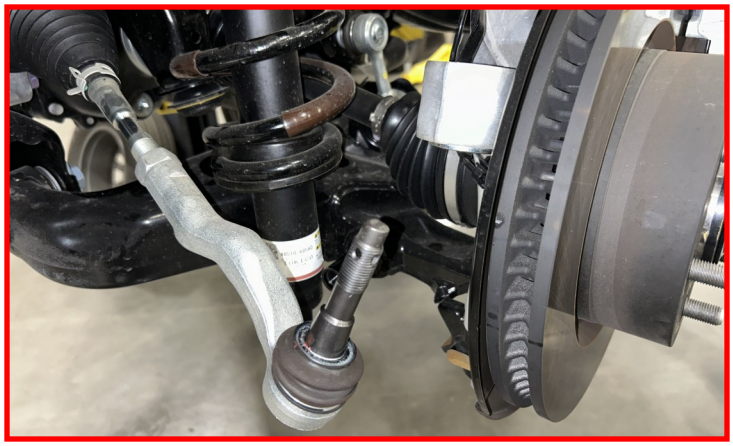
Torque M14 nut to 65 ft-lbs.



Loosen, but do not remove lower control arm pivot bolts.

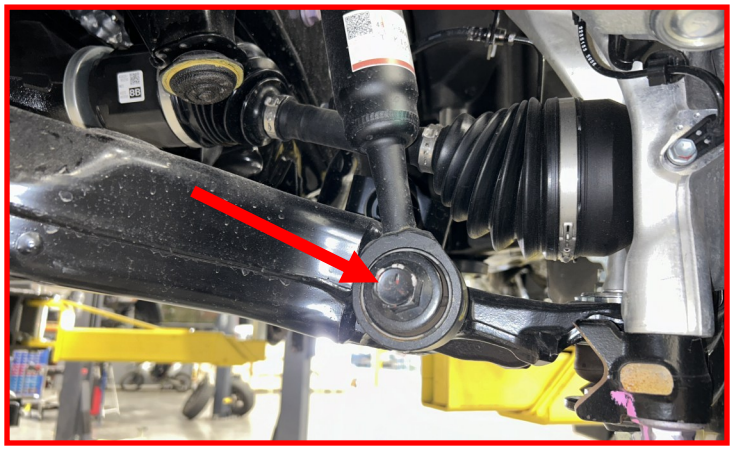


Remove tie rod nut and disconnect tie rod from knuckle.



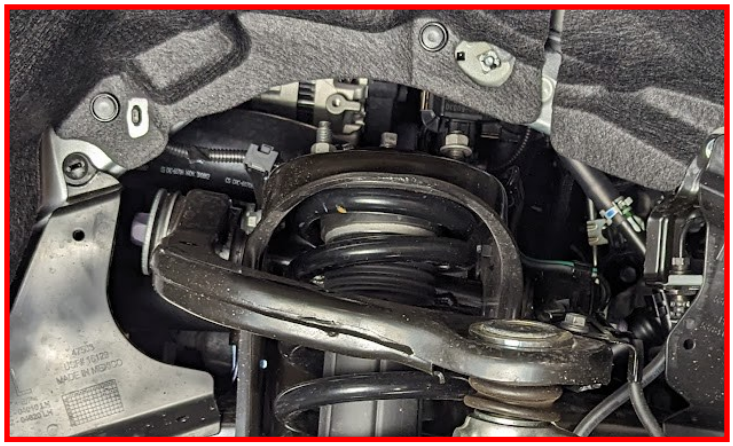
Remove lower control arm to strut bolt.

RETAIN FACTORY HARDWARE.



Remove the four (4) upper strut nuts and remove strut from vehicle.

RETAIN FACTORY HARDWARE.



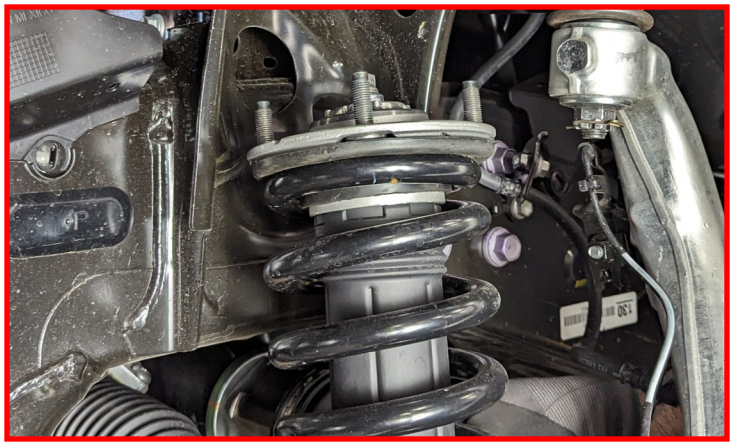
Slide lower strut off of the stud and remove strut from vehicle.



With the aid of a helper, carefully remove the (4) top strut.

RETAIN THE FACTORY NUTS.

Remove the strut assembly.



Install the Falcon Upper Strut Mount into the factory strut tower using the supplied nuts. Falcon logo should be facing outward.

Torque nuts to 35 ft-lbs.

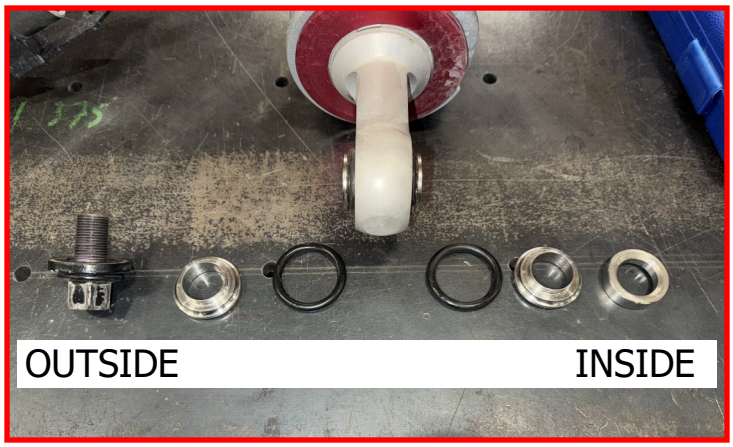


Install the Falcon Strut into the Falcon upper strut mount using the supplied bolt and nut.

Torque nut to 110 ft-lbs.



In order to install the lower shock mount onto the control arm, the spacers and O-rings will need to be installed in the order shown.



NOTE: the inner-most spacer has one chamfered edge. This edge will be installed facing the control arm.



On the control arm stud, install the spacer with the chamfered edge toward the control arm, covering the radius on the base of the stud.



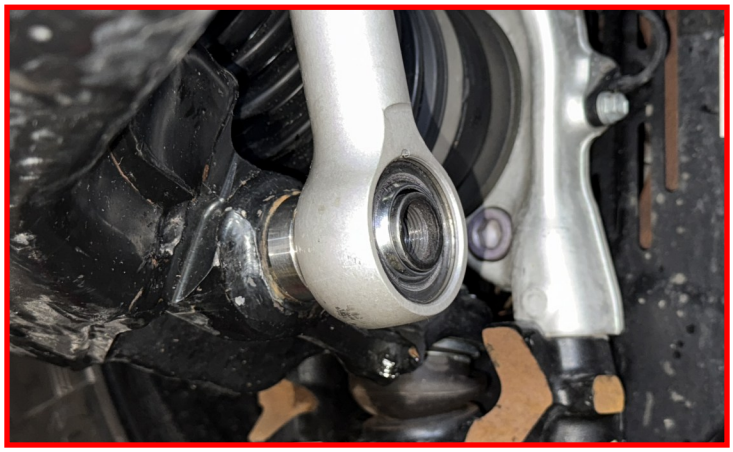
Next, install the misalignment spacer. The two misalignment spacers are interchangeable.



Install the O-Ring into the groove on the misalignment spacer. The two O-rings are interchangeable.



Install the lower strut eye onto the control arm stud, ensuring not to pinch the O-ring. The lower shock eye should fit over the small radius on the misalignment spacer.



Install the other O-ring into the lower strut eye as shown.



Install the final misalignment spacer onto the lower strut eye as shown, ensuring the O-ring is not being pinched.



Install the factory bolt into the lower control arm stud.

Torque bolt to 110 ft-lbs.



Install the tie rod into the knuckle.

Torque nut to 65 ft-lbs. Install cotter pin.



Install the factory sway bar bolt.

Torque the factory bolt to 80 ft-lbs.



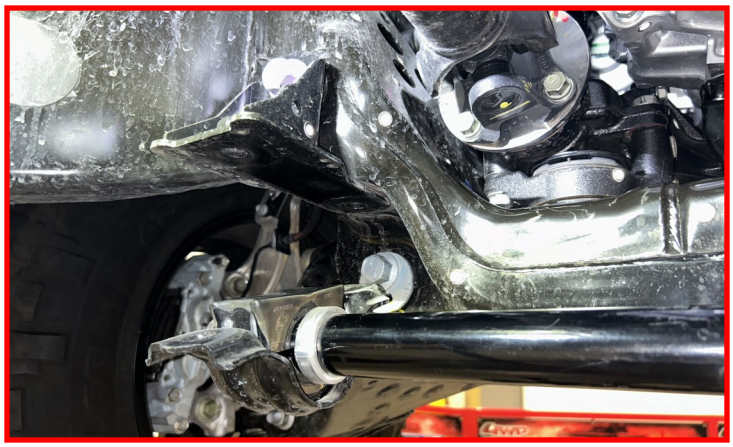
Remove the sway bar bolts from the frame.

RETAIN THE FACTORY BOLTS.



Carefully lower the sway bar down and out of the way.

This will provide additional room and aid in the removal of the differential pinion mount.

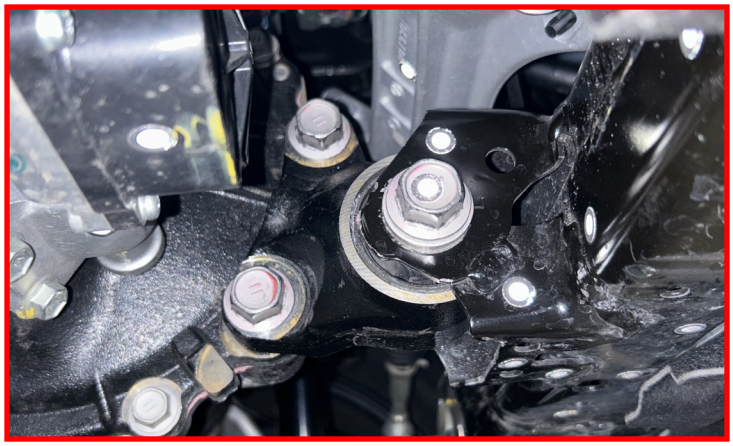


Support the differential with a suitable transmission jack.

Remove front driver differential mount.

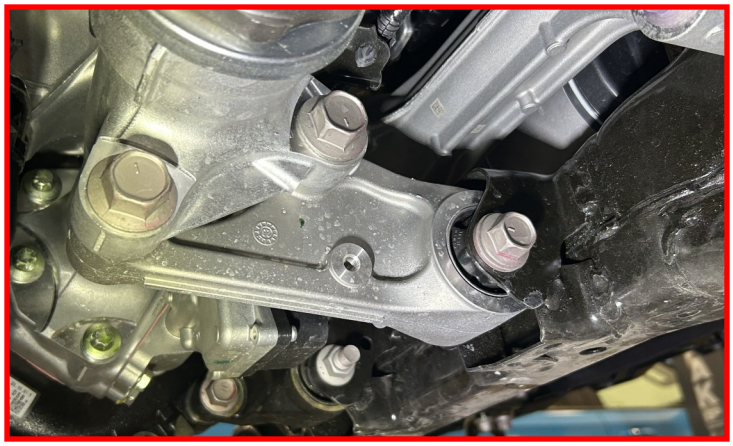
Discard the (2) bolts that are used to mount bracket to the differential housing.

RETAIN THE FRAME SIDE MOUNTING HARDWARE.



Remove front passenger differential mount

RETAIN THE FACTORY MOUNTING HARDWARE.



Locate the left side diff drop.

Install (2) red bushing halves into the pivot sleeve (One on either side).



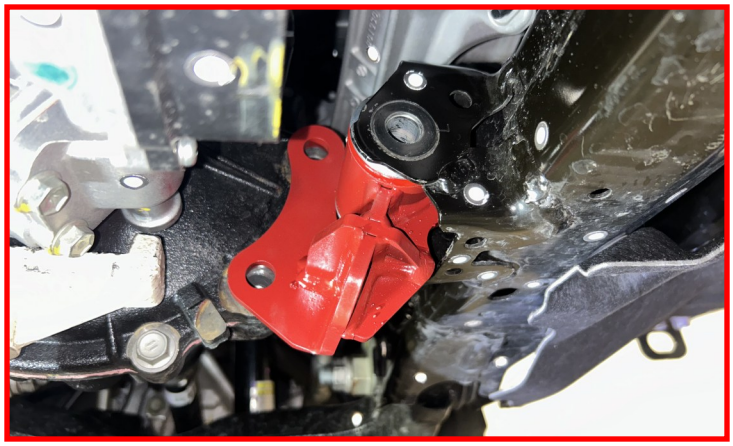
Install supplied crush sleeve through the bushing halves. Be sure to center the crush sleeve to the bushings.

Install the front diff drop spacers on either side and ensure the large side of the spacer is touching the bushing.



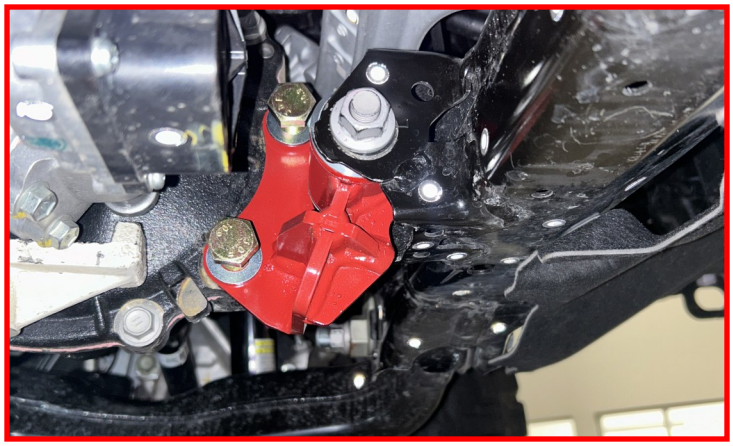
Install the diff drop into the frame side pocket in the factory orientation using the factory hardware.

DO NOT TIGHTEN AT THIS TIME.



Install the supplied M14 x 55mm hex head bolt, flat washer and thread locker.

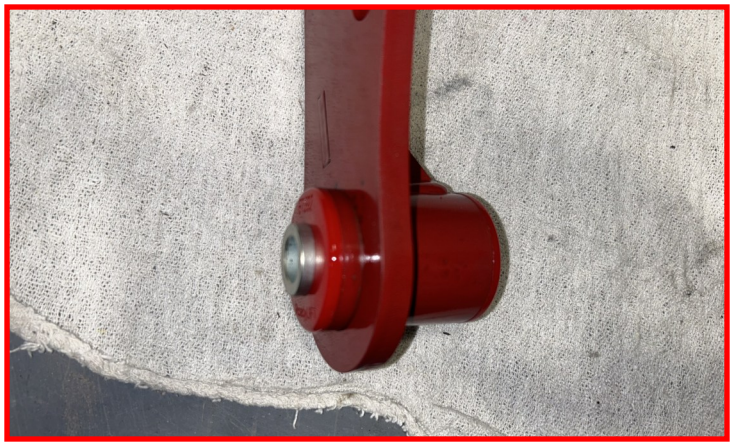
DO NOT TIGHTEN AT THIS TIME.



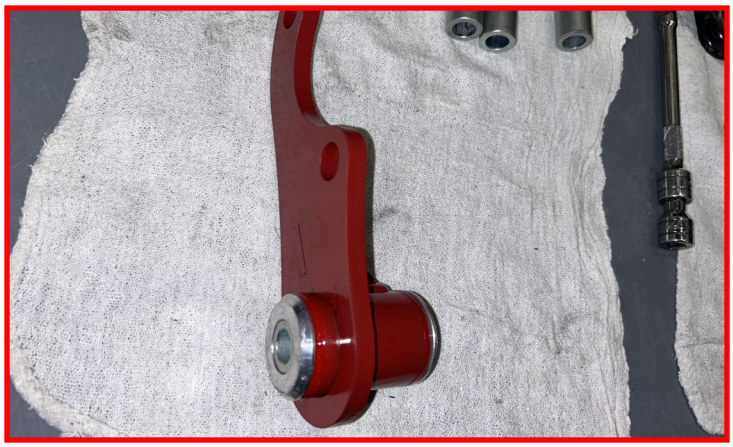
Locate the right side diff drop.

Install (2) red bushing halves into the pivot sleeve (One on either side).

Install supplied crush sleeve through the bushing halves. Be sure to center the crush sleeve to the bushings.

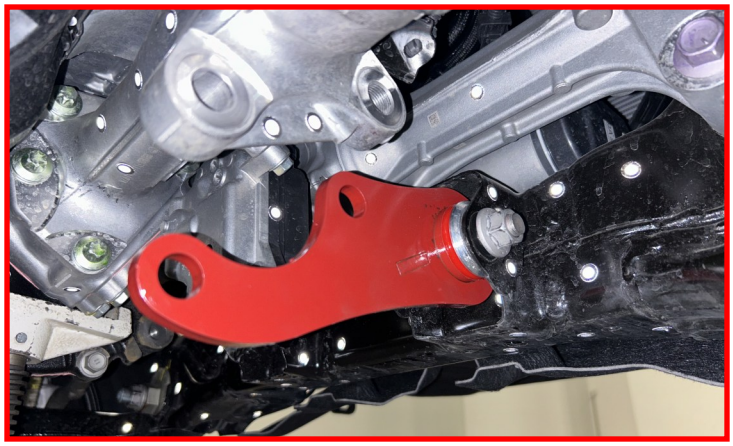


Install the front diff drop spacers on either side and ensure the large side of the spacer is touching the bushing.

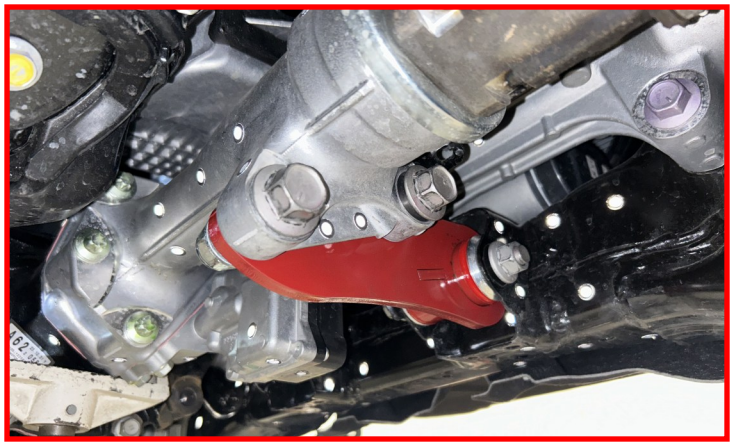


Install the diff drop into the frame side pocket in the factory orientation using the factory hardware.

DO NOT TIGHTEN AT THIS TIME.

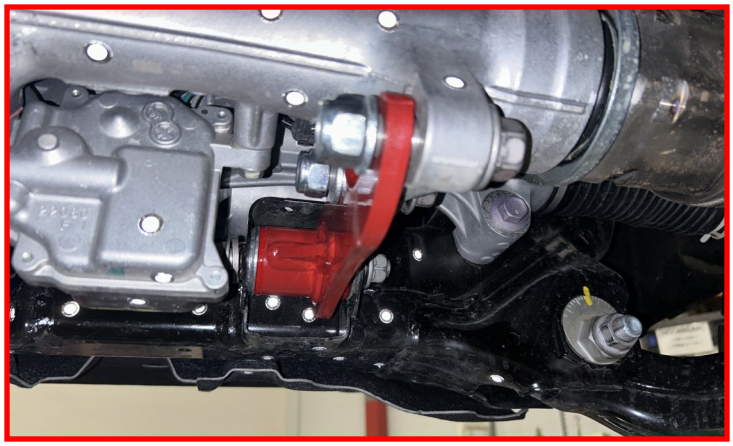


Install the factory bolts through the diff drop and diff drop bracket.



Install the supplied M16 locking nuts and washers.

DO NOT TIGHTEN AT THIS POINT



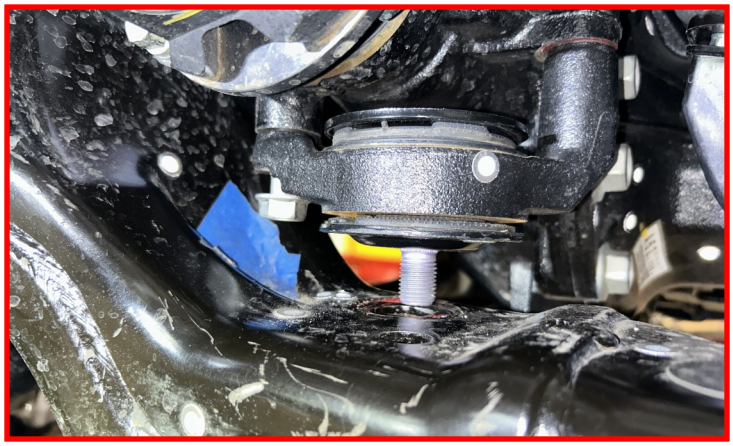
Remove nut holding rear differential mount to frame crossmember.



Using the appropriate jack, jack up the differential.

Remove the left side (closest to the frame) mounting bolt

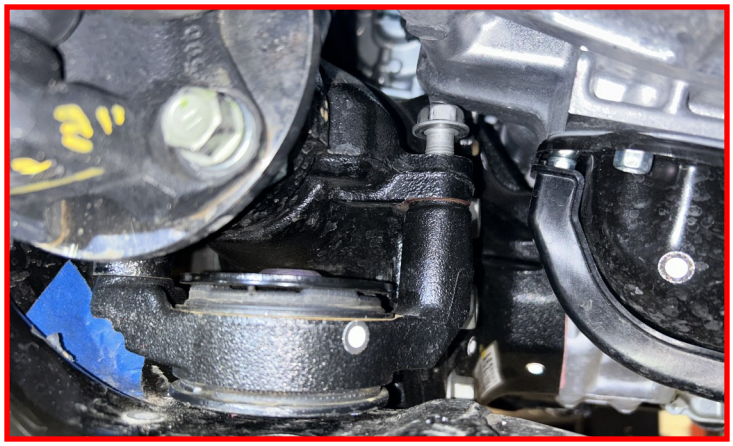
DISCARD THE FACTORY BOLT.



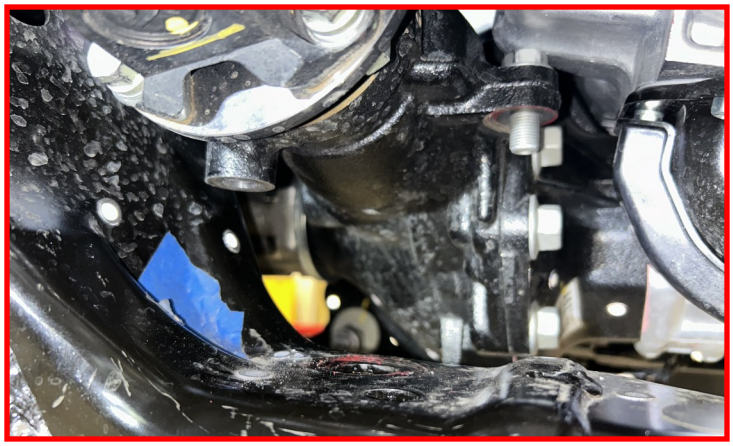
Lower the diff back down, allowing the diff to sit back on the crossmember.

Remove the right side (closest to the motor) mounting bolt.

DISCARD THE FACTORY BOLT.



Raise the differential back up to allow the removal of the rear diff mount.



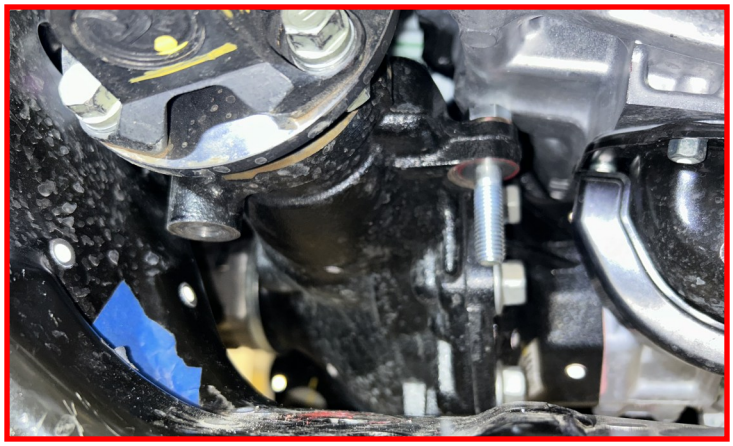
Lower the diff back down, this will allow clearance for the bolt to be remove.



Install the supplied M12 x 60mm hex head bolt , washer and thread locker through the diff from top to bottom.



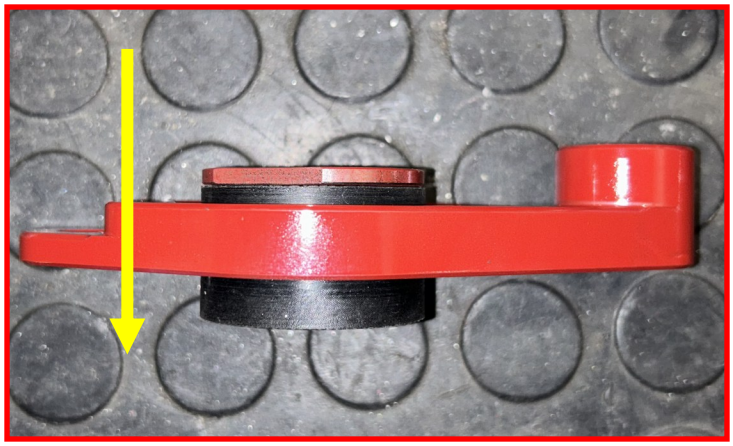
Raise the differential up to allow the install of the replacement diff drop.



Assemble ReadyLIFT rear differential mount as shown.

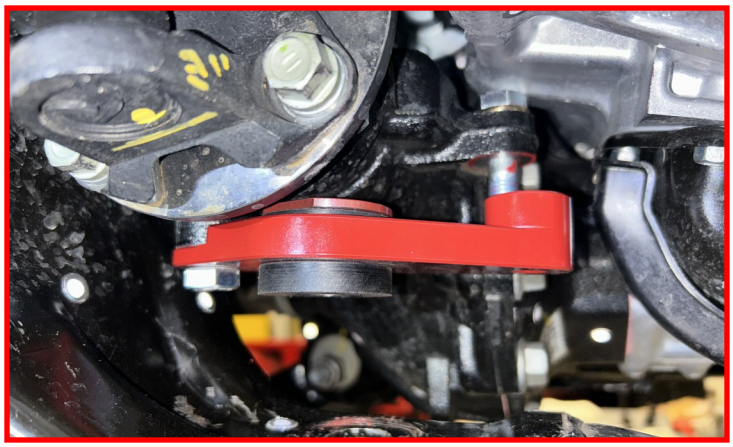
Install the (2) supplied bushing onto the rear diff drop, one on top and one on bottom.

Press the threaded crush sleeve into the top of the mount, ensuring it goes through both bushings.



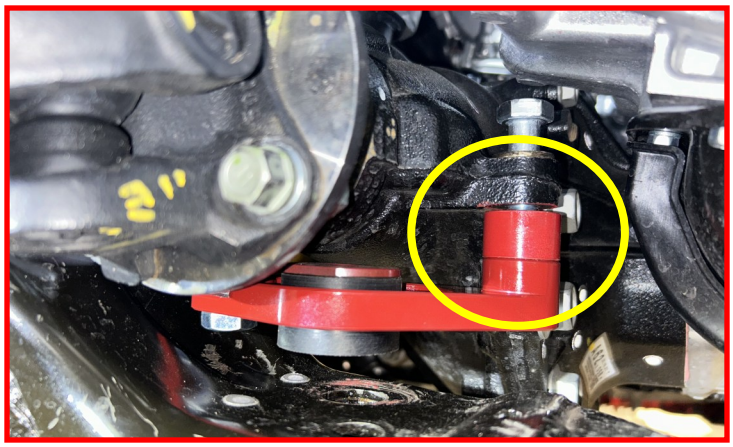
Install the ReadyLIFT rear diff drop using the supplied M12 x 25mm and thread locker.

TIGHTEN ONLY BY HAND AT THIS POINT.



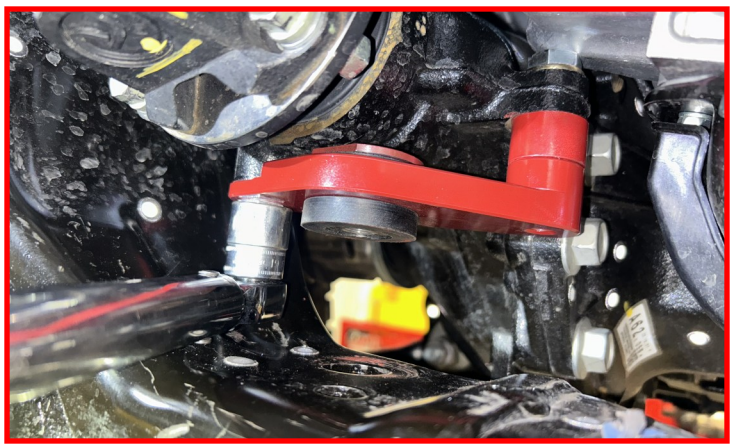
Lower the diff drop down and install the rear diff drop spacer between the rear diff drop and the diff housing.

Install the M12 bolt into the rear diff drop.

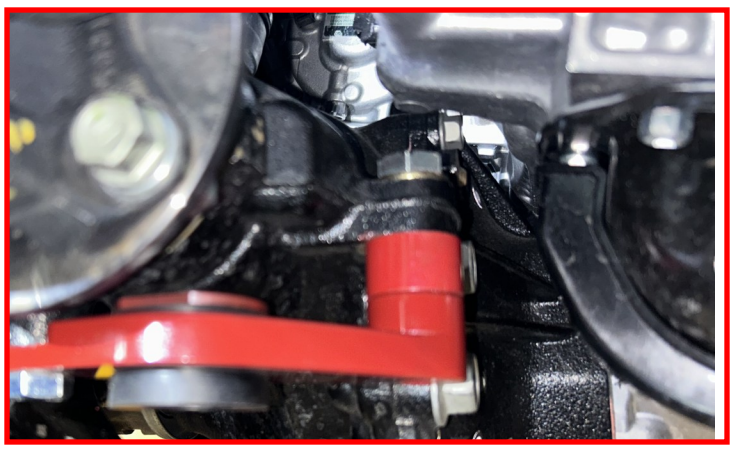


Torque driver side bolt to 75 ft-lbs.

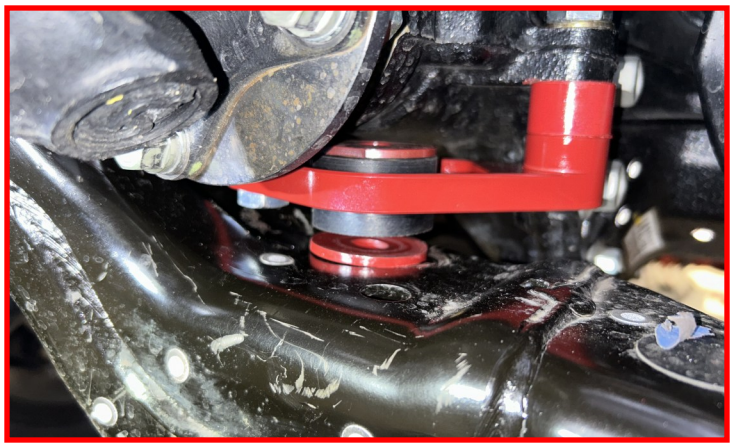
Then turn until the flat of the bolt is parallel with the side of the vehicle.



Torque right side bolt to 75 ft-lbs.



Place the 1/8” thick laser cut washer under the rear diff drop and lower the differential down on top of the washer.



Install the supplied M14 x 40mm hex head bolt, flat washer, 3/8” thick laser cut washer and thread locker through the crossmember and into the rear diff drop.

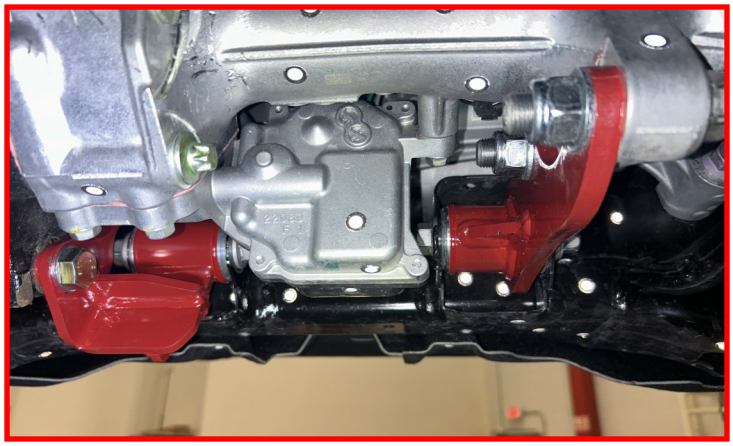
Torque the M14 bolt to 110 ft-lbs.



Torque the M12 bolt to 70 ft-lbs.

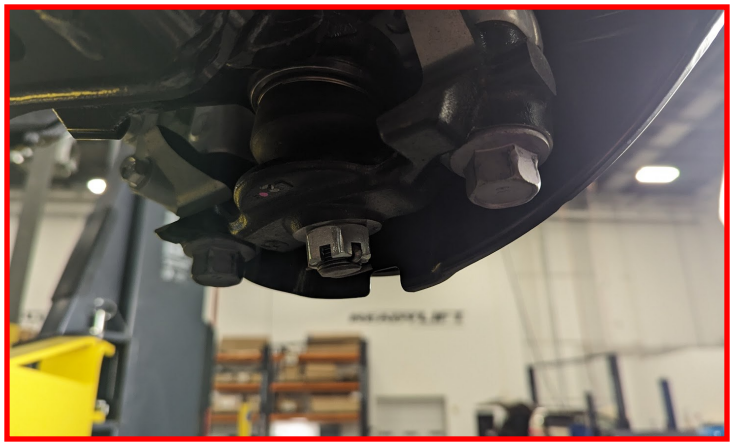
Torque the M14 bolt to 110 ft-lbs.

Torque the M16 bolt to 150 ft-lbs.



Lower the knuckle assembly down the other knuckle adaptor. Install the factory knuckle adaptor bolts.

Torque lower ball joint cradle bolts to 250 ft-lbs.



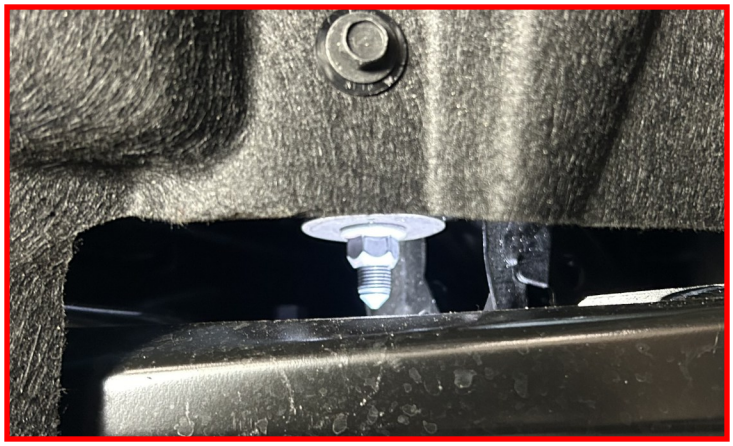
Install the sway bar using the factory hardware.

Torque the sway bar bolts to 60 ft-lbs.

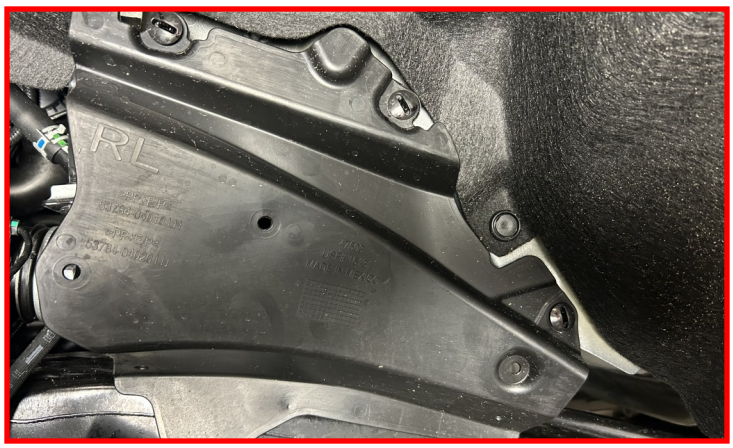


Install the core support nut.

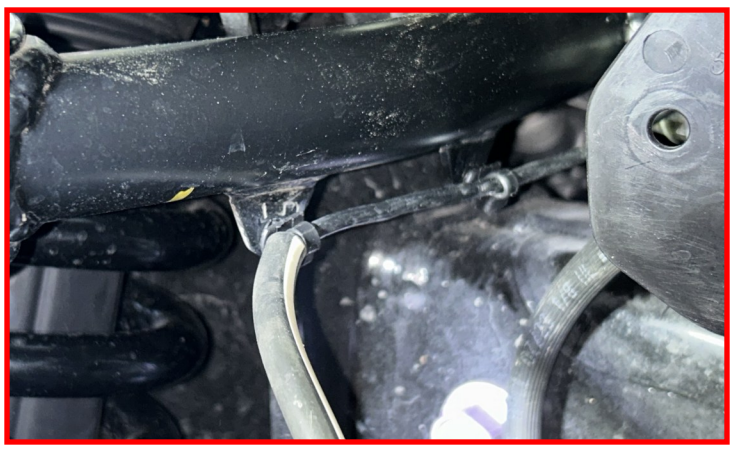
Torque the nut to manufacturers specs.



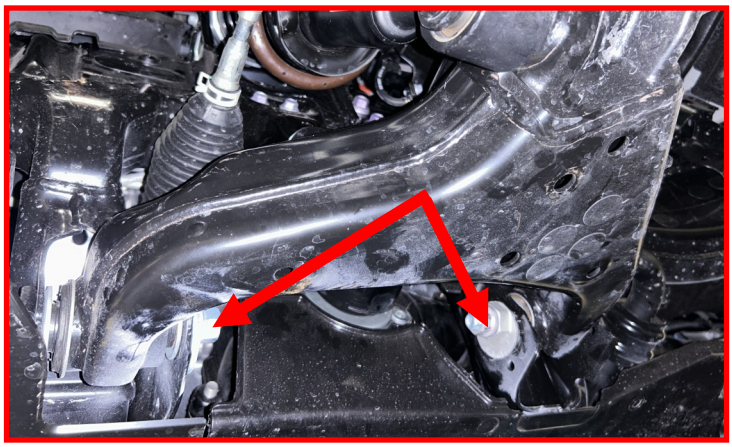
Install the inner fender liners.



Using the supplied fir tree cable ties. Attach the ABS wire to the upper control arm.



Put vehicle on ground. Tighten lower control arm bolts to 100 ft-lbs in order to get vehicle to alignment rack.

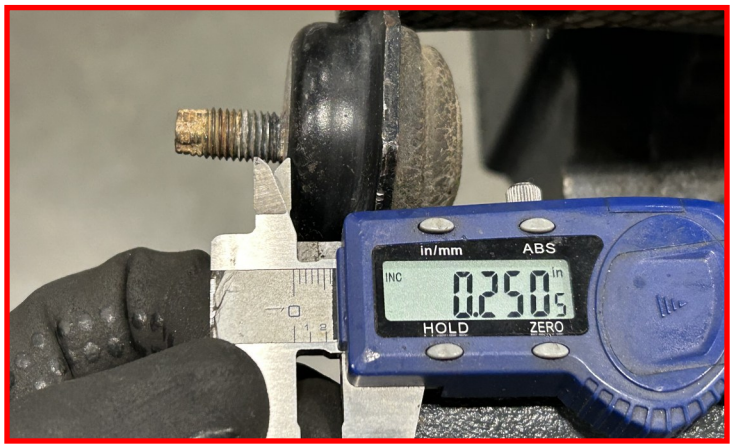


NOTE: THE FOLLOWING STEPS ONLY APPLY TO LAND CRUISER, AS THE 4RUNNER DOES NOT HAVE A FRAME-MOUNTED FRONT BUMP STOP.

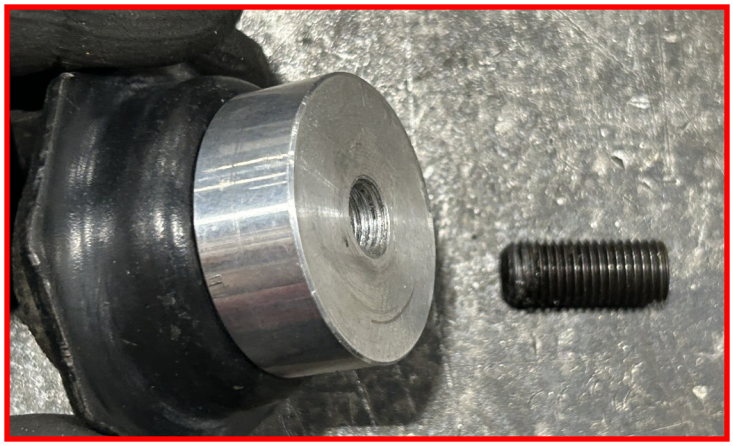
Remove factory bump stop by unscrewing it from the frame.



Cut factory bump stop stud down to a length of 0.250”.

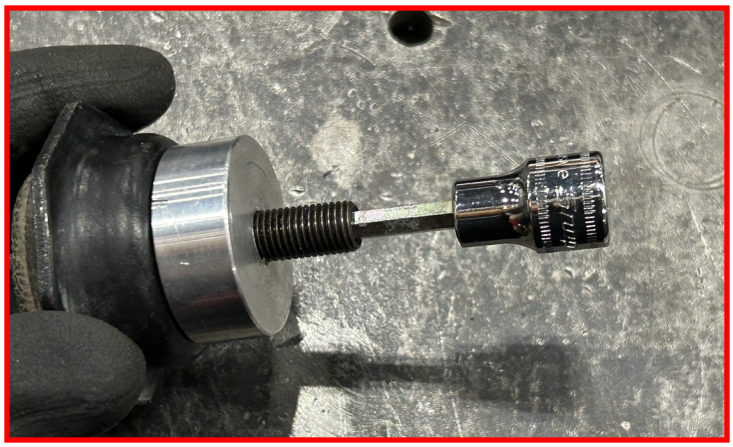


Thread bump stop into bump stop extension until it sits flush against the aluminum.



Install stud using internal hex.

Place some thread locker on the threads of the stud before installing in the vehicle.



Install bump stop with extension back into vehicle.

Using flats on bump stop cup, torque bump stop assembly to 30 ft-lbs.



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.

Using the appropriate tool, grease the upper ball joint just until the boot just starts to expand. Do not over grease. Over grease can cause pre-mature wear.

Rear Install

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

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

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

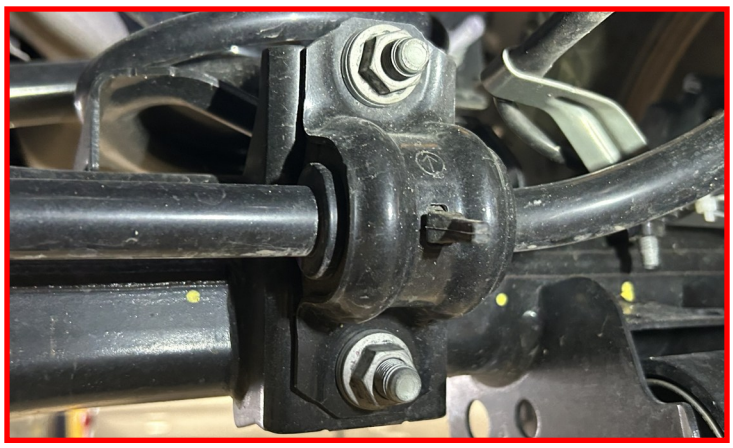
Loosen, but DO NOT REMOVE forward nut and bolt of lower control arm.



Disconnect sway bar from the axle on both the left and right hand sides.

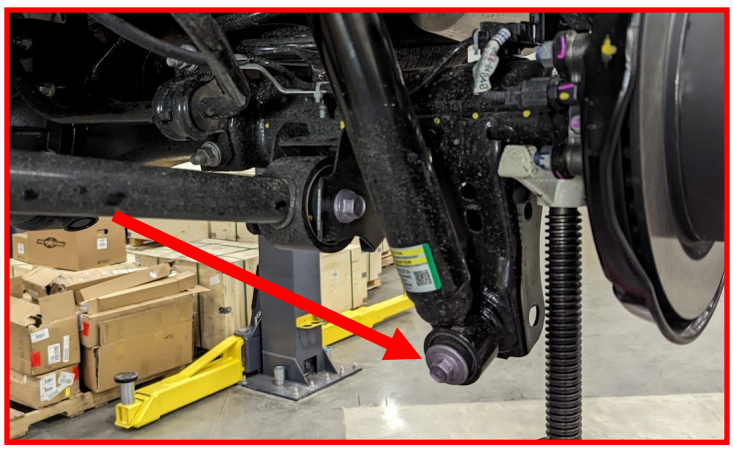
Let sway bar hang out of the way.

RETAIN FACTORY HARDWARE.



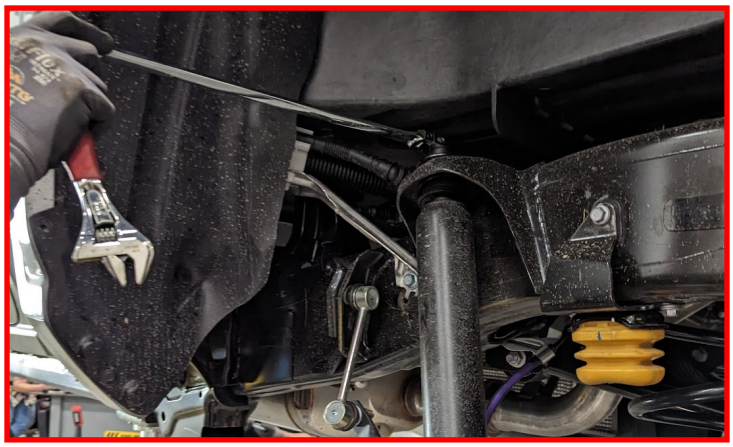
Remove lower shock bolt.

RETAIN FACTORY HARDWARE.



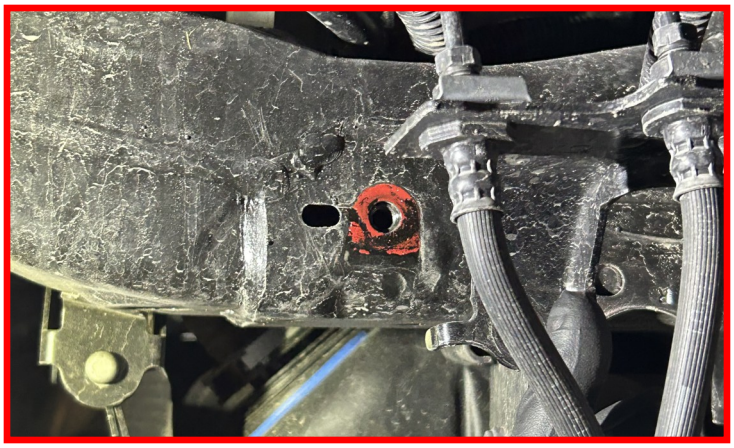
Loosen, but DO NOT REMOVE upper shock nut. Ensure axle is supported, and disconnect shock from axle stud.

Repeat previous 4 steps for the opposite side of the vehicle.



Remove the bolt holding the brake line bracket to the axle.

RETAIN FACTORY HARDWARE.



Lower the axle enough to remove the springs.

DISCARD FACTORY SPRING



Remove the isolator from the factory spring and install isolator onto ReadyLIFT spring.

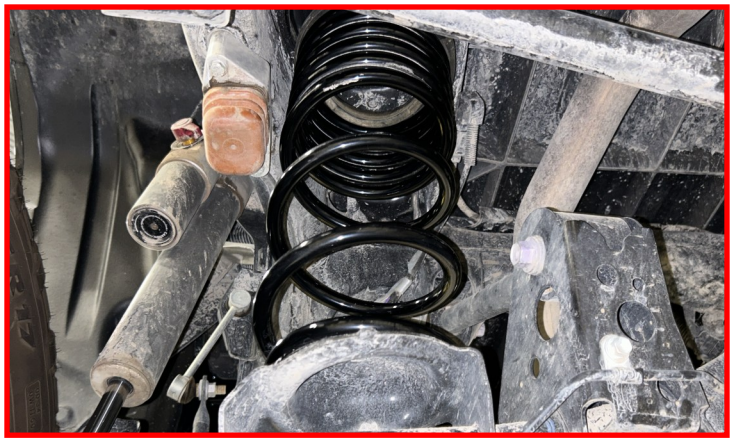


Install spring assembly into the top of the frame side factory mounting.



Install spring assembly into the axle side mounting point.

Raise the axle in order to retain the springs in the vehicle.



Locate the Falcon Rear shock. Some assembly will be required in order to install the shock on the vehicle properly.



Dust shield will be installed on the bracket shown in the image. Dust shield will point away from shock lower eye.



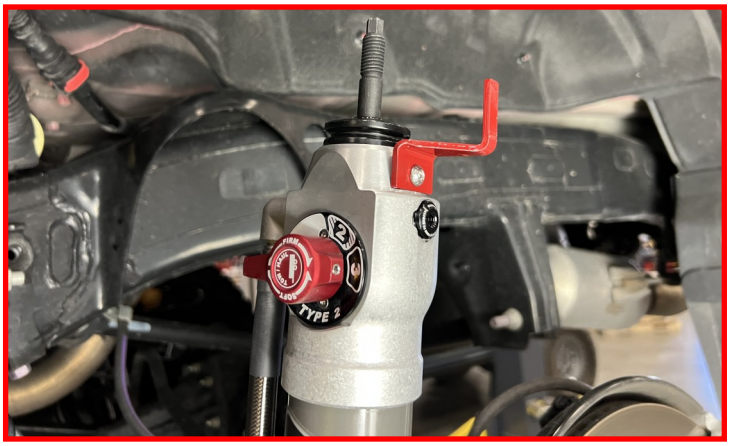
Install dust shield as shown, using provided bolt.

Torque to 10 ft-lbs.



Install the alignment tab onto the Falcon rear shock using the provided hardware.

Torque to 10 ft-lbs.



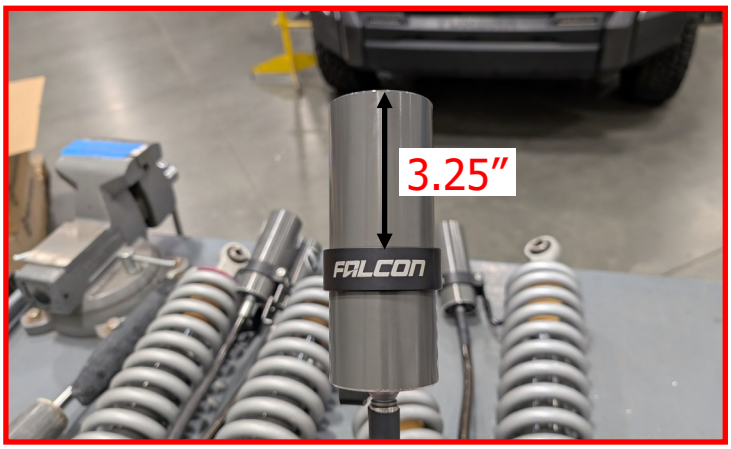
Install the reservoir attachment clip to the reservoir clamp as shown, using the provided bolts. Ensure that the bent portion of the bracket is angled toward the clamp.

The orientation will be opposite for the passenger side of the vehicle.

DO NOT TIGHTEN AT THIS TIME.



Install the reservoir into the reservoir clamp in the orientation shown. There should be roughly 3.25” between the top of the reservoir and the reservoir clamp.



Install the Falcon Rear shock into the hole in the frame shock mount. Ensure that the alignment tab goes into the appropriate hole.

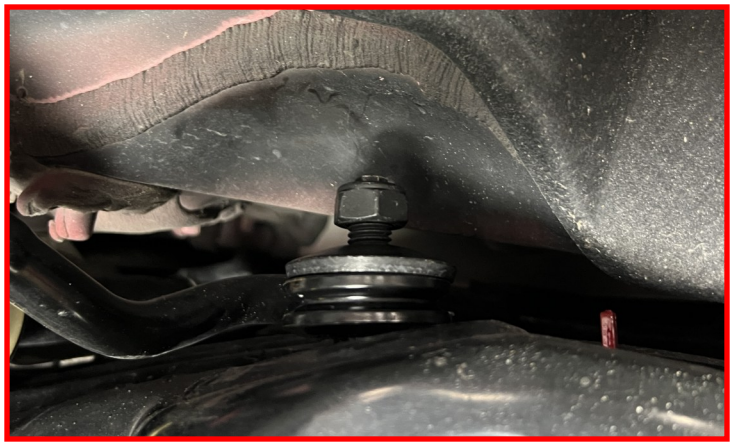


Install the upper shock bushing and washer onto the stud of the Falcon shock. The washer should be placed above the bushing, with the cupped side point down.



Install the nut onto the stud of the Falcon rear shock.

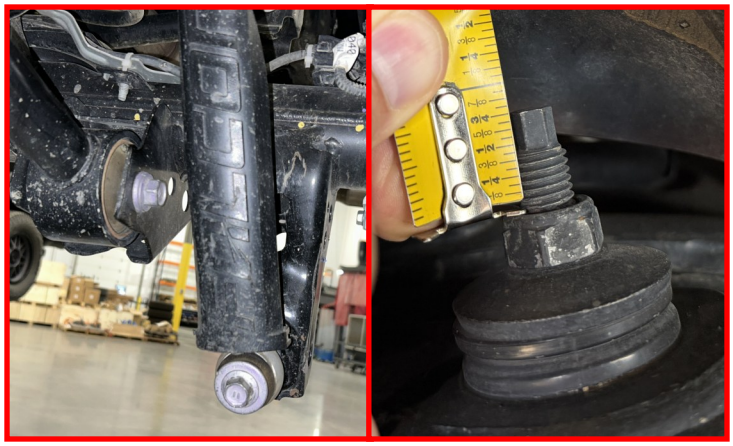
DO NOT TIGHTEN AT THIS TIME.



Install lower shock bushing onto factory axle stud. Install factory bolt into stud.

Torque lower shock bolt to 65 ft-lbs.

Snug upper nut so that 3/4” of stem extends beyond the nut.



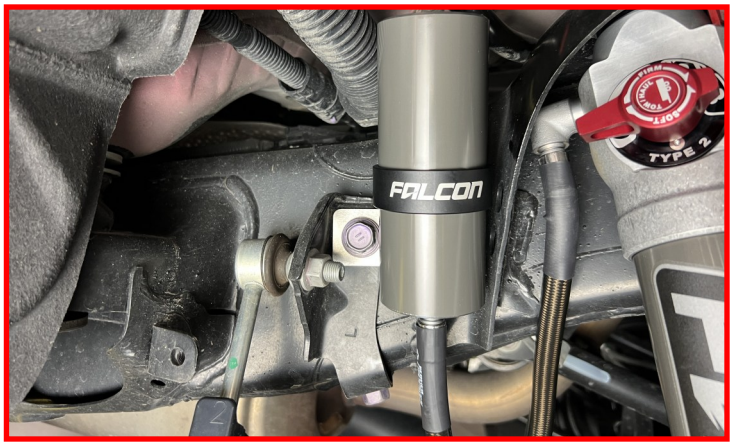
Remove the horizontal bolt holding the factory sway bar bracket to the frame.

RETAIN FACTORY HARDWARE.



Using the factory sway bar bracket bolt and bolt hole, install the Falcon reservoir using the hole in the bracket.

Torque bolt to 65 ft-lbs.

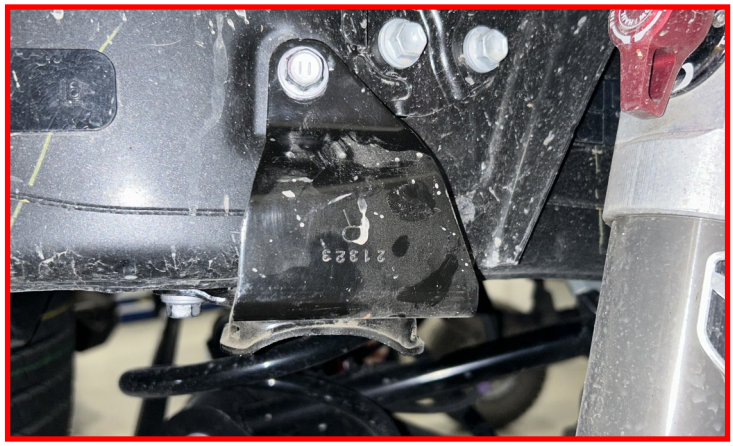


Install the provided Falcon Shield sticker onto the reservoir in the orientation shown.



Remove factory bump stop and bracket from vehicle.

DISCARD FACTORY BUMP STOP AND HARDWARE.



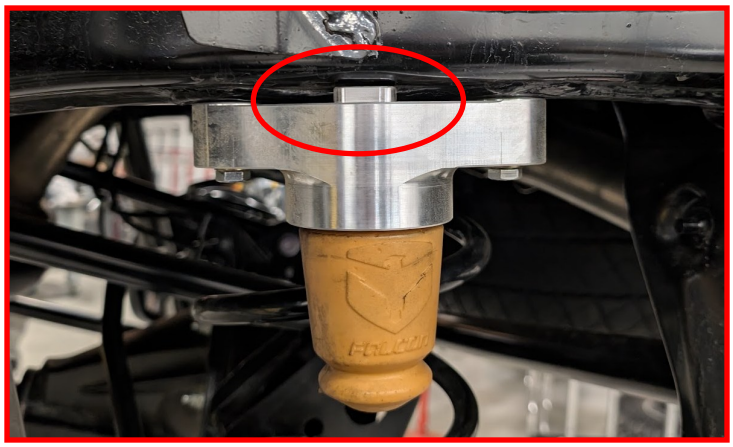
Install the supplied Falcon bump stop into the ReadyLIFT bump stop cup. Ensure that the bump stop is fully seated into the cup.



Apply some thread locker to the supplied M8 bolts and washers. Using these bolts and washers, install the ReadyLIFT Bump Stop extension and ReadyLIFT Bump Stop into the frame.

NOTE: Raised portion of the bump stop extension should be on the outside of the vehicle.

Torque bolts to 35 ft-lbs.



Prior to installing the sway bar you will need to remove the top mounting stud for the sway bar bushing cap.

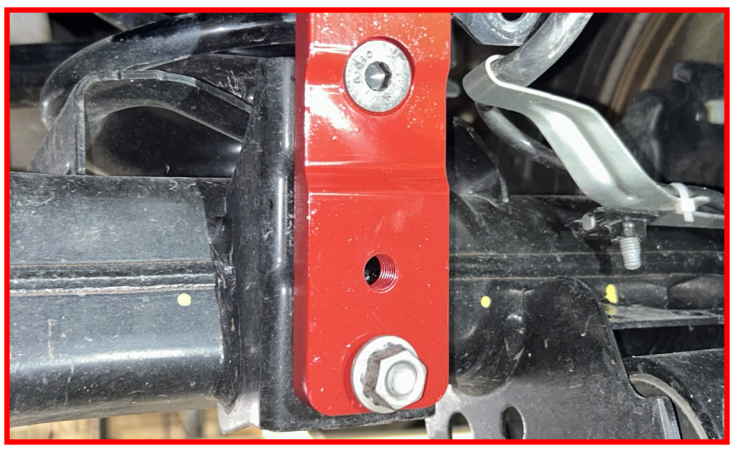
Do so by using a deadblow hammer/mallet and strike the end of the stud. This will dislodge the stud and can be removed by hand.

DISCARD THE FACTORY MOUNTING STUD.



Install the sway bar bracket into the axle using the factory washer and nut on the bottom stud and the supplies M12 x 30mm flat head allen bolt in the top.

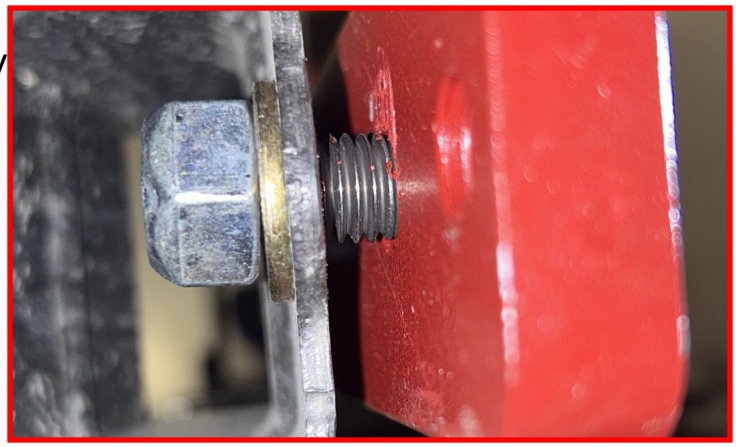
The nut can be ran down by hand but do not tighten.



Install the supplied M12 washer and locking nut onto the backside of the factory sway bar mount.

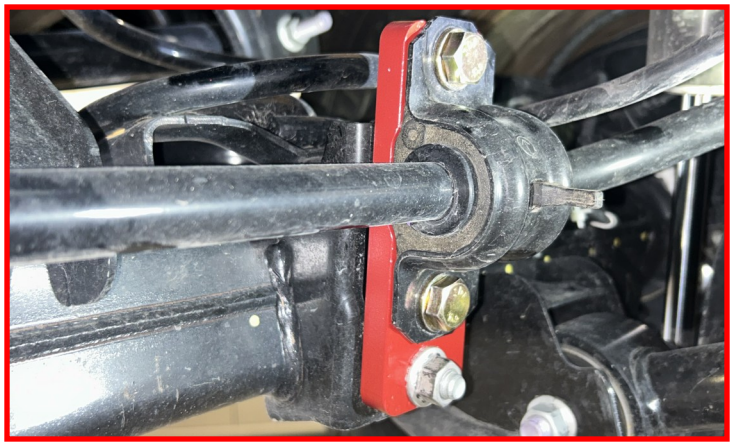
Torque the M12 hardware to 80 ft-lbs.

Torque the factory hardware to 60 ft-lbs.



Install the sway bar onto the sway bar extension using the supplied M12 x 20mm hex head bolts, M12 washers and thread locker.

Torque the M12 hardware to 50 ft-lbs.



Install the brake line drop bracket into the factory location using the factory hardware.

Torque the M8 hardware to 30 ft-lbs.



Install rear brake line bracket onto the brake line drop bracket using the supplied M8 x 20mm, M8 flat washer and thread locker.

Torque the M8 bolt to 25 ft-lbs.



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

Torque the front upper strut nut to 35 ft-lbs., front lower strut factory hardware to 115 ft-lbs. Torque the front upper control arm hardware to 150 ft-lbs.

Torque the rear lower control arm forward hardware to 150 ft-lbs.

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

WARNING

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

Final Checks & Adjustments

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

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

Vehicle Handling Warning

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

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

Wheel Alignment/Headlamp Adjustment

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

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

RECOMMENDED ALIGNMENT SPECS

Front	Driver	Passenger	Tolerance	Total / Split
Camber	0.4	0.4	+/- 0.5	+0.0
Caster	+3.5	+3.5	+/- 0.5	+0.3
Toe	+.05	+.05	+/-0.05	+.10