

Installation Instructions 66-2215

BILL OF MATERIALS

Description	Qty
Aluminum Lift Spacers	2
M10 Flange Nuts	6

Safety Warning

Before you start installation:

ReadyLIFT® Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT® Suspension customer service to find one of our “Pro-Grade” Dealers.

Notes:

- Installation by a professional mechanic is highly recommended.
- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- Vehicles with a two piece rear driveline may require a carrier bearing drop support bracket, call technical assistance for details.
- All lifted vehicles may require additional driveline modifications and or balancing.
- A four wheel vehicle alignment will need to be performed after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- Use of a Vehicle Hoist will greatly reduce installation time.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.



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Park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Record the stock vehicle measurements on both the front and the rear, this will provide a guideline on vehicle rake and lift height.

Measure from the center of the wheel up to the bottom edge of the fender well opening and record on the chart provided on page 2.

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 jack stands at each frame rail behind the lower control arms.

*****2011 and newer models equipped with EPAS (Electronic Power Assist Steering), disconnect the power steering control module to avoid arching of the contacts in the internal power relay from a hammer blow or impact wrench.*****

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

Remove the front wheels. (Fig 1)

Disconnect the ABS connectors in the engine compartment. Driver side is by the air box and the passenger side is next to the battery. (Fig 2, 3)

Remove the brake line brackets and ABS wires from the knuckle and frame. Make sure to hang ABS wire out of the way in a safe location so as not to damage the wire when removing the strut. (Fig 4, 5)

Disconnect vacuum line from the vacuum actuator. (Fig 6)



FIG 1



FIG 2



FIG 3



FIG 4



FIG 5



FIG 6



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Remove the axle nut cover, and remove the axle nut. (Fig 7)

Place a suitable jack under the lower control arm for support. Remove the tie rod end nut. Strike the tie rod boss with a dead blow hammer to dislodge the taper and remove the tie rod end from the knuckle. (Fig 8)

Loosen but do not completely remove the upper ball joint nut, upper and lower control arms. Strike the ball joint boss with a dead blow hammer to release the taper from the knuckle.

Supporting the knuckle, remove the ball joint nut completely. Gently swing the knuckle out and away from the frame while pulling the axle out of the hub assembly. **Be extra careful not to damage the vacuum actuator in the process. The actuator is made of plastic on the inside and is easily broken or damaged.** Also watch the brake lines and ABS wires for over extension. Do not allow the knuckle to pull on the brake lines tight. Make sure there is enough slack when lowering the control arm down. (Fig 9)

Remove the sway bar end link and lower strut mounting nuts from the lower control arm. Lower the control arm with the jack to release the strut. (Fig 10)

Remove the upper strut mounting nuts. Remove strut assembly from vehicle. (Fig 11)

Install the strut spacer onto the strut using the supplied 10mm flange nuts. Torque to 30 ft-lbs. (Fig 12)

Making sure not to damage the studs, put the lower strut studs into a suitable vice and rotate the lower sleeve in the strut by pressing on the top of the strut the opposite direction of the original lean. You are going to install this strut assembly back into the vehicle 180 degrees from the original orientation and will need the studs on the bottom of the strut to lean the opposite direction. (Fig 13)



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Though this step is not necessary, to ease reassembly to lower control arm, clamp the lower mounting pin in a suitable vice and remove the studs from the pin. Strike the end of the stud with a dead blow hammer until removed from the pin. Take care not to damage the threads. (Fig 14)

Rotate the strut 180 degrees from the factory orientation and install the strut with the offset studs to outside of the vehicle as stamped onto the spacer using the **factory hardware**. Do not tighten at this time.

Raise the lower control arm assembly to the strut and install the lower pins into the control arm. You will have to use the factory nuts to “press” studs back into the pin. Tighten the nuts until the stud is seated completely into the pin. Once seated, loosen again so the nuts can be properly torqued. If you have not removed the studs in the previous step, it will take some effort to line everything up but it will go together. Install the lower strut mount and sway bar end link to the lower control arm using **factory hardware**. Torque lower strut mount to **110 ft-lbs**. Torque the sway bar end link to **40 ft-lbs**.

Using the jack, raise the control arm and knuckle up towards the upper ball joint while lining the axle up through the hub assembly being careful not to damage the vacuum actuator. Continue to raise the lower control arm until the upper control arm can be attached to the knuckle using the factory hardware. Do not tighten at this time. (Fig 15, 16)

*****Very important***** To avoid damage to the vacuum actuator, these steps must be done with major **caution**. Hold the axle and rotate the hub assembly while pulling outwards on the axle to engage the splines in the actuator to the splines on the axle. Once the splines are engaged, the axle will “pop” through the hub assembly. When the axle is seated you will be able to see the shoulder of the axle through the hub. If this shoulder is not visible, keep rotating the hub until it is. The shoulder will be 2mm under the mounting surface of the nut in the hub when properly seated. Install the axle using the **factory hardware**. Torque to **20 ft-lbs**. (Fig 17, 18)



FIG 13



FIG 14

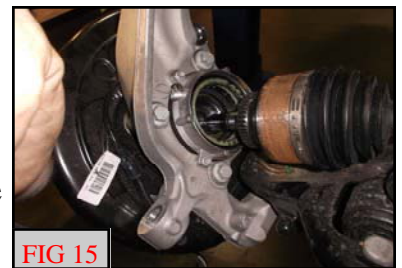


FIG 15



FIG 16



FIG 17

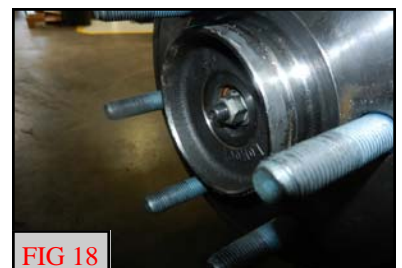


FIG 18



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Torque the upper ball joint nut to **85 ft-lbs.**

Tighten the upper strut mounting hardware. Torque to **30 ft-lbs.**

Install the tie rod end to the knuckle using **factory hardware**. Torque to **85 ft-lbs.**

Install all brake line brackets and ABS lines to the knuckle and frame using **factory hardware**. Torque to **5 ft-lbs.**

Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the manufactures specifications.

Jounce the front suspension to get the vehicle to settle to ride height. Torque the upper and lower control arm to **120 ft-lbs.**

Have the alignment set to the provided specs on the last page by a reputable alignment shop.

*****Final install and checks*****

Recheck that all hardware is of proper torque values and all electrical connections are hooked up. Start vehicle and verify that all dash warning lights are off. Cycle the steering wheel from lock to lock to check for any interference of steering intermediate shaft, steering extension, steering u-joint. wheels, tires, brake lines, hoses, wires, ect and ensure adequate clearance through out the suspension cycle. Adjust as necessary.

Install all warning tags and decals as directed:

1. Rear view mirror hanging warning card: Hang from rear view mirror to warn driver of vehicle modification.
2. Lifted truck warning decal: Apply decal to the upper left hand corner of the inside of the windshield facing the driver.

Give all installation instructions, warranty information, and all remaining literature to the end user to keep with vehicle records.



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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 THE DRIVER AND/OR OTHERS*****

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.

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

Recommended Alignment Specs

Camber	-0.3	-0.3	Tolerance	+/- 0.5
Caster	+3.0	+3.0	Tolerance	+/- 0.5
Toe	+0.10	+0.10	Total	+0.20