

Installation Instructions 69-1036

BILL OF MATERIALS

Strut Extensions	2
M10 Flange Nut	6
Bump Stop Extension	2
Bump Stop Inner Plate	2
Bump Stop	2
M12 x 100mm Bolt	2
M12 Lock Nut	2
M12 Flat Washer	4
5/16" Lock Nut	2
5/16" Flat washer	2
Coil Spring Spacer	2
M12 x 35mm Bolt	2
M12 Lock Nut	2
M12 Flat Washer	4
Right Upper Control Arm	1
Left Upper Control Arm	1
Ball Joint	2
Ball Joint Spacer	2
Crush Sleeves	4
Control Arm Bushings	8
Grease Tube	2

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.



Installation Instructions 69-1036

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.

Repeat for both driver and passenger side

Remove the front wheels.

Remove the ABS clip from the upper control arm. (Fig 1)

Disconnect the ABS electrical connector at the splash shield.

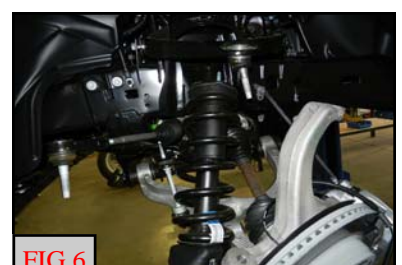
Remove the brake line bracket at the frame and gently pull the metal brake line through to gain slack on the rubber line. (Fig 2)

Remove the sway bar end links from the sway bar. (Fig 3)

Remove the tie rod end from the knuckle. Strike the tie rod boss on the knuckle with a dead blow mallet to dislodge the taper. (Fig4)

Support the lower control arm with a suitable jack.

Loosen the upper ball joint nut. Strike the ball joint boss on the knuckle with a dead blow mallet to dislodge the taper. Once the taper is loose, remove the upper control arm. (Fig 5, 6)





Installation Instructions 69-1036

Remove the strut from the frame and control arm. (Fig 7,8)

Install the ReadyLift strut spacer using the **factory hardware**. Torque to **25 ft-lbs**.

Install the completed strut assembly into the vehicle using **10mm flange nuts** at the frame and **factory hardware** on the lower control arm. Do not tighten at this time. (Fig 9)

Remove the factory upper control arm from the frame. (Fig 10)

Install the ReadyLift control arm using the factory hardware. Do not tighten at this time. (Fig 11)

Install the ReadyLift upper control arm bump pad to the ReadyLift frame extension but do not tighten. The bump pad needs to be clocked once on the vehicle. Install the extension and back plate to the frame using **12mm x 100mm bolts, washers, and c-lock nuts**. Torque to **45 ft-lbs**. (Fig 12)

Raise the lower control arm up until the upper ball joint can be fully installed into the knuckle. Once seated properly, install the 1/4" thick spacer and castle nut onto the ball joint. Torque to **70 ft-lbs**. Insert cotter pin. Set the bump pad under the control arm so that it makes contact on the center of the tube. Torque to **10 ft-lbs**.

Install the tie rod end. Torque to **70 ft-lbs**.

Install the sway bar end link hardware. Torque to **30 ft-lbs**.

Install the brake line bracket. Torque to **5 ft-lbs**.

Connect the ABS harness electrical connector and install back into factory locations. Install clip onto ReadyLift control arm. (Fig 13)

Install the front wheels and lower the vehicle to the ground.

Jounce the front suspension to settle to ride height.





Installation Instructions 69-1036

Torque the lower control arm mounts to **200 ft-lbs**, the upper control arm mounts to **120 ft-lbs**, the lower strut hardware to **90 ft-lbs**, and upper strut mount to **25 ft-lbs**.

Rear Install

Repeat for both driver and passenger sides

Block the front wheels for safety.

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

Support the axle with a suitable jack.

Remove the wheels.

Remove the ABS harness from the frame and brake lines. (Fig 14)

Remove the brake line bracket at the frame.

Remove the sway bar end links at the frame. (Fig 15)

Remove the shock at the axle. (Fig 16)

Loosen the track bar at the frame and axle. (Fig 17)

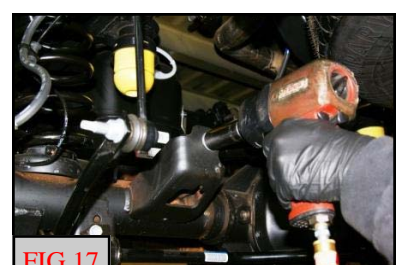
Loosen the upper and lower control arms at the frame and axle.

Lower the axle enough to remove the rear springs.

Install the ReadyLift coil spring spacers into the frame pocket using **M12 bolts, washers, and c-lock nuts**. Torque to **45 ft-lbs**. (Fig 18, 19)

Install the coil springs and raise axle enough to hold them in place. (Fig 20)

Install wheels and lower the rear of the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specifications.



READYLIFT[®]

SUSPENSIONS

Installation Instructions 69-1036

Jounce the vehicle to settle the suspension to ride height.

Install the lower shock mount using the **factory hardware**. Torque to **50 ft-lbs**.

Install the sway bar end links to the frame using the factory hardware. Torque to **45 ft-lbs**.

Install the brake lines onto the frame using the factory hardware. Torque to **5 ft-lbs**.

Install the ABS harness back into its original clips.

Torque the upper control arms to **120 ft-lbs**, the lower control arms to **200 ft-lbs**, and the track bar to **120 ft-lbs**.

Reconnect the ground terminal on the battery.

Have a reputable alignment shop set the alignment to the recommended specifications.

*****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.





Installation Instructions 69-1036

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	+3.5	+3.5	Tolerance	+/- 0.5
Toe	+1.0	+1.0	Total	+20