69-21400 Ford Bronco 4.0" 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 Ready-LIFT 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.

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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 alighting 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.

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, anti-intrusion beams 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.

Although the supplied control arms reuses the factory ball joint, Replacement ball joints can be purchased from a local Ford dealer Part # MB3Z-3050-A.

A ball joint press is needed to press out the ball joint in the factory arm and press it into the ReadyLIFT UCA. ATD 8696 ball joint press is recommended. A ball joint press can be rented from most auto parts stores.

Does Not Fit:

- Badlands
- Sasquatch equipped vehicle
- 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 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
Front Strut Spacer	2
Rear Strut Spacer	2
Preload Spacer	4
Rear Track Bar Bracket	1
Rear Track Bar Nut	1
Rear Brake Line Bracket	1
Upper Control Arm, Left	1
Upper Control Arm, Right	1
Upper Control Arm Cap	2
Ball Joint Tool	1
Ball Joint Tool Spacer	1
Ball Joint Plate	1
Hardware Pack	1

HARDWARE	
DESCRIPTION	QTY
Front Strut Spacer	
M10-1.50 SERRATED FLANGE NUT	6
Rear Strut Spacer	
M10-1.25 SERRATED FLANGE NUT	6
Rear Track Bar Bracket	
M14-2.0 x 30MM GR10.9 HHB	1
M14 LOCK WASHER	1
M16 FLAT WASHER	1
M16-2.0 X 90MM GR10.9 HHB	1
M16-2.0 LOCKING NUT	1
M16 FLAT WASHER	2
Rear Track Bar Bracket	
M8-1.25 X 20MM GR10.9 HHB	1
M8-1.25 LOCKING NUT	1
M8 FLAT WASHER	2

⚠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.
- 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.

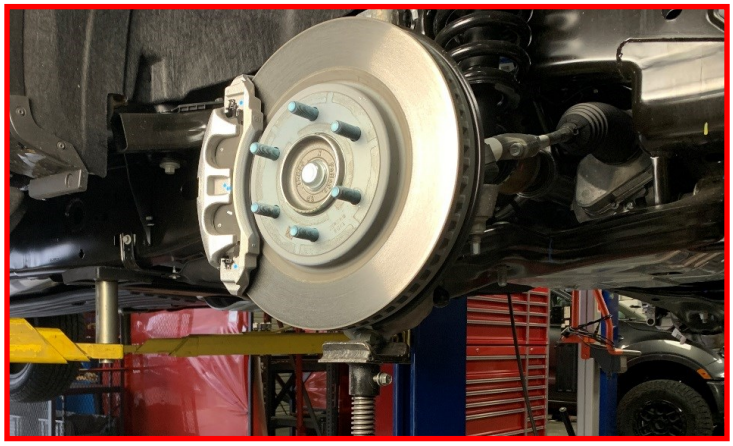
Disconnect the vehicle power source at the ground terminal on the battery.

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 sway bar end link from the lower control arm.

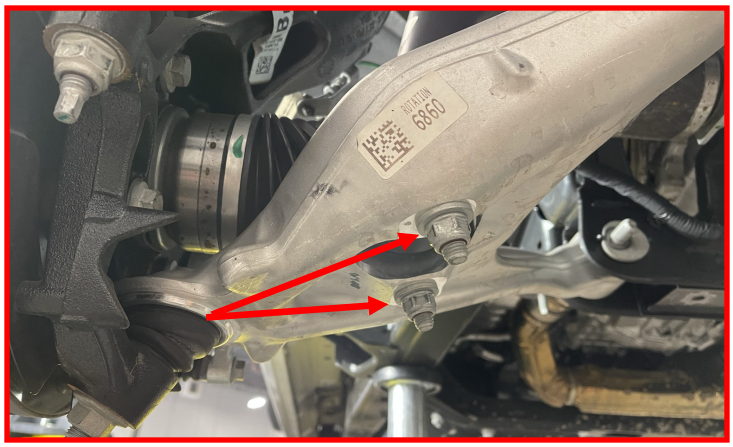
Retain the factory mounting hardware.

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

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

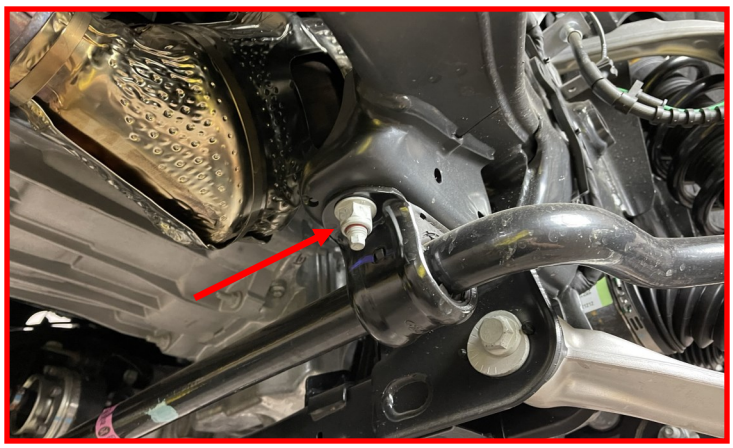
Remove the lower strut nuts.

Retain the factory mounting hardware.



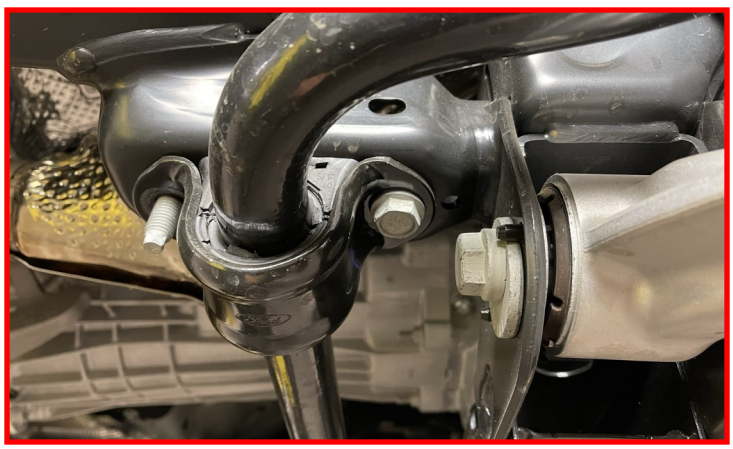
Remove both the driver and passenger rear sway bar retainer cap nuts.

Retain the factory mounting hardware.

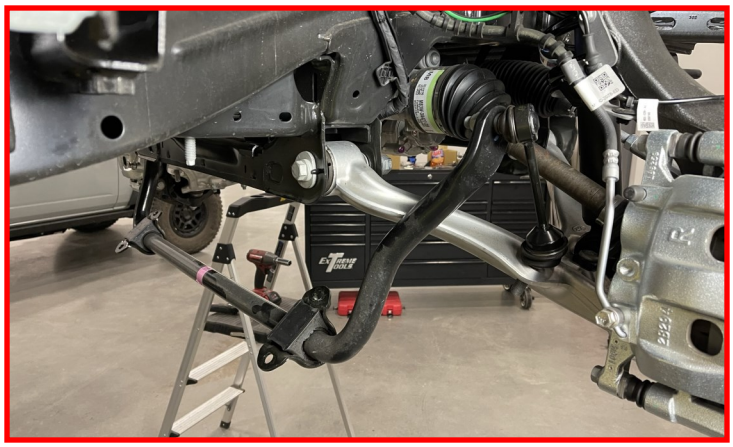


Remove both the driver and passenger forward sway bar retainer cap bolts.

Retain the factory mounting hardware.

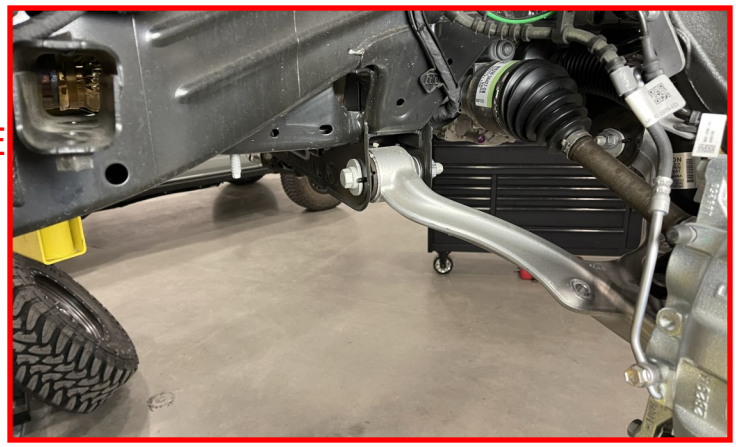


Lower the sway bar down from the frame.



Remove sway bar from vehicle.

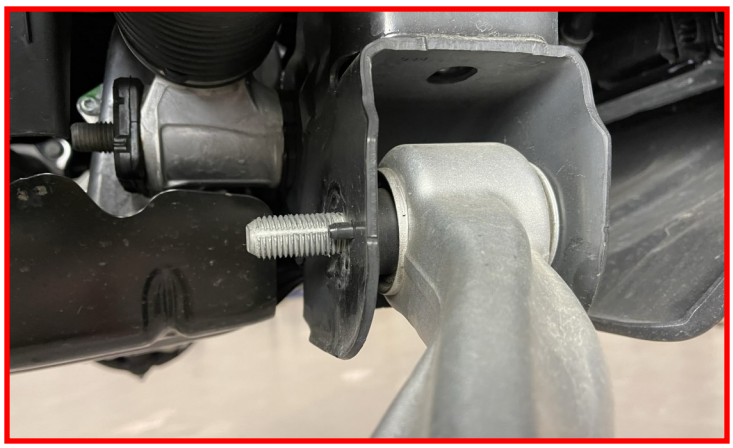
NOTE: THIS AID IN THE REMOVAL OF THE LOWER CONTROL ARM PIVOTS.



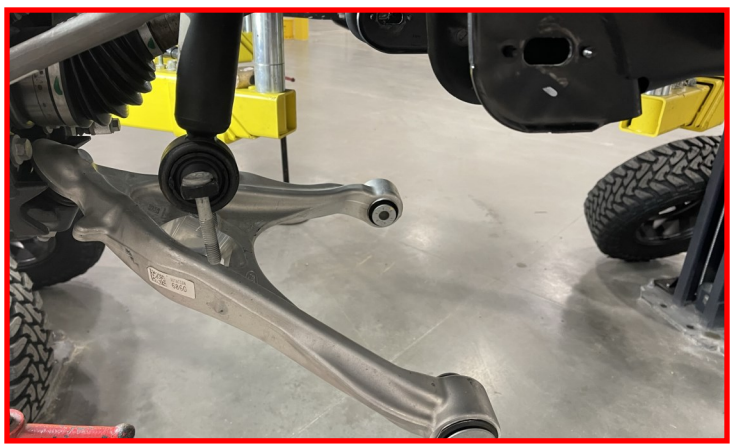
Remove the lower control arm pivots from the frame side pivot pockets.

Retain the factory hardware.

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



With the lower control arm pivots removed from the frame pockets, 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.

With the strut assembly removed from the vehicle, remove the locating pin from the top hat using pilers or similar tool.

Place the strut into a spring compressor. Mark the top hat to spring location.

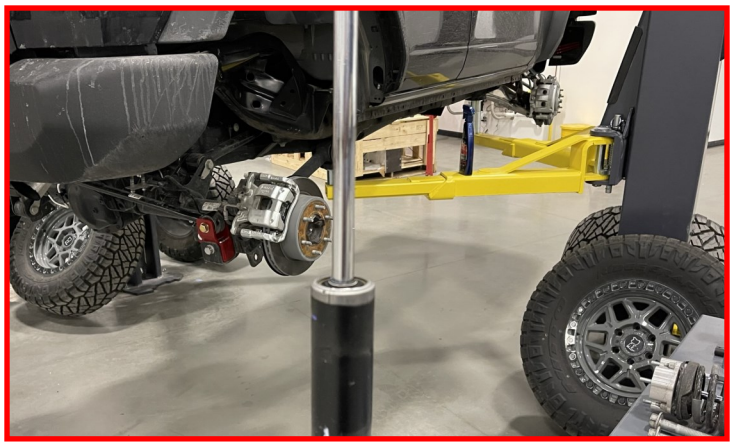
CAUTION: THE SPRING IS UNDER EXTREME PRESSURE AND CAN CAUSE BODILY INJURY AND/OR DEATH IF HANDLED IMPROPERLY.

Carefully remove the shock nut and disassemble the strut assembly.

With the strut removed from the spring compressor, remove the factory bump stop and dust boot.

Remove the seal head bump cap.

NOTE: A CHISEL OR SIMILAR TOOL IS THE BEST MAY TO REMOVE THE CAP.



Before removing the spring perch, mark the orientation of perch to strut body. Ensure the mark is long enough to be visible once the preload spacer is installed.

Remove the lower strut coil perch.

Install the preload collar over the strut body. Ensure the collar is completely seated on the retainer.

Install the lower strut coil perch. Ensure the mark made in the previous step is aligned in the factory orientation.

Install the seal head bump cap.

NOTE: USE CAUTION WHEN INSTALLING THE BUMP CAP.

Install the factory bump stop and dust boot.

Compress the spring enough to install the factory top hat. Being sure to keep the strut body and upper spring isolator in the factory location, rotate the factory top hat 180 degrees from the previously made marks. This will orient the spring in its original location to prevent the spring from bowing. Install the factory strut shock shaft nut. When tightening, make sure the top of the strut shaft is fully seated into the top hat.

Torque the top strut hardware to 35 ft-lbs.

To aid in the installation process clamp the lower strut stud in a set of soft jaws. Using the leverage of the strut, rotate the lower strut bushing 30 degrees in the opposite direction. Effectively orienting the lower strut studs parallel to the strut body.

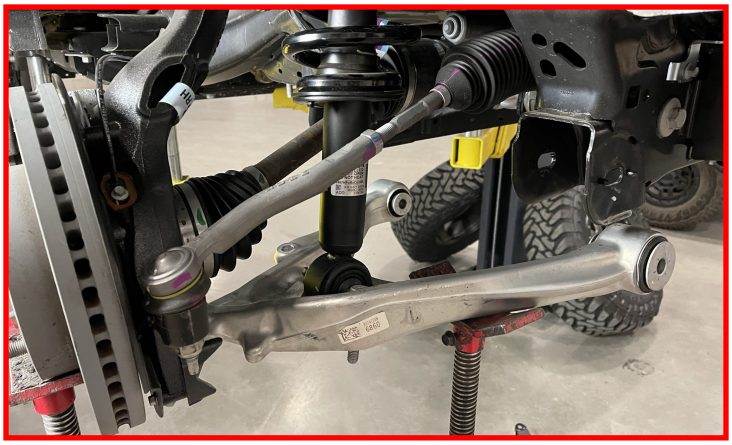
Install the top strut spacer (68-21200FSS) onto the strut assembly using the factory nuts.

Torque the factory nuts to 30 ft-lbs.

Using the supplied M10 nuts, install the completed strut assembly into the frame.

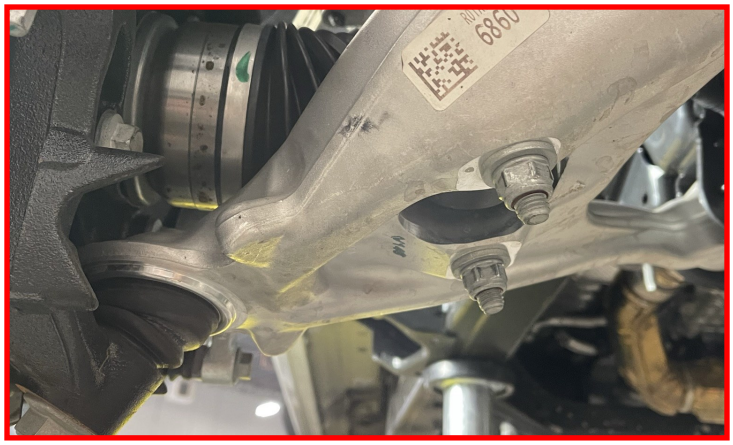
Do not tighten at this time.

Raise the lower control arm up and guide the lower strut studs into place.



Continue to raise the lower control arm up until you are able to install the factory mounting hardware.

Torque the M12 nuts to 65 ft-lbs.

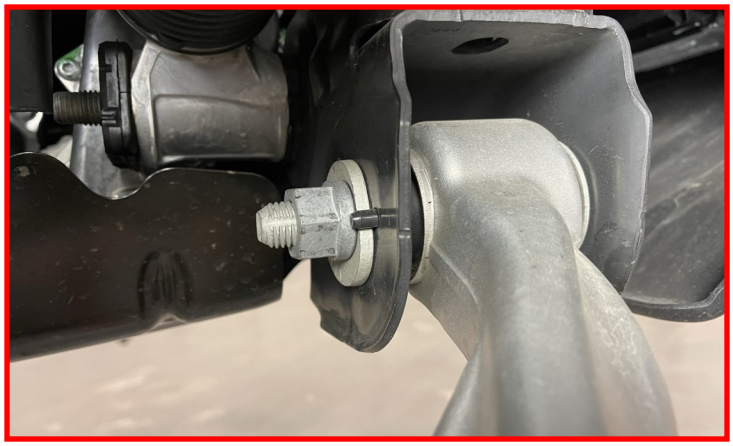


Using an appropriate jack, carefully jack the lower control arm into the frame side pivot pockets.

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.

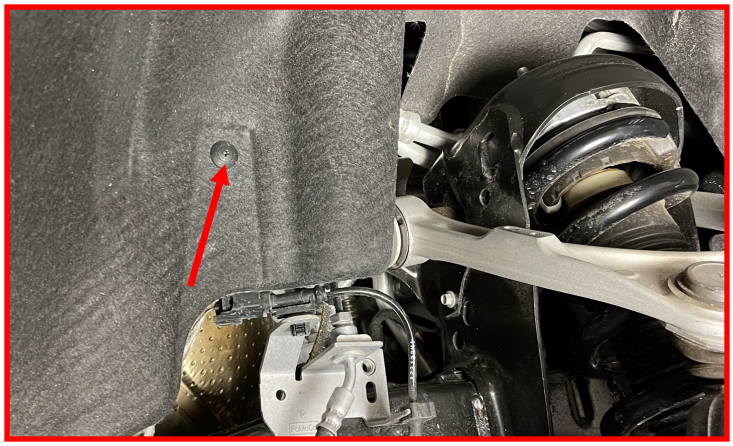


Tighten the (3) top strut nuts.

Torque the M10 nut to 35 ft-lbs.

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

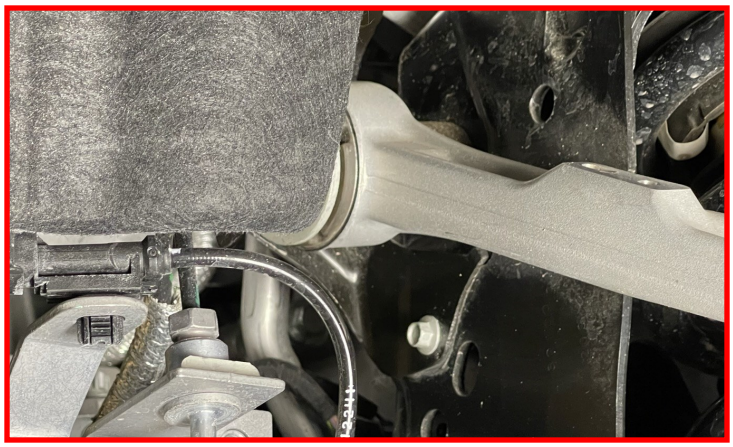
Retain the clip for future installation.



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.

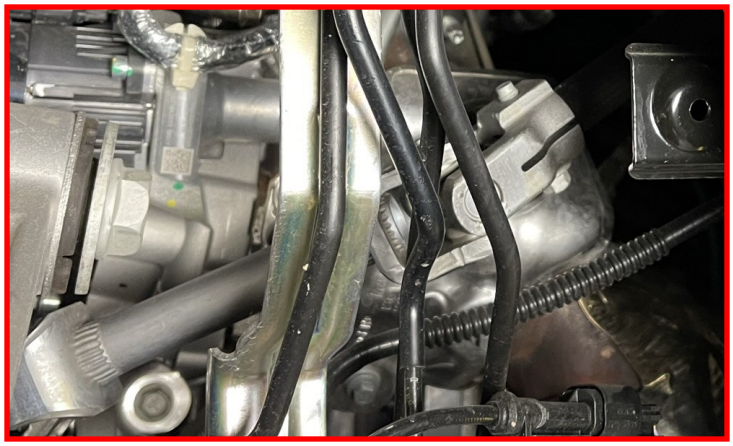
NOTE: NOT ALL VEHICLES ARE EQUIPPED WITH THIS HEAT SHIELD.



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.

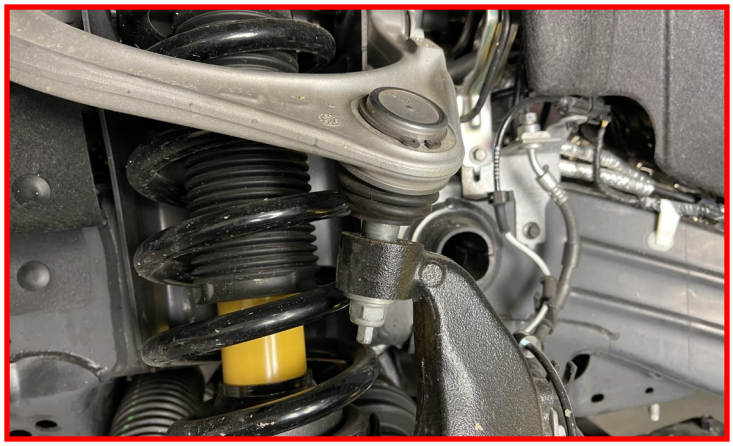
NOTE: ENSURE THE STEERING WHEEL DOES NOT ROTATE. STEERING SHAFT AND U-JOINT NEED TO BE INSTALLED IN THE FACTORY ORIENTATION OR ELSE THERE IS A HIGH POSSIBILITY TO DAMAGE THE CLOCK SPRING.



Remove the upper control arm ball joint nut.

Retain the factory nut.

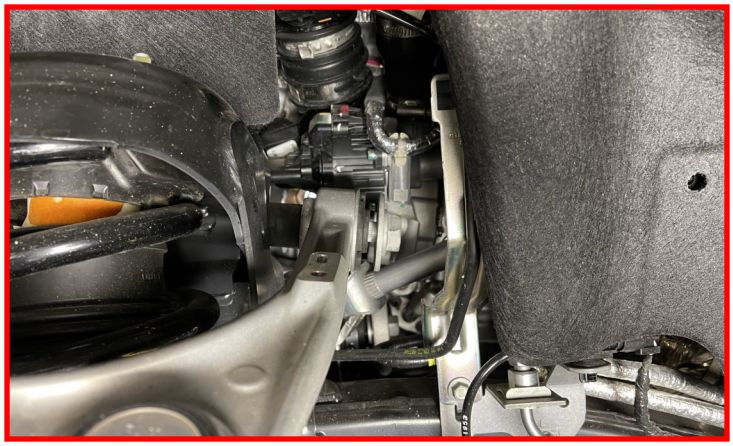
Using a dead blow hammer or similar tool, strike the knuckle on the side to dislodge the ball joint taper.



Remove the upper control arm pivot bolt.

Retain the factory pivot bolts and nuts.

Remove the upper control arm.



With the upper control arms out of the vehicle, remove the retaining clip on the top of the ball joint.

Be sure to keep the retaining clip.

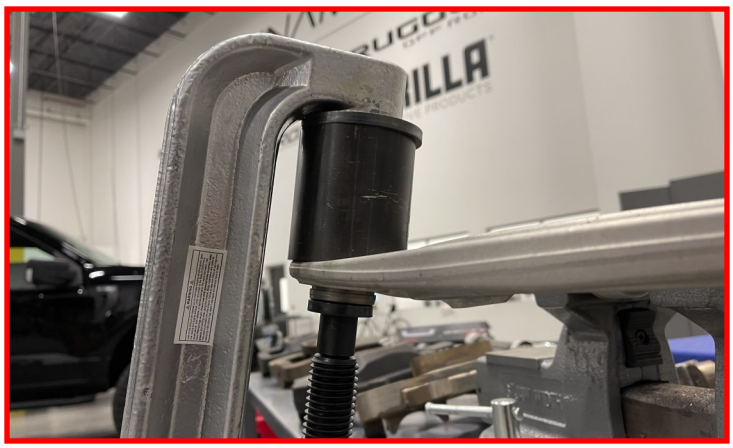
Using a flat head screw driver, carefully remove the OE ball joint boot.

BE VERY CAREFUL NOT TO PUNCTURE THE BOOT.

NOTE: THIS STEP IS OPTIONAL BUT MAY ENSURE THE BOOT IS NOT DAMAGED DURING THE REMOVAL AND INSTALLATION PROCESS.

Using a ball joint press and the provided tube and washers, press the ball joint out of the factory arm.

NOTE: THE LARGE WASHER WITH THE HOLE WILL SIT ON TOP OF THE SUPPLIED TUBE. THE SMALLER WASHER WITHOUT THE HOLE WILL ACT AS A SPACER ON THE TOP OF THE BALL JOINT.



Remove the ball joint from the factory upper control arm.

Using the appropriate tool included in the ball joint press, orient the ball joint so the flats match up and slowly press the ball joint into the supplied upper control arm.

Ensure ball joint is fully seated.

Install the factory ball joint retaining clip.

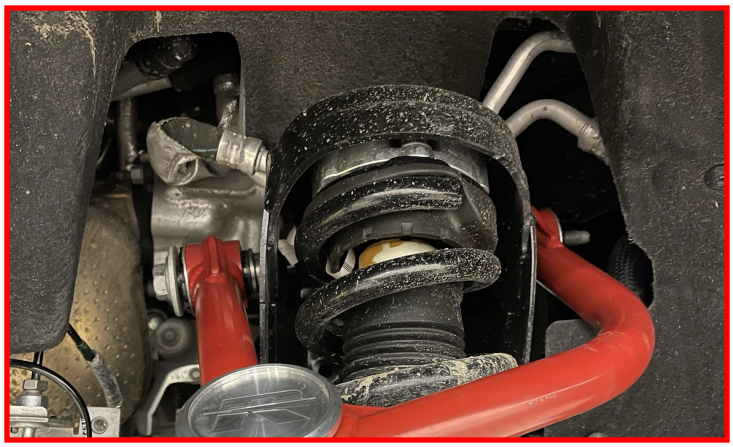
If removed, install the factory ball joint boot.

NOTE: IF ANY GREASE WAS CLEANED OUT OF BOOT UPON REMOVAL, IT WILL BE NECESSARY TO ADD GREASE.

Install the provided upper control arm dust cap. Ensure the "R" is facing towards the outside of the vehicle.

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

Torque the factory nut to 120 ft-lbs.

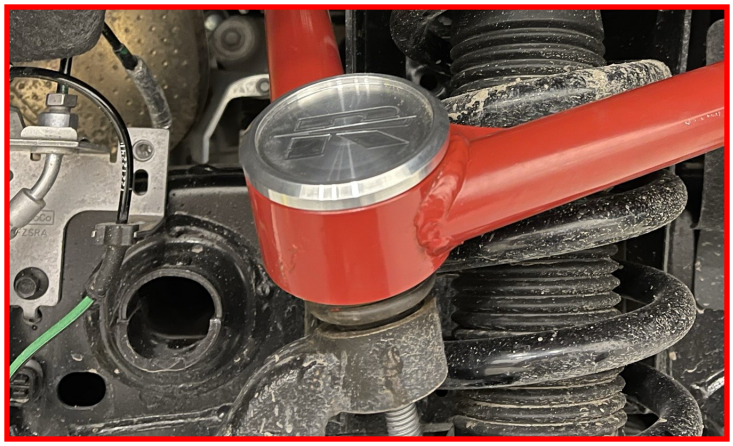


Install upper ball joint to knuckle using factory hardware.

Torque the factory hardware to 55 ft-lbs.

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

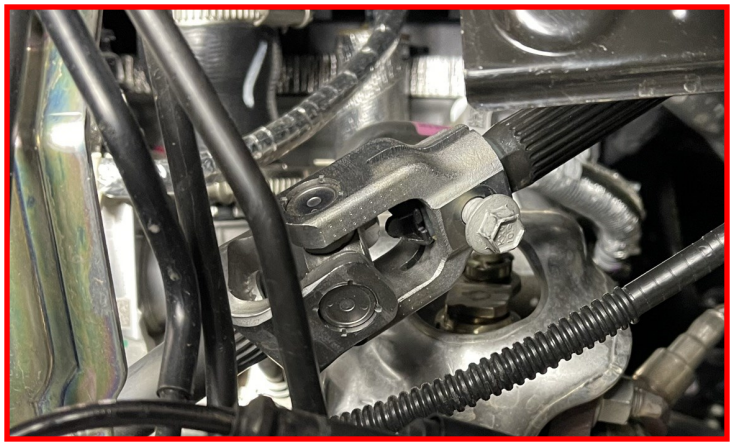
Torque the factory hardware to 80 in-lbs.



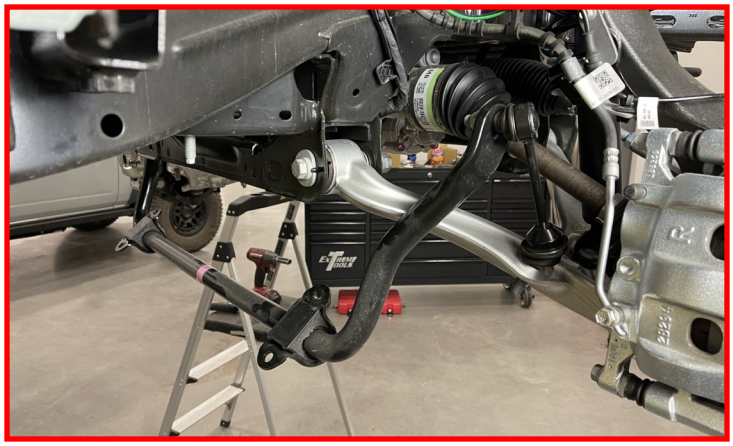
Install the pinch bolt on the top u-joint.

Torque the factory hardware to 55 ft-lbs.

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



Install the sway bar back into the vehicle in the factory orientation.



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

Torque the factory nut to 55 ft-lbs.

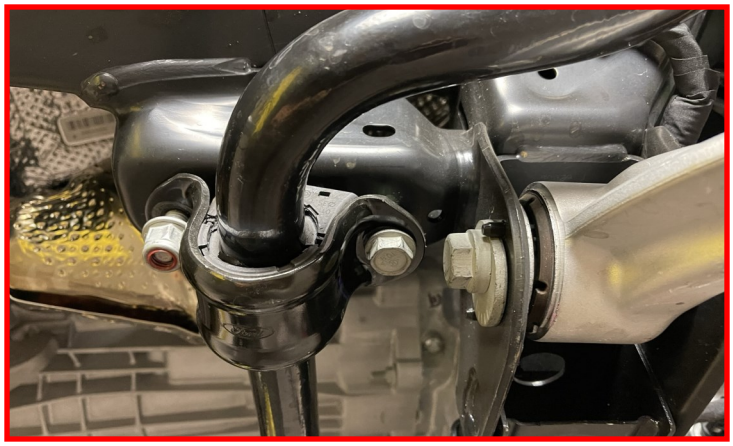
NOTE: BE SURE TO INSTALL THE END LINK NUT USING HAND TOOLS.

Raise the sway bar back into the factory orientation on the frame.

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

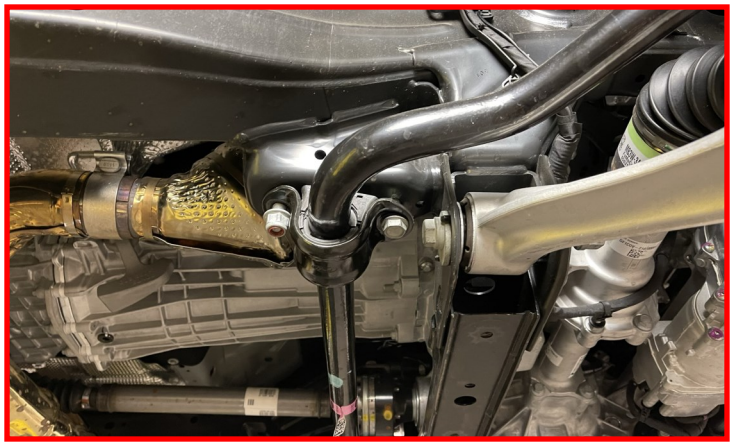
Do not tighten at this time.

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

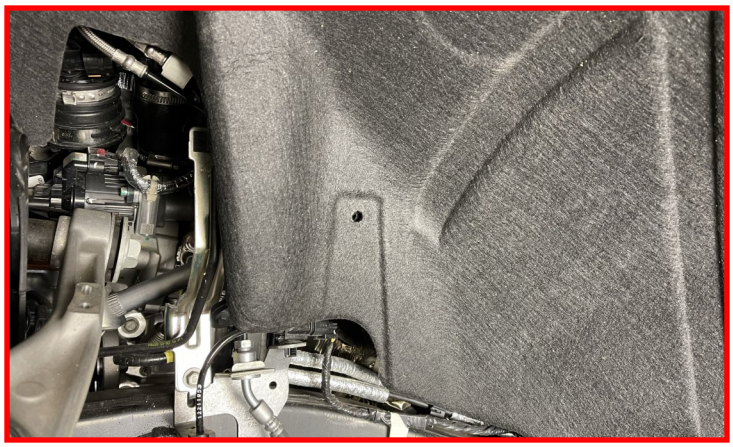


Torque the factory nut to 55 ft-lbs.

Torque the factory bolt to 55 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.

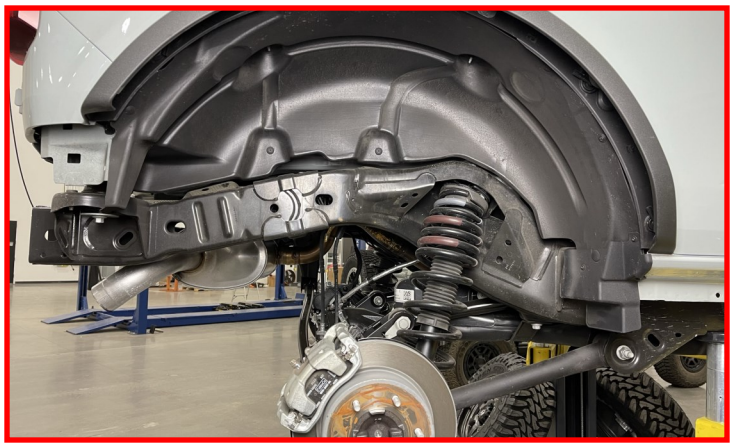
With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately.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



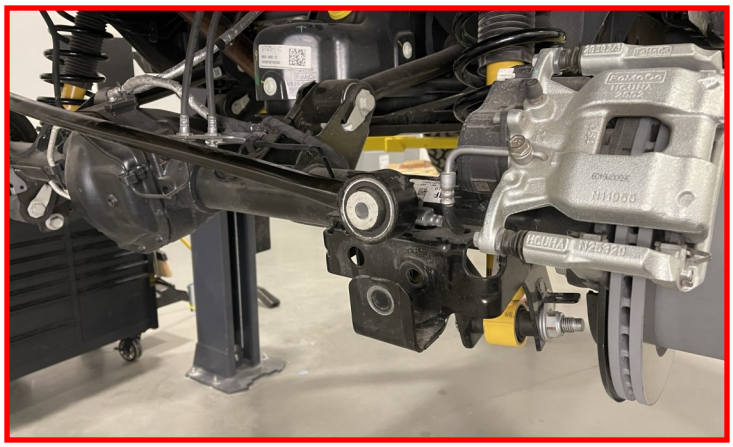
With the rear wheels removed, locate and remove the (12) mounting clips and the (3) mounting screws that hold the rear fender liners in place.

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 axle.

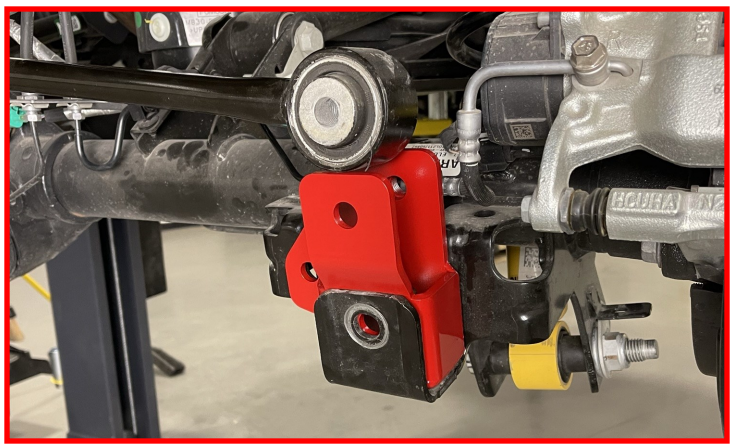
Do not remove the mounting hardware.



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

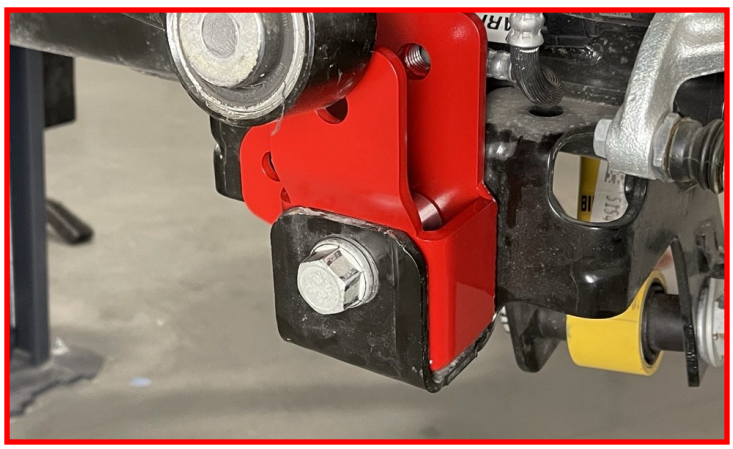
Retain the factory mounting hardware.

Install the supplied rear track bar bracket in the factory location.



Install the factory hardware through the factory track bar mount and the track bar bracket.

Do not tighten at this time.



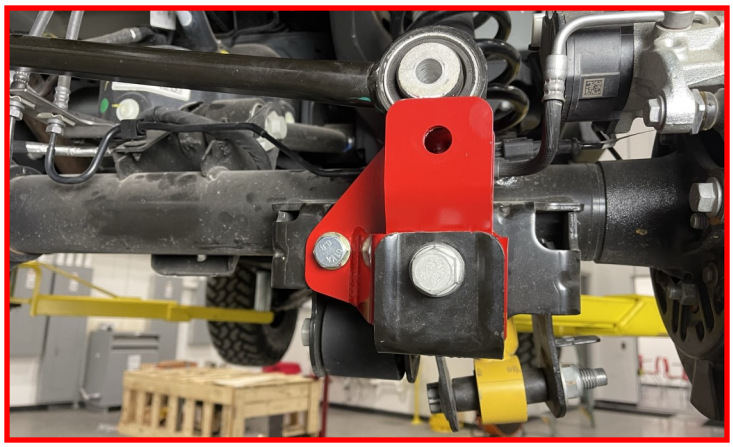
Install the supplied rear track bar bracket nut into the hole located in the factory track bar bracket.

NOTE: THE NUT IS INSTALLED FROM FRONT TO REAR WITH THE SHOULDING IN THE HOLE.

Install the supplied M14 x 30mm hex head bolt, locking washer and flat washer through the rear track bar bracket and in-to the rear track bar bracket nut

Torque the M14 bolt to 95 ft-lbs.

Torque the factory bolt to 120 ft-lbs.



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.

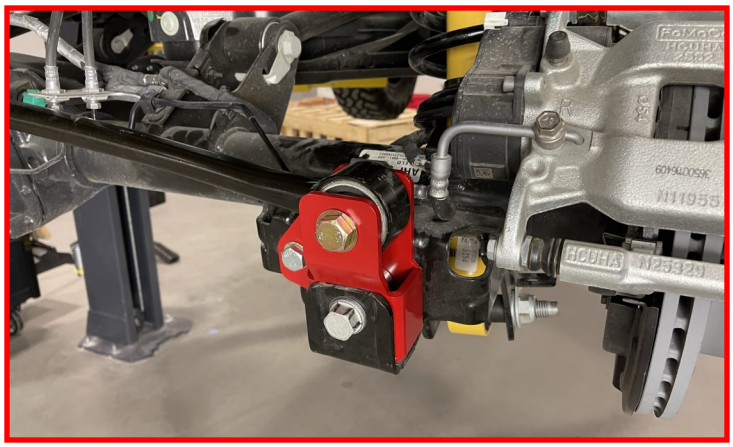
NOTE: THE BRACKET SHOULD BE INSTALLED WITH THE OFFSET UP AND OUT. THIS CREATES THE CLEARANCE NEEDED FOR THE SUPPLIED TRACK BAR BRACKET.

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.

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

Do not remove the mounting hardware.

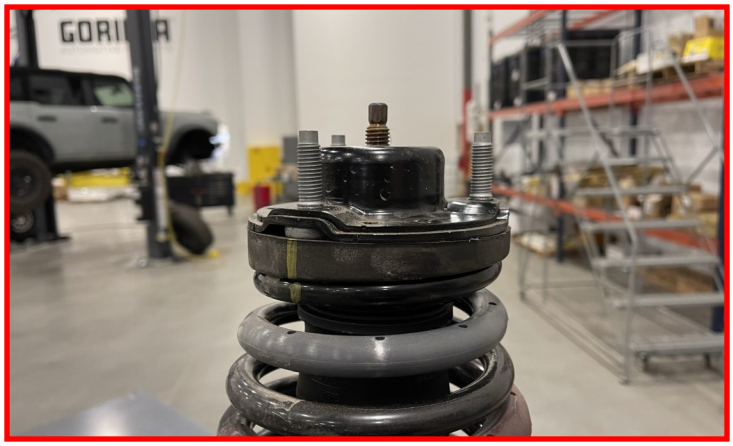


Using an appropriate jack, support the axle.

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 both the factory mounting hardware and the strut.

With the rear strut assembly removed from the vehicle, remove the locating pin from the top hat using pilers or similar tool.



Place the strut into a spring compressor. Mark the top hat to spring location.

CAUTION: THE SPRING IS UNDER EXTREME PRESSURE AND CAN CAUSE BODILY INJURY AND/OR DEATH IF HANDLED IMPROPERLY.

Carefully remove the shock nut and disassemble the strut assembly.

With the strut removed from the spring compressor, remove the factory bump stop and dust boot.

Remove the seal head bump cap.

NOTE: A CHISEL OR SIMILAR TOOL IS THE BEST MAY TO REMOVE THE CAP.

Before removing the spring perch, mark the orientation of perch to strut body. Ensure the mark is long enough to be visible once the preload spacer is installed.

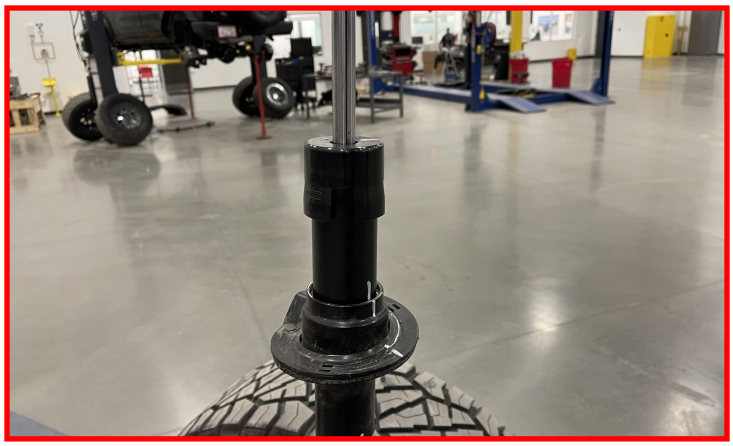
Remove the lower strut coil perch.

Install the preload collar over the strut body. Ensure the collar is completely seated on the retainer clip.

Install the lower strut coil perch. Ensure the mark made in the previous step is aligned in the factory orientation.

Install the seal head bump cap.

NOTE: USE CAUTION WHEN INSTALLING THE BUMP CAP.



Install the factory bump stop and dust boot.

Compress the spring enough to install the factory top hat. Being sure to keep the strut body and upper spring isolator in the factory location. This will orient the spring in its original location to prevent the spring from bowing. Install the factory strut shock shaft nut. When tightening, make sure the top of the strut shaft is fully seated into the top hat.

Torque the top strut hardware to 35 ft-lbs.

Install the top strut spacer onto the rear strut assembly using the factory nuts.

Torque the factory nuts to 30 ft-lbs.

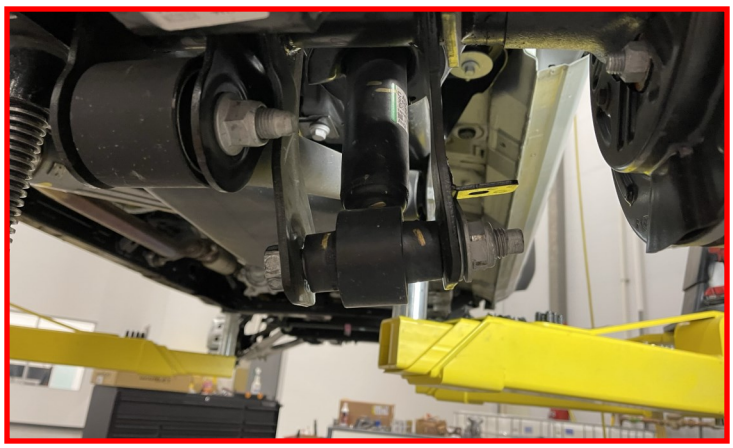
NOTE: INSTALL THE SPACER SO THE OFFSET IS PERPENDICULAR TO THE LOWER MOUNTING BOLT.

Using the supplied M10 nuts, install the completed strut assembly into the frame.

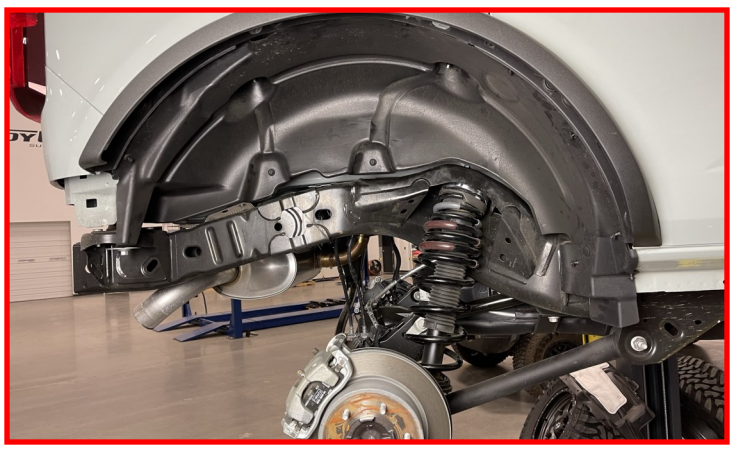
Do not tighten the nuts at this time.

Raise the axle into place and install the lower strut bolts.

Tighten but do not torque at this time.



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 160 ft-lbs., rear lower strut hardware to 200 ft-lbs., upper strut hardware 35 ft-lbs. lower control arm hardware to 200 ft-lbs. Final torque to be done by the alignment technician.

Reconnect the battery ground terminal. Start the vehicle and turn the steering wheel lock to lock and verify all clearances between tire, body and suspension components. Adjust as necessary.

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	0.0	0.0	+/- 0.5	+0.0
Caster	+4.1	+4.1	+/- 0.4	+0.0
Toe	+.05	+.05	+/-0.1	+.1