



69-23350 2023-Up Ford Super Duty 3.5" SST Kit

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

(877) 759-9991

MON-FRI 7AM-4PM PST

OR

EMAIL: support@readylift-ami.COM

WEBSITE: ReadyLIFT.COM

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

Limited Lifetime Warranty

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

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

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

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

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



READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

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

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

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

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

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

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

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

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

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

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

Installation Warning

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

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

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

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

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

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

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

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

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 aligning headlights.

This suspension system was developed using a 35x12.5 tire with an offset of 0". 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 12.5" wide.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

IMPORTANT NOTE:

Due to the nature of Ford's lane keeping/lane departure features, it may be necessary to have the vehicles camera and sensors recalibrated to ensure these systems functions as they did prior to install. Please contact your local Ford dealership to set up an appointment.

PRE-INSTALLATION MEASUREMENTS:

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

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

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

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

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

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

DESCRIPTION	QTY
COIL SPACER	2
POLY RING	2
SHOCK RELOCATION, DVR	1
SHOCK RELOCATION, PAS	1
FRONT TRACK BAR DROP	1
16MM DRIVELINE SPACER	1
FRONT BUMPSTOP EXTENSIONS	2
SLEEVE: RADIUS ARM DROP	2
U-BOLT	4
TAPERED REAR LIFT BLOCK, DRIVER	1
TAPERED REAR LIFT BLOCK, PASSENGER	1
FRONT SWAY BAR DROP, DRIVER	1
FRONT SWAY BAR DROP, PASSENGER	1
NUT PLATE, DRIVER	1
NUT PLATE, PASSENGER	1
RADIUS ARM DROP BRACKET, DRIVER	1
RADIUS ARM DROP BRACKET, PASSENGER	1
BRAKE LINE BRACKET, DRIVER	1
BRAKE LINE BRACKET, PASSENGER	1

DESCRIPTION	QTY
Shock Relocators	1
M14(2.00) X 80 METRIC HEX SC GR 10.9 ZINC	2
M14(2.00) UNITORQUE LOCKNUT CLASS 10 ZINC	2
14MM HARDENED FLAT WASHER (28MM OD) YELLOW ZINC	4
Driveline Shim	1
7/16-14 X 2 1/4 HEX BOLT J429 GR 8 ZINC II	2
7/16 ASTM F436 HARD WASHER-YELLOW ZINC	2
Swaybar Drops	1
7/16-14 X 1-1/4 HEX CAP GR8 ZINC II	4
7/16-14 TOPLOCK GRADE C ZINC	4
7/16 FL WSHR SAE ZINC	8
Brakeline Drops	2
5/16-18 X 3/4 HEX BOLT J429 GR 8 ZINC II	1
5/16-18 TOPLOCK GRADE C ZINC	1
5/16 ASTM F436 HARD WASHER (A325) **IMPORT** YELLOW ZINC	2
Bump Stop	1
8mm- 1.25 HEX NUT Gr. 10.9	4
8mm SAE FLAT WASHER	2
Radius Arm Drop Bracket	1
M18(2.50) X 130 GR 10.9 HCS ZINC PARTIAL THREAD	2
M18(2.50) X 40 METRIC HEX SC GR 10.9 ZINC	2
M18(2.50) PRV TQ LCKNT CLASS 10 ZINC	2
M18 FLAT WASHER HARD HV200 DIN 125 ZINC YELLOW	6
M18 DIN 127 METRIC SPLIT LOCKWASHER ZB	2



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.

Place car in neutral. Remove the front wheels. Raise the axle using the floor jacks to remove the tension from the shocks.

Remove the track bar bolt from the driver side frame mount.

Retain the factory hardware.



Remove the sway bar from the frame mounts, frame brake line bracket and OE shocks. (both sides).

Lower the front axle as far as possible and Remove the spring

NOTE: MARK OR NOTE THE APRING ORIENTATION PRIOR TO REMOVAL.

Remove OE spring isolator.



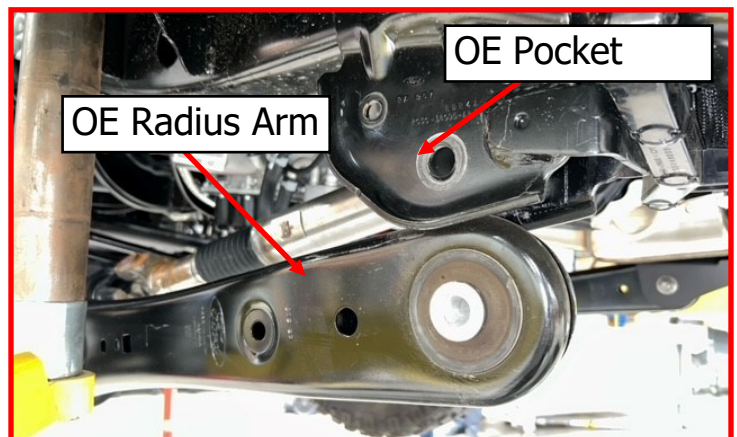
Remove the vacuum line from the top of the radius arm located on the driver side.



Use a jack to support the radius arm. The rear radius arm pivot bolts and hardware on passenger and driver sides at the same time.

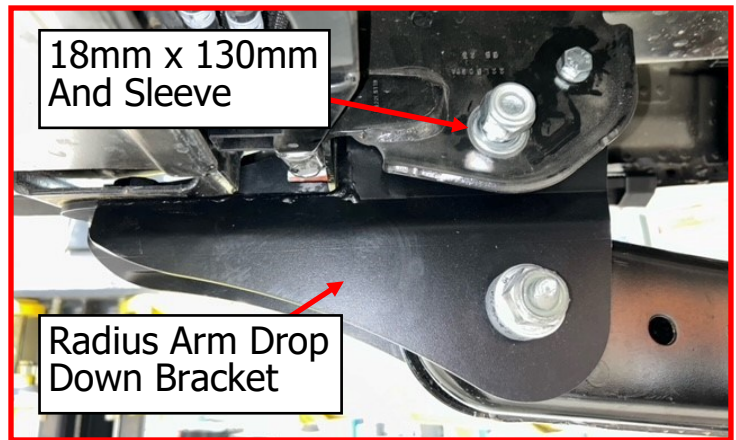
Retain the factory hardware.

Lower the jack and let the radius arm drop out of the OE mounting pocket. Insert the radius arm drop down brackets into the mounting pocket.



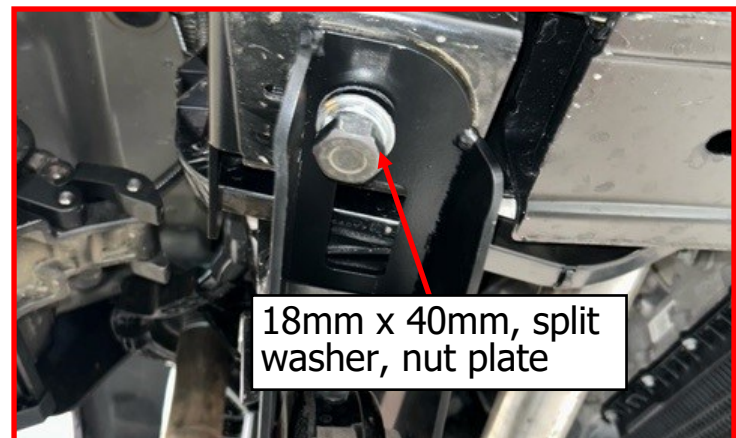
Secure the radius arm drop down bracket using the supplied **18mm X 130mm bolts, sleeves and hardware**.

Do not tighten at this point.



Slide the nut plate, into the frame. Using the supplied **18mm X 40mm bolts, washer and split washer**, Install the bolt through the radius arm drop bracket, rear crossmember and nut plate.

Torque the M18 hardware to **250 ft-lb**.



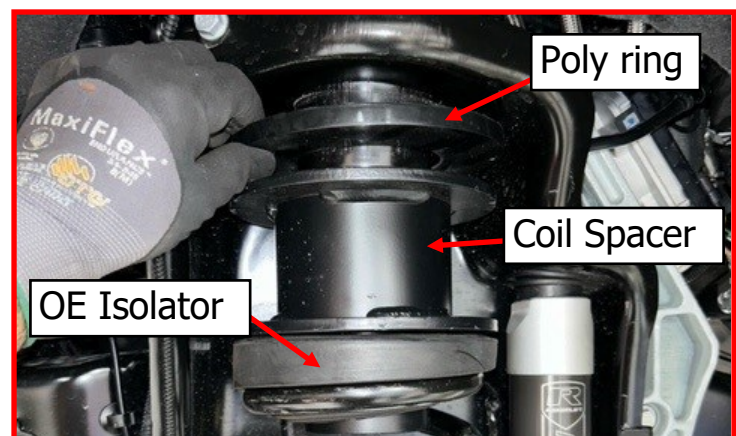
Carefully raise the radius arm into the drop bracket and secure it using the previously removed **OE** hardware.

Do not tighten at this point.



Install the supplied poly ring, coil spring spacer, **OE** isolator and coil spring.

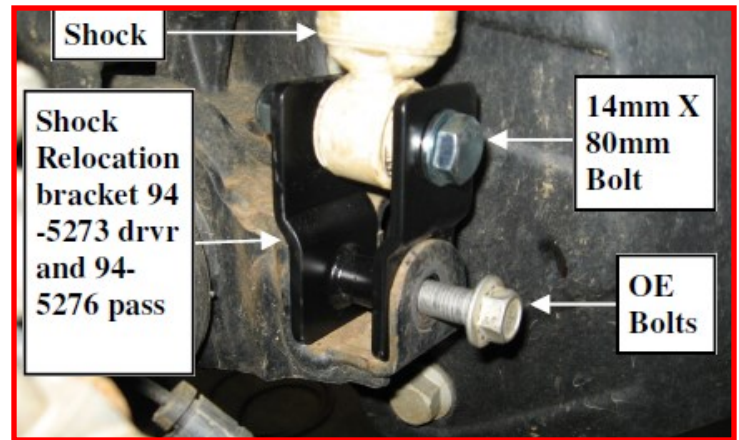
Be sure to line up the previously applied coil spring reference mark.



Install the **shock relocation brackets** into the lower shock mounts using the **OE** hardware. Install the lower shock mount into the shock relocation brackets using the supplied **14mm-2.0 X 80mm bolts, washers and locking nuts**.

Do not tighten at this point.

NOTE: IF INSTALLING A KIT THAT CONTAINS SHOCKS, FORGO THIS STEP AND PROCEED TO THE NEXT.



Unbolt and remove the OE shock from the vehicle. Install the OE or new shock using the previously removed OE hardware.



Remove the factory front bump stop from the bump stop mounting cup. Pliers and a back and forth rocking motion will assist in removal of the bump stop.

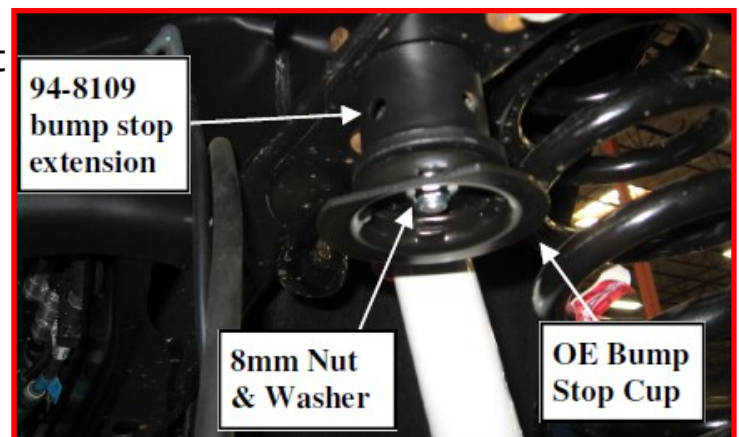
Unbolt the bump stop mounting cup from the frame of the vehicle. Install the bump stop extension into the **OE** bump stop mounting cup hole.



Install the **OE** bump stop cup to the bump stop extension using the supplied 8mm nut and washer.

Torque the M8 hardware to **25 ft-lb**.

Install the factory bump stop into the bump stop mounting cup.

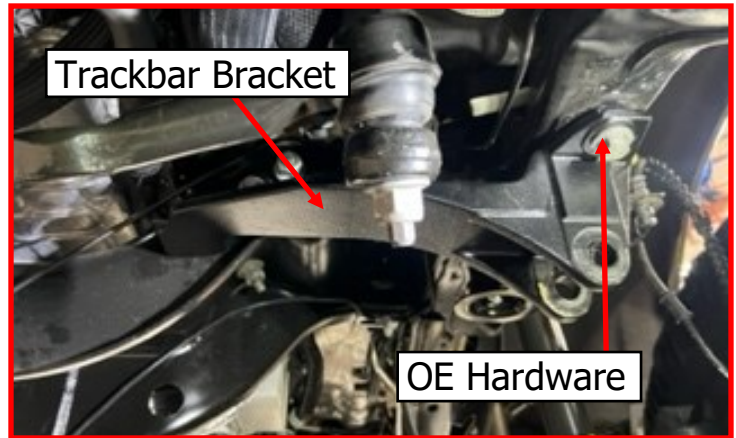


Remove the cast track bar mount on driver side of frame.

Retain the factory hardware.

Install track bar drop bracket using thread locker and the factory hardware. Do not install track bar at this time.

Torque the bracket hardware to **95 ft-lb.**

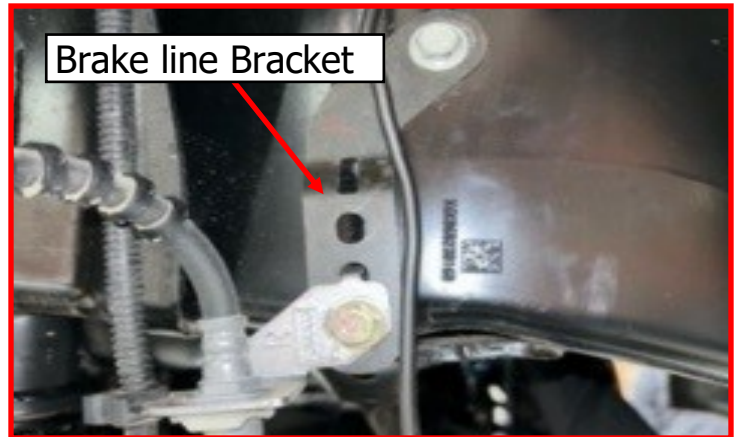


Remove the OE brake line bracket from the frame.

Retain the factory hardware.

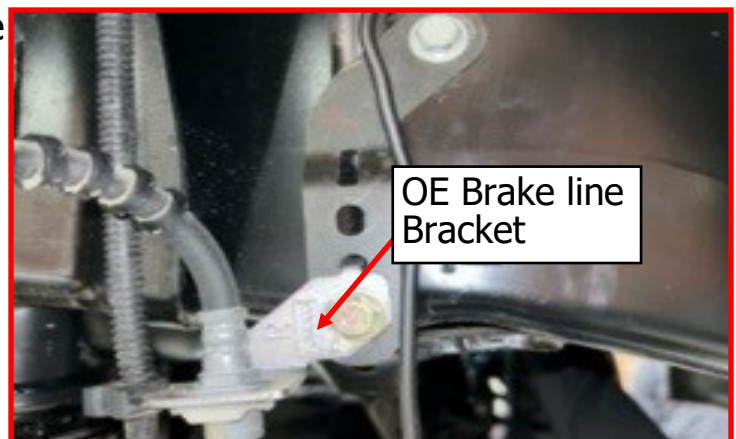
Install the **brake line drop bracket** to the original hole in the frame rail using the factory bolt.

Pull the flexible OE brake line through the axle mounted lower brake line bracket approximately 1"-2".



Gently pull the metal brake line down while lining up the brake line to the new bracket using the supplied **5/16" x 3/4" bolts, washers, and nuts.**

Torque mounting hardware to **10 ft-lbs.**



Install the sway bar drops to the **OE** sway bar mounting studs on the frame using the factory hardware.

Raise the sway bar into place and secure with the supplied 7/16"-14 X 1-1/4" bolts, washers and locking nuts.

Torque factory mounting nuts to **50 ft-lbs.**

Torque the 7/16" hardware to **70 ft-lbs.**

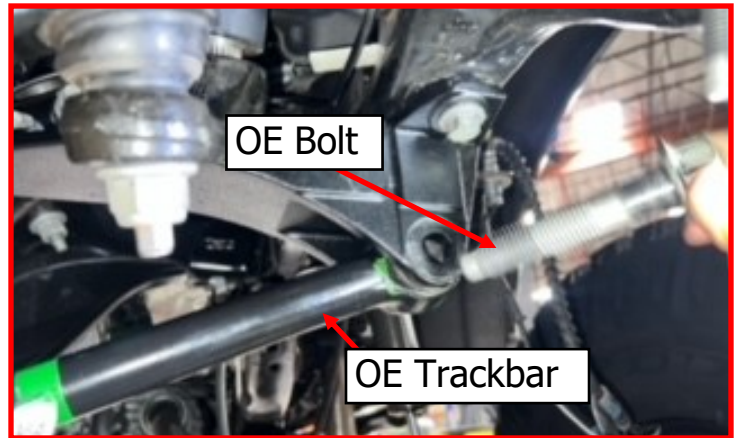


Install wheels and torque to manufacturer's specifications.

Lower the vehicle to the ground.

Install the track bar into the track bar bracket using the OE bolt.

Torque the factory bolt to **406 ft-lb**.
Torque the radius arm bolts to **225 ft-lb**.



Recheck all hardware for tightness after off road use.



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 leaf spring hangers.

Unscrew the rear axle vent tube to separate the rear brake line bracket from the rear axle.

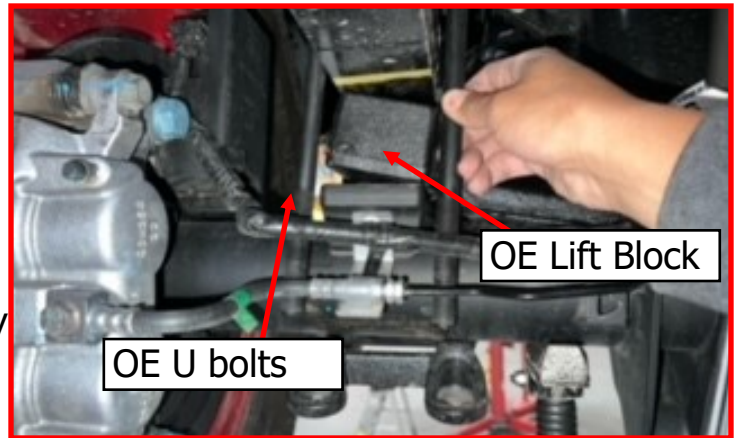
If your vehicle is equipped with factory sway bar, unbolt it from the end links. Unbolt and remove the end links from the vehicle.



Remove the shocks on both sides of the vehicle.

Support the rear axle with a floor jack and remove the U-bolts on the driver side. Slightly loosen the U-bolts on the passenger side.

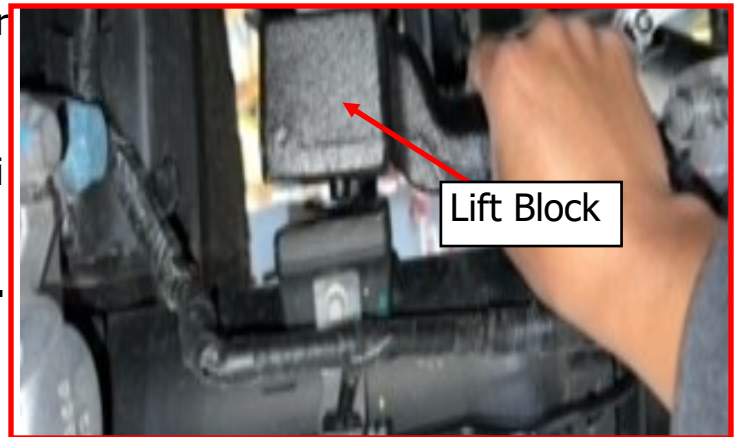
Lower the rear axle and remove the factory block.



Install the supplied lift block. Use your floor jack to raise the axle to the spring making sure the pin on the factory leaf spring assembly fits into the hole on the lift block. Install the supplied U-bolts, washers and hi-nuts.

Do not torque the hi-nuts at this time.

Repeat the installation on the other side of the vehicle.



Now would be a good time to inspect the rear shocks for damage or fluid leakage. Replace if necessary.

Install the OE or new rear shocks using the previously removed OE hardware.

Torque the shock hardware to **90 ft-lbs.**

Install the rear axle vent tube to secure the rear brake line bracket to the rear axle.



If required, remove the (2) bolts that secure the center drive shaft bearing.

Lower bearing and then install the carrier bearing spacer using 7/16"-14 X 2 1/4" bolts and washers.

Torque the 7/16" hardware to **55 ft-lbs.**



Reinstall the wheels and tires and lower the vehicle to the ground. Torque lug nuts to manufacturer specification.

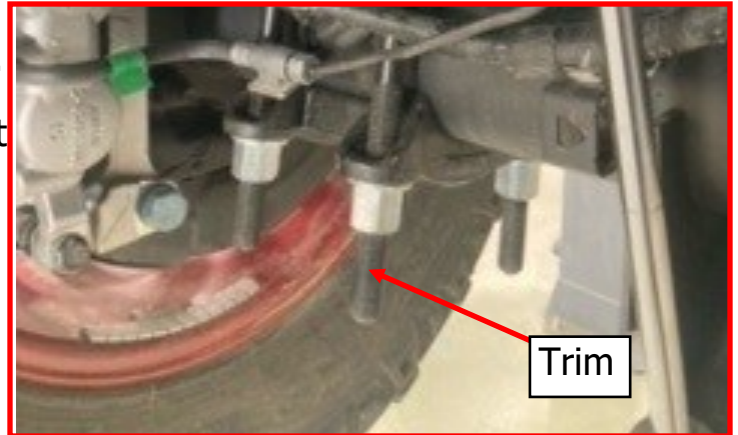
Torque the U-bolts to **120 ft-lbs.**

Re-check the wheel lug torque on all four wheels at this time.



Re-check all hardware (both the front and the rear) for proper installation and torque.

If you wish, you may trim the excess u-bolt thread length. If you do this you should leave approximately one inch of thread exposed after the U-bolts are torqued.



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

Reconnect the battery ground terminal.

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

Have wheel alignment performed by qualified alignment technician. Have the alignment set to the recommended specs at the end of the instructions.

NOTES: On completion of the installation, have the suspension and headlights realigned. After 100 miles recheck for proper torque on all newly installed hardware. Recheck all hardware for tightness after off road use.



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	-1.5	-1.5	+/- 0.5	+0.0
Caster	+3	+3	+/- 0.5	+0.0
Toe	+.05	+.05	+/-0.05	+.14