69-30321 2020+ GM HD 3" SST W/2.1 FALCON SHOCKS

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 35-12.50R15 tire with 20" x 9" 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 10.5" 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:

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

RECORD TORSION KEY INFORMATION

Driver Torsion Key Bolt Before	Driver Torsion Key P/N	Passenger Torsion Key Bolt Before	Passenger Torsion Key P/N

BILL OF MATERIALS

COMPONENTS	QTY
RIGHT FENDER BRACKET	1
LEFT FENDER BRACKET	1
1/2” ALUMINUM SPACER	8
LASER CUT WASHER	4
TOSION BAR KEY	2
1” REAR BLOCK	2
FALCON FRONT SHOCK	2
FALCON REAR SHOCK	2
RIGHT UPPER CONTROL ARM	1
LEFT UPPER CONTROL ARM	1

HARDWARE	QTY
DIFFERENTIAL DROP	
M14-2.0X130MM 10.9 HEX BOLT	4
SKID PLATE DROP	
M10-1.5X40MM 10.9 HEX BOLT	4
M10 FENDER WASHER	4
FENDER BRACKET	
M6-1.0 LONG U NUT	2
M6-1.0X25 SS BLK HEX HEAD	2
M6 BLK SS FENDER WASHER	2
M6 TAP	1
U-BOLT	
M18 14.5” U-BOLT	4
M18 HIGH NUT	8
M18 THICK WASHER	8

⚠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.

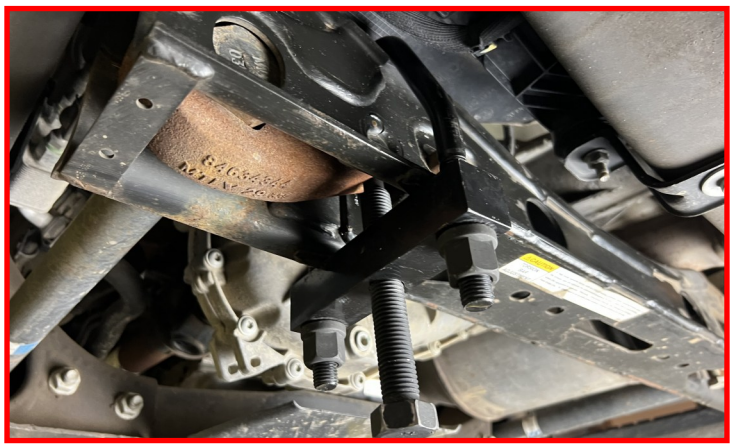
After recording vehicle height measurements, support the vehicle on a lift or similar and remove the front tires.

Measure and record the torsion key adjuster bolt length and part # ON PAGE 4.

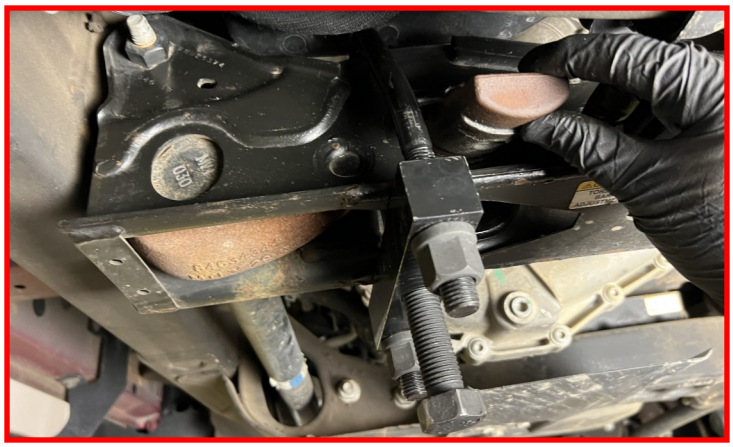
Remove the torsion bar adjustment bolt.

Using a torsion bar unloading tool (ReadyLIFT part #66-7816A), relieve the pressure on the torsion key cross pin.

CAUTION: Take care as the torsion key is under extreme pressure and can cause injury and/or death if handled improperly. Always use safety equipment.



Once the keyway is adjusted high enough, remove the cross pin. DO NOT push it through with your finger. Always pull it out away from the keyway. Once the cross pin is out, remove the torsion bar unloading tool.



Push the torsion bar forward through the factory keyway cross member and lower control arm. You may need to use a hammer and punch on the end of the bar to break it loose from the keyway and control arm. Remove the torsion bar key.

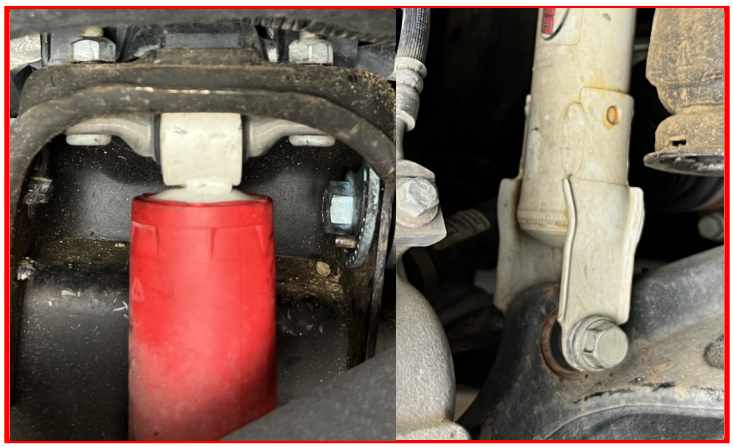
Install the ReadyLIFT keyway into the cross member while sliding the torsion bar into place. The tang of the keyway will be clocked slightly lower than the factory key. This accounts for the lift. Do not load the cross pin or bolt adjuster at this time. This will be done as one of the last steps in the front install.

Remove and discard the factory front shock.

NOTE: Discard shock in an appropriate fashion.

Retain the lower mounting hardware.

Discard the upper hardware.



Loosen but do not remove the ball joint nut.

Strike the ball joint boss with a dead blow hammer to dislodge the taper.

Remove the upper control arm bolts from the frame rails. Mark the cam bolt and cam orientation for re-installation.

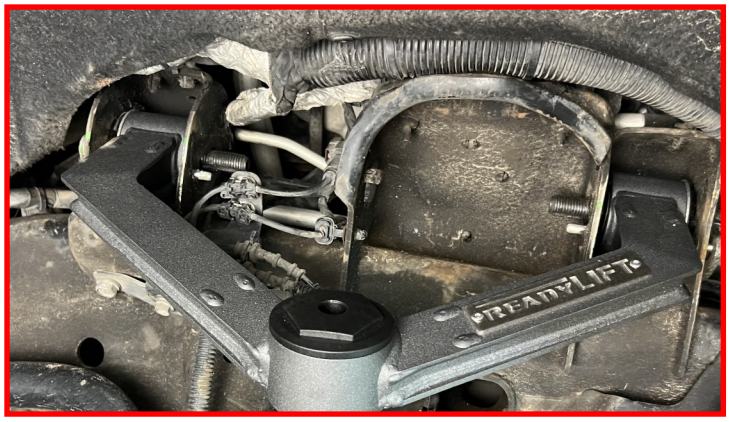
Remove the upper control arm from the frame rail.

Install the ReadyLIFT upper control arm to the frame using the factory cam bolts and cams.

Line up removal marks and snug the bolts.

Final torque after alignment 90 ft-lbs.

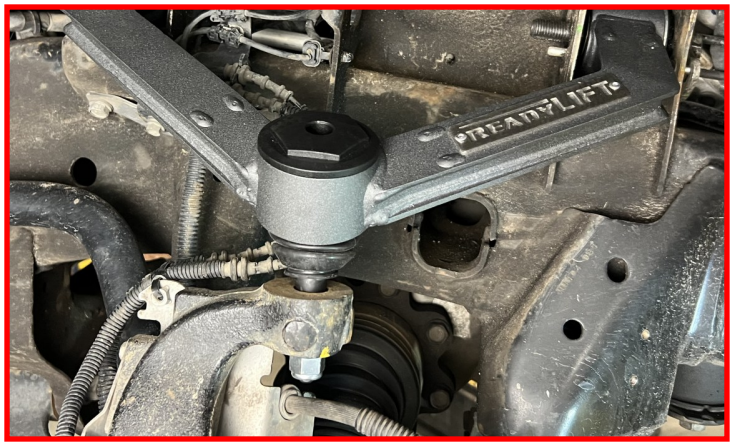
Badge should be toward the rear of the vehicle.



Install the upper control arm ball joint to the factory knuckle using the provided hardware.

Torque to 65 ft-lbs.

NOTE– DO NOT USE IMPACT GUN OF ANY TYPE ON UPPER BALL JOINT NUT. THE IMPACT MAY GENERATE SHOCK LOADS LARGE ENOUGH TO DAMAGE THE BALL JOINT.

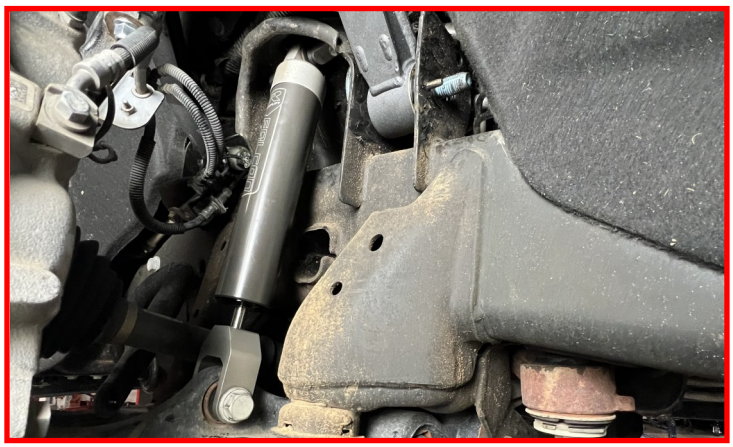


Grease the upper ball joint using a high quality ball joint grease and a needle type grease gun. DO NOT over grease.

Install Falcon front shock using supplied hardware on top and factory hardware on the bottom.

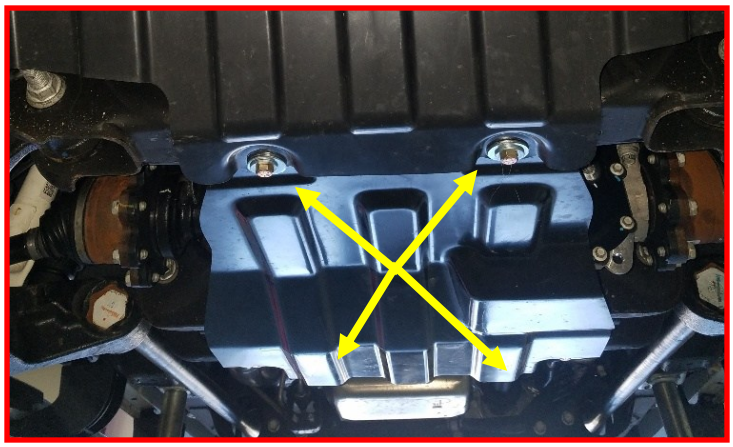
Torque the upper bolts to 45 ft-lbs.

Torque the lower bolt to 65 ft-lbs.



Remove the front skid plate from the cross members.

Discard the factory bolts.



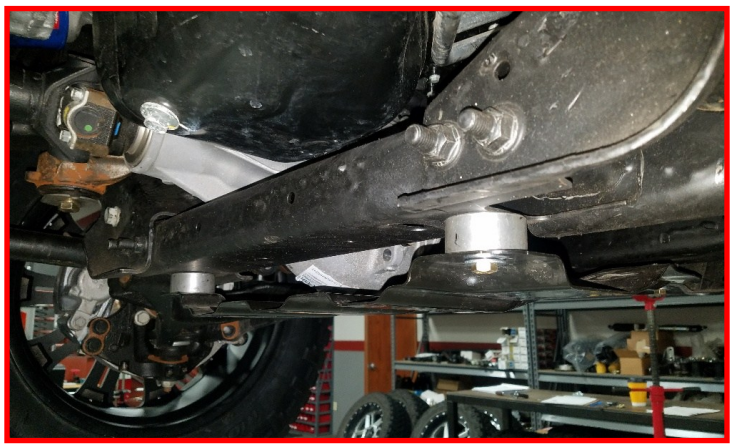
Locate the four (4) front and rear differential cradle bolts. Remove all four and lower the differential down enough to install the 1/2” differential spacers.

Install the 1/2” ReadyLIFT differential spacers between the frame and differential cradle. Use the provided laser cut washers and M14x130 bolts, reuse factory flange nuts.

Torque all to 95 ft-lbs.

Install the differential skid plate with the rear mount only at this time. Insert the 1/2” spacers between the crossmember and skid plate. Use the supplied M10x40mm bolts and M10 fender washers.

Hand tighten only.

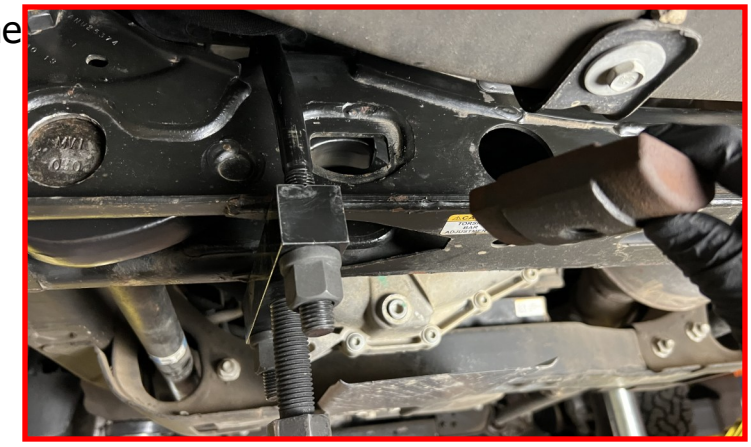


The lower mount of some gravel guards must be trimmed.

If this applies: Cut a slot large enough for the provided M10 bolt to slide freely. Use the provided M10x40 bolts, M10 fender washer, and 1/2” spacers to attach the skid plate and gravel guard.

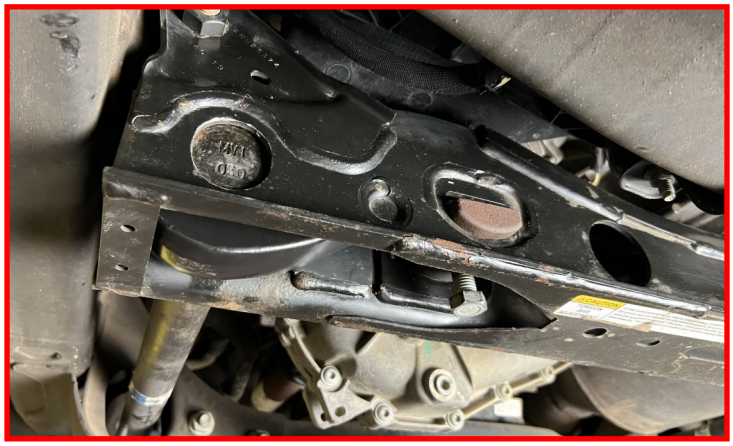
Torque these four bolts to 25ft-lbs.

Use the torsion bar unloading tool, load the torsion bar enough to install the cross pin. DO NOT pull it through with your fingers.



Standard model torsion bar reuse factory torsion arm adjustment bolt.

Remove the torsion bar unloading tool. Install torsion keyway adjustment bolt using a dab of grease on the threads and tip.



Factory torsion key part# 84461807
Screw in the torsion key adjuster bolt in until the measurement recorded on page 6 step one. Screw in the adjuster bolt an additional 5/8”

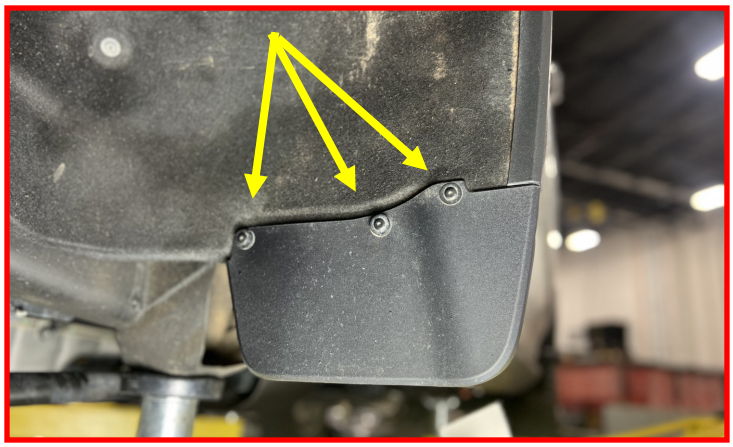
Factory torsion key part# 84634344
Screw in the torsion key adjuster bolt in until the measurement recorded on page 6 step one. Screw in the adjuster bolt an additional 1/4”

This is a starting point. Final adjustments to be performed on the ground.

FENDER BRACKET INSTALL

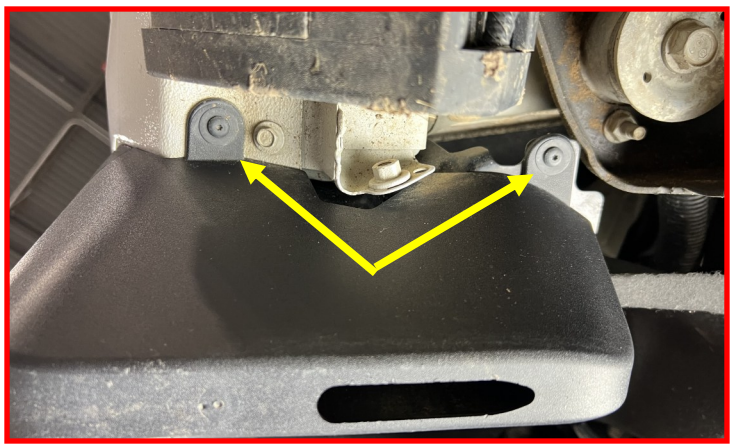
Start by removing the three screws securing the front of the mud flap.

Retain hardware for install.



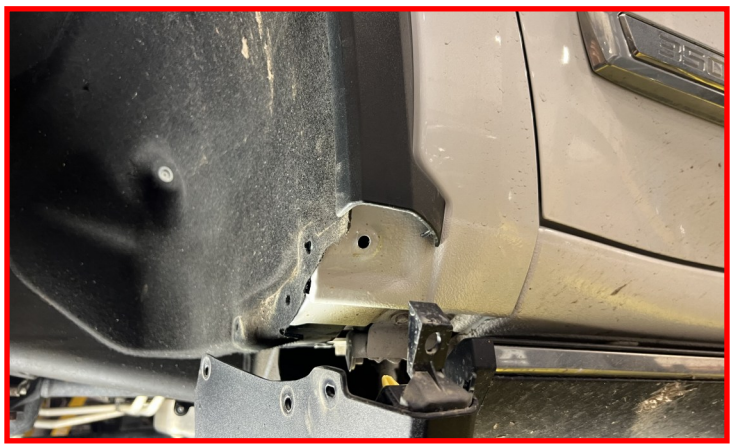
Remove the two screws securing the back of the mud flap.

Retain hardware for install.



Pop the mud flap loose from the body and fender flare.

Take care not to break the clip in the body or the fender flare.

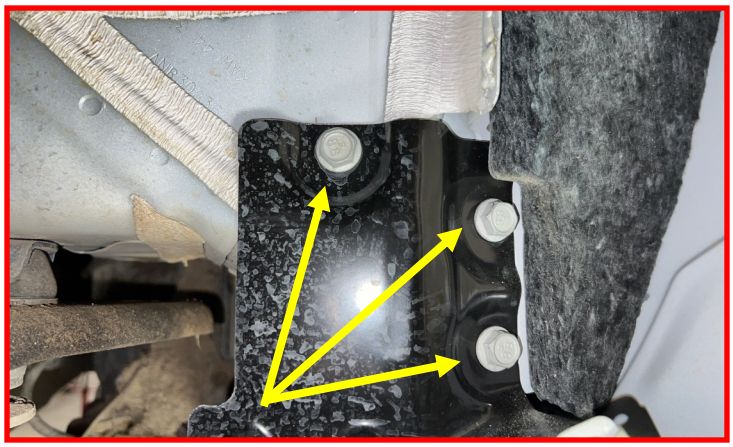


Remove the two screws holding the fender liner to the inner fender well and carefully pull the liner out from under the fender flare.

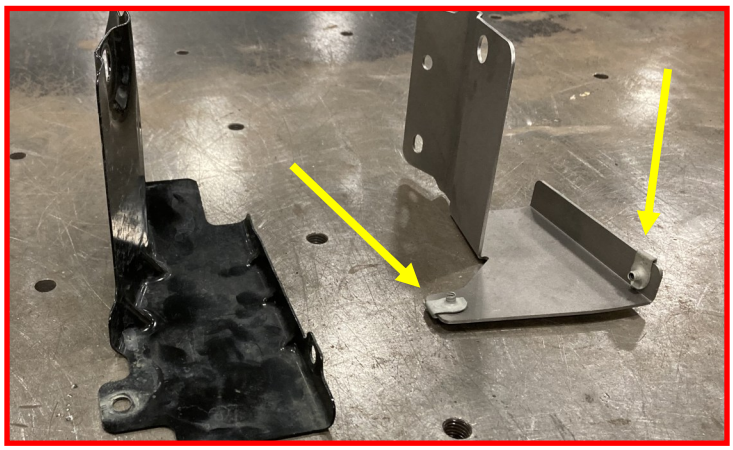
Retain hardware for install.

Remove the three bolts securing the black bracket.

Retain hardware for install.



Remove the u-nuts from the black bracket and install them on the new fender bracket.



Install the new fender bracket using the factory hardware.

Torque to Factory Spec.

On vehicles with a rectangle slot in the frame just behind the weld securing the cross member:

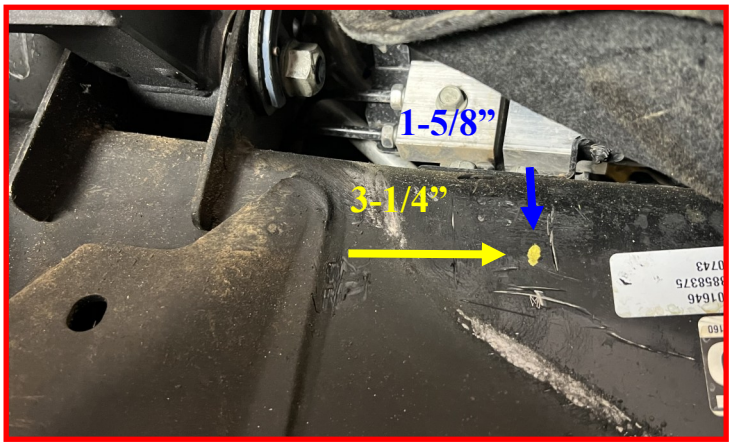
Drill a 25/32” hole, 1/2” from the edge of the slot, towards the rear of the vehicle.

On vehicles lacking the slot in the frame just behind the weld securing the cross member:

Make a pilot mark 3-1/4” back from the weld and 1-5/8” down from the top of the frame.

Drill a #4 pilot hole (5.40mm or 0.212”) at the mark and use the supplied tap to add threads to the hole.

Note: Use cutting fluid when tapping the hole.



Debur the hole and coat with some type of anti-corrosion coating such as under-coating or paint.

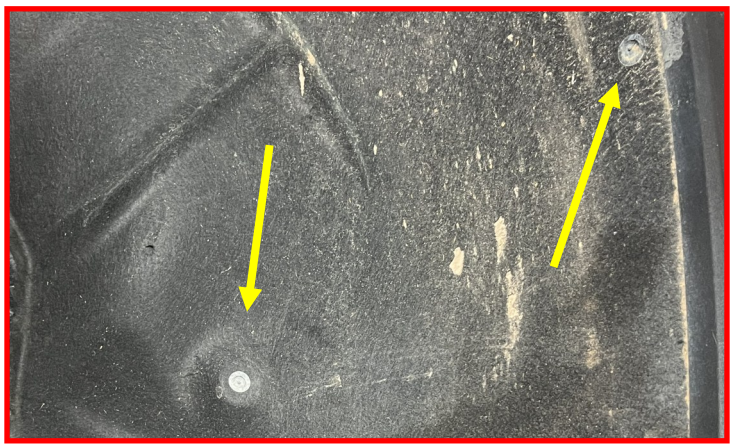
Press the fender liner towards the new hole and drill a 1/4” hole in the liner.

Install the provided U-nut to the frame (on vehicles with slot).

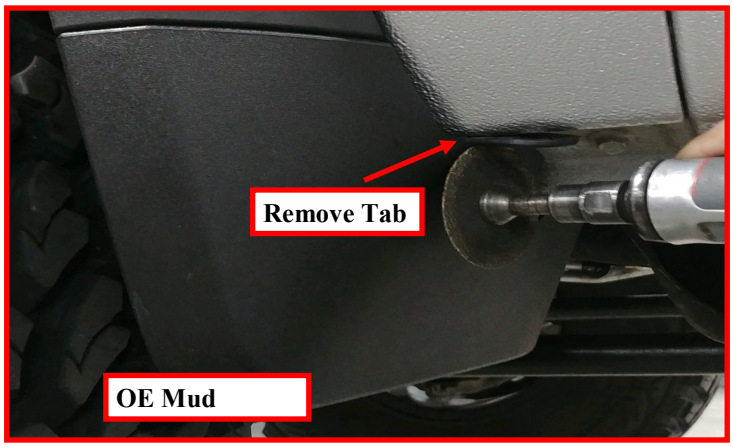
Attach the fender liner using the M6 fender washer and M6 bolt.

NOTE: USE ANTI-SEIZE OR EQUIVALENT THREAD LUBRICANT TO PREVENT SEIZING OF THE NEW STAINLESS BOLT DURING INSTALL.

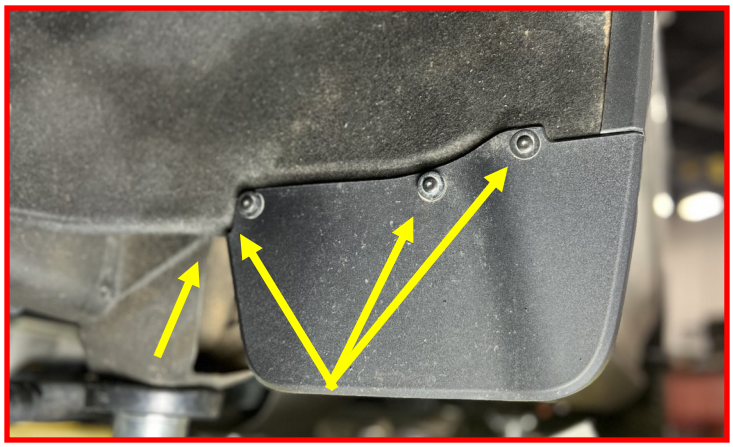
Install the fender liner using the two previously removed screws.



Remove the outer most rear tab on the factory mud flap.



Install the mud flap using the three front screws and one rear screw.



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 starts to expand. Do not over grease. Over grease can cause pre-mature wear.

Rear Installation

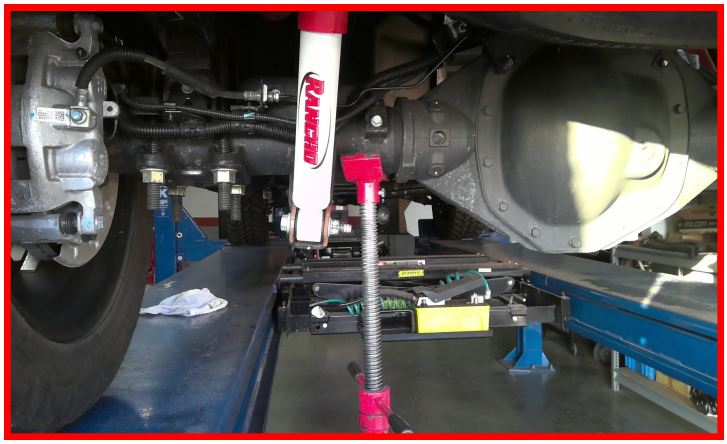
Block the front tires and raise the rear of the vehicle using a suitable jack.

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

Support the axle with a suitable jack. Remove the factory rear shock.

NOTE: Discard shock in an appropriate fashion.

Retain the factory hardware.



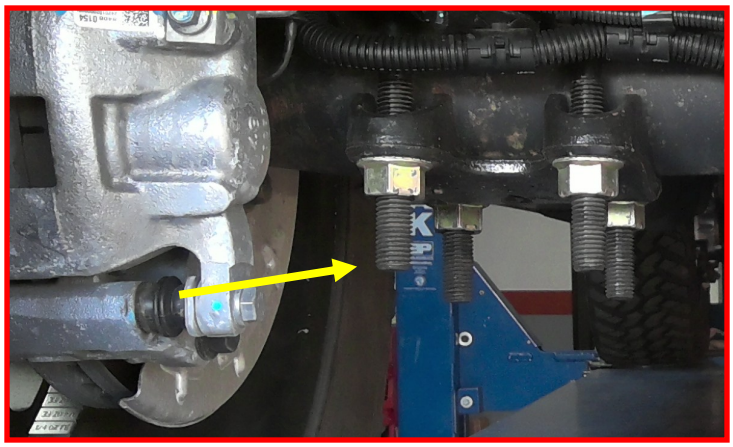
Remove the u-bolts.

Discard the factory u-bolts.

Lower the axle down enough to install the ReadyLIFT block on the driver side.

Raise the axle with the ReadyLIFT block installed to the leaf pack. Install the provided U-bolts and hardware. Ensure the lock washer is located between the nut and thick washer. Only snug the U-bolts up enough to hold the axle in place. Repeat all steps on the passenger side. Final torque will be done when the vehicle is on the ground.

Trim off excess u-bolt length with a suitable cutting tool if desired.



Install the Falcon rear shocks using the factory hardware.

Torque to Factory Spec.

Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs.

Jounce the vehicle to get the suspension to settle to new ride height.

Evenly tighten each set of U-bolts. Torque to 110ft-lbs. After the completion and test drive retorque the U-bolts 110ft-lbs.

Tighten the shock hardware. Torque to 65ft-lbs.

Reconnect the battery ground terminal. Check the ride height of the front end on both sides of the vehicle. Measure from the center of the wheel to the fender lip above at the 12 o-clock position. Make sure the measurement does not exceed 27" for 4WD vehicles. Lower the vehicle as necessary using the torsion adjustment bolts. Have a helper rotate the bolt counter clockwise to lower the vehicle until you reach the above measurement. DO NOT use an impact on this bolt while the vehicles weight is on the torsion bar. In the event the vehicles height needs to be raised, place a jack under the front cross member and jack the truck up until the front wheels are off the ground. Adjust the torsion bar bolts clockwise to raise the adjusted height. Lower the vehicle to the ground and repeat the above steps until the desired height is reached. Once the vehicles height is dialed in, Rotate the front wheels from lock to lock and verify all clearances between the tires, suspension, and brake line/ABS wires. Adjust as necessary. Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.

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	0.5°	0.5°	+/-1.00°	-1.5°-+1.5°
Caster	2.8°	3.3°	+/-1.50°	-1.0°-0.0
Toe	0.02°	0.02°	+/-0.20°	0.20°