

READYLIFT®

SUSPENSIONS

2007 AND UP GM 4" LIFT 2WD/4WD TRUCK/SUV

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

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY

(877)759-9991

MON-FRI 7AM-5PM PST

OR

EMAIL: INFO@ReadyLIFT.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 30 day return policy on uninstalled products from the date of purchase. 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. If the part in question is deemed warrantable an RGA# will be assigned and can be returned for repair or replacement. Replacement parts required prior to warranty claim completion must be purchased. Upon receipt and verification of deemed warranty parts claim, a credit or refund can then be processed to complete warranty claim transaction.

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.



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Please read Instructions thoroughly and completely before beginning installation.
 Installation by a certified professional mechanic is highly recommended.

ReadyLIFT® Suspension is NOT responsible for any damage or failure resulting from improper installation.

Safety Warning: 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 and damage, injury and/or death can occur if these instructions are not followed.

This suspension system was developed using a 285 - 60 R20 tire with 20" x 9" wheel and a offset of + 6. 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 11" wide. The stock spare rim can be run in an emergency. 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.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Pass. Before	Pass. After
Front				
Rear				

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BILL OF MATERIALS

All Year Models - Truck and SUV	
Upper Control Arm	2
UCA Bushing Kit w/Washer & Grease	1
M6 Nut	2
M6 Washer	2
Strut Extension	2
M10 Flange Nut	6
Front Differential Skid Plate	1
Rear Shock Extension	2
M14 x 75mm Bolt	2
M14 Nut	2
M14 Washer	4
M10 x 60mm Bolt	4
M10 Flat Washer	8
M10 Nut	4
Rear SUV Application	
Spring Spacer	2
M12 x 70 Bolt	2
M12 Washer	2
M12 Lock Washer	2
Nut Plate	2
Bump Stop	2
3/8" Self Tapping Bolt	2

Rear Truck Application	
Rear Lift Block	2
U-bolt	4
U-bolt Hardware Pack	1
4WD 07 - 13/14 Truck and SUV	
Driver Diff Drop	1
Pass Diff Drop	1
M12 x 45mm Socket Head Bolt	2
M12 x 35mm Socket Head Bolt	2
M12 Flange Nut	2
M12 Large Washer	2
M12 Washer	2
M12 Lock Washer	4
4WD 14/15 - 17 Truck and SUV	
Diff Drop Spacer Large Front	2
Diff Drop Spacer Small Rear	2
M12 x 120mm Bolt	4
M12 Nut	4
M12 Washer	8
M6 x 20mm Bolt	1
M6 Nut	1
M6 Washer	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.

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 four wheel vehicle alignment will need to be performed after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- Use of a Vehicle Hoist will greatly reduce installation time.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

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



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

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



Remove the front wheels. (Fig 1)

Support the lower control arm with a suitable jack. Loosen but do not remove the lower control arm bolts.



Disconnect the ABS connector at the frame. Remove the brake line bracket on the upper control arm. (Fig 2)

Remove the outer tie rod. Strike the tie rod boss with a dead blow hammer to dislodge the taper. (Fig 3)



Remove the sway bar end link from the lower control arm. (Fig 4)



Remove the harness clips from the top of the strut studs. Remove the upper strut mount from the frame. Remove strut assembly from the vehicle. (Fig 5)

Remove the lower strut hardware from the lower control arm. (Fig 6)



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Loosen but do not remove the upper ball joint nut. Strike the ball joint boss with a dead blow hammer to dislodge the taper. Let knuckle hang out of the way making sure to not let the brake line over extend. (Fig 7)



Remove the upper control arm cam bolts. Note their orientation and locations. They will need to be reinstalled the same way as removed. Remove the upper control arms from the frame. (Fig 8)



NOTE: Actual control arms may vary from the picture depending on the kit received. There are 2 different types, One forged/tubular with bonded bushings and One tubular with poly bushings. Forged arms with bonded bushings skip poly install steps. Also note that the poly arms no longer come with Zerk fittings. They use a one time grease pack. Lightly coat the poly bushings with provided grease pack and insert into pivot points on control arms. Lightly coat crush sleeves and insert into poly bushings. Coat the outer face of the poly bushings with grease, and place washers onto sleeves. Make sure that when installed, the sleeves hold the washers into place. The washers are made to fit over the sleeve once in the vehicle. (Fig 9)



Install the ReadyLIFT® upper control arms to the frame using factory hardware in the same orientation as removed. Do not tighten at this time. (Fig 10)



Install the ReadyLIFT® strut extension to the factory strut using **factory hardware**. Torque to **25 ft-lbs**. (Fig 11)



Remove the lower nut clips from the strut. Install the completed strut assembly into the vehicle using **M10 flange nuts** at the frame and **M10 X 60mm bolts, washers, and nuts** for the lower control arm. Do not tighten at this time. (Fig 12)



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Attach the upper ball joint to the knuckle using provided hardware. Torque to **85 ft-lbs.** (Fig 13)



Install the brake line bracket to the control arm using **M6 nut and washer.** Torque to **5 ft-lbs.** (Fig 14)



Reconnect the ABS harness. (Fig 15)



Install the outer tie rod to the knuckle using factory hardware. Torque to **65 ft-lbs.** (Fig 16)



Install the sway bar end links using factory hardware. Do not tighten at this time.



If 4WD skip to the 4WD install instructions for your year model range and when finished return here.

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

Jounce the vehicle a few times to get it to settle to the new ride height. Center the alignment cams to their previous positions, torque the upper control arms to **120 ft-lbs (final torque to be done by alignment technician)**, lower control arms to **150 ft-lbs**, lower strut mount to **50 ft-lbs**, upper strut mount to **25 ft-lbs**, and sway bar end links to **35 ft-lbs**.

Reattach the harness clips to the top of the strut studs. (Fig 17)

Proceed to the rear install for your particular application. The instructions included will cover Truck leaf spring and SUV coil spring applications.

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4WD STEPS (07-13 TRUCK / 07-14 SUV)

Remove the rear cross member. (Fig 1)



Mark the front driveshaft to pinion orientation for reassembly. Remove the front driveshaft from the differential and let hang out of the way. (Fig 2)



Mark the CV shaft to differential flange for reassembly. Remove the CV shaft from the differential.

Disconnect the differential solenoid plug and differential vent tube. (Fig 3)



Fully support the differential with a suitable jack. Remove the driver side differential from the hanger. (Fig 4)



Remove the pass side differential from the hanger. (Fig 5)

Carefully lower differential out of the vehicle and set aside for modifications.



Mark the lowest cooling fin as shown, use a suitable cutting tool, remove the fin. This is for clearance against the driver side rear control arm pocket. (Fig 6)



Remove the pass side differential hanger from the frame. (Fig 7)

Remove the pressed in studs from the hanger. You can press them out or use a hammer to remove. Discard as they will not be reused. (Fig 8)

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Install the ReadyLIFT® pass diff drop to the hanger using **M12 x 45mm socket head bolts and flange nuts**. Install the hanger back into the frame using **factory hardware**. Torque all to **45 ft-lbs**. (Fig 9)



Install the ReadyLIFT® driver side diff drop to the driver side hanger using **M12 x 35mm socket head bolts**. Torque to **45 ft-lbs**. (Fig 10)



Raise the differential back into the vehicle making sure you have sufficient clearance between all components. If not, then make necessary adjustments to gain clearance. Install using **M12 x 35mm bolts, lock washers, and large washers** on the passenger side: **M12 x 35mm bolts, lock washers, and regular washers** on the driver side. Torque to **45 ft-lbs**. (Fig 11)



Install the rear cross member using factory hardware. Torque to **45 ft-lbs**.



Reattach the solenoid plug and vent tube. Install the CV axle to the differential (making sure to line up the previous made mark) using **factory hardware and a drop of thread locker per bolt**. Torque to **45 ft-lbs**.



Install the front driveshaft (making sure to line up the previous made mark) using **factory hardware and a drop of thread locker per bolt**. Torque to **35 ft-lbs**.



Install the ReadyLIFT® skid plate to the frame cross members using the provided self tapping bolts. Do not over tighten to keep from stripping out the holes in the frame. (Fig 12)

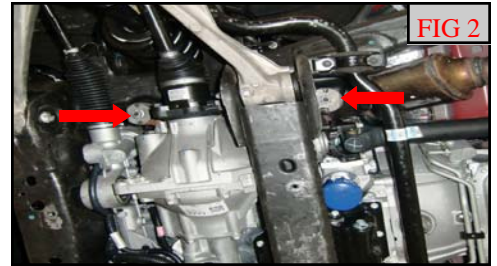
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4WD STEPS (14-17 TRUCK / 15-17 SUV)

Remove the plastic gravel guard and support the front differential with a suitable jack. (Fig 1)



Locate the 4 mounting points of the differential hangers to the frame. These points will not be mounted to the differential directly, but to the hangers that hold the differential. (Fig 2)



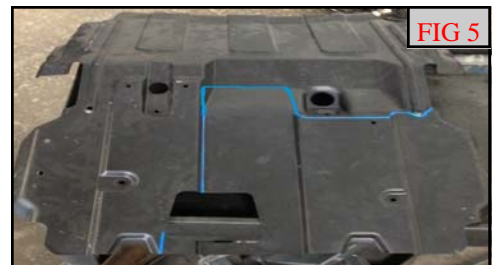
Remove the bolts holding the hangers to the frame. Lower the differential down until you can insert the ReadyLIFT® diff drops into place. The **large** spacers go in between the front side of the hanger and frame and the **small** spacers go in between the rear side of the hanger and frame. Install using **M12 x 120mm bolts, washers and nuts**. Torque to **50 ft-lbs**. (Fig 3)



Install the ReadyLIFT® skid plate to the frame using **factory hardware**. Swap the metal bracket from the passenger side of the gravel guard back to the frame. Discard the driver side. Torque to **5 ft-lbs**. Make sure to not over tighten and strip out the frame holes. These are self tapping bolts. (Fig 4)



The factory gravel guard will need to be trimmed to fit back onto the vehicle. Mark the gravel guard as shown and use a suitable cutting device, trim the plastic as shown. This is a guide and you may need to trim more after test fitting. (Fig 5)



Install the gravel guard using **factory hardware** on/in the original frame and bracket, and provided **M6 x 20mm bolt, washers and nut**. Torque to **5 ft-lbs**. Make sure to not over tighten and strip out the frame holes. These are self tapping bolts. (Fig 6)



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LEAF SPRING VEHICLE INSTALL

Block the front wheels for safety. Jack the rear up and place jack stands in front of the lower front spring hangers. Support the axle with a suitable jack.

Remove the ABS harness clip at the frame. (Fig 1)

Remove the rear shock. (Fig 2)

Slightly loosen but do not remove the driver side u-bolts. Remove the passenger side u-bolts completely and discard. Lower the axle enough to remove the factory lift block making sure that all brake lines and ABS lines do not get over extended. Locate the ReadyLIFT® passenger side lift block. Make sure the small end of the block is facing the front of the vehicle. Raise the axle and the block up to the spring while aligning the center pin. Install the **provided u-bolts, and nuts**. Snug the u-bolt nuts but do not fully tighten at this time. Repeat steps for driver side. (Fig 3, 4)

Install the ReadyLIFT® shock extension to the frame using factory hardware. Install the factory shock to the extension using **M14 x 75mm bolts, washers, and nuts**. Install the lower shock to the axle using **factory hardware**. Do not tighten at this time. Run the ABS line up next to the block, zip tie to the u-bolts to use as a guide. Reinstall the ABS clip back to the frame. You may need to lube the ABS rubber sleeve to slide it further up to line and back into the clip. (Fig 5, 6)

Install the rear wheels and lower vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle to settle to the new ride height. Torque the u-bolts to **110 ft-lbs**, and all shock hardware to **65 ft-lbs**.

Attach the vehicle power source. Turn the steering wheel lock to lock making sure there is proper clearances between all moving suspension components and brake/ABS lines throughout the suspension cycles. Adjust as necessary. Have the alignment set to the provided specs on the last page.



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COIL SPRING VEHICLE INSTALL

Block the front wheels for safety. Jack the rear up and place jack stands in front of the lower control arm. Support the axle with a suitable jack.



Remove the ABS and brake line at the frame and axle to gain slack to work. (Fig 1)



Remove the sway bar end links. (Fig 2)

Remove the rear shocks.



Loosen but do not remove all of the upper and lower control arms and track bar mounts.

Lower the axle enough to remove the rear coil springs (making sure that you do not over extend the brake lines or ABS. Adjust as necessary.)



Install the ReadyLIFT® spring spacer using the ReadyLIFT® nut plate on top of the frame, M12 bolts, lock washer and flat washers. Torque to 50 ft-lbs. (Fig 3, 4)



Install the coil springs with the factory isolators. Raise the axle enough to hold them in place. (Fig 5)

Mark the center of the bump pad on the axle and drill through with a 11/32" drill bit. Install the ReadyLIFT® bump stop using 3/8" self tapping bolt. Do not over tighten to prevent stripping. (Fig 6)



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COIL SPRING VEHICLE INSTALL

Install the ReadyLIFT® shock extension to the frame using factory hardware. Install the factory shock to the extension using **M14 x 75mm bolts, washers, and nuts**. Install the lower shock to the axle using **factory hardware**. Do not tighten at this time. (Fig 7)



Install the ReadyLIFT® sway bar end links using factory hardware. Do not tighten at this time. (Fig 8)



Install the ReadyLIFT® brake line spacer using provided hardware. Torque to **5 ft-lbs**. (Fig 9)



Slide the rubber mount on the ABS up and reconnect to the axle.

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

Jounce the vehicle to get it to settle to the new ride height. Torque the upper, lower control arm, and track bar hardware to **125 ft-lbs**, the shock hardware to **65 ft-lbs**, and sway bar end link hardware to **45 ft-lbs**.

Attach the vehicle power source. Turn the steering wheel lock to lock making sure there is proper clearances between all moving suspension components and brake/ABS lines throughout the suspension cycles. Adjust as necessary. Have the alignment set to the provided specs on the last page.



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*****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:

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.

RECOMMENDED ALIGNMENT SPECS

	Driver	Passenger	Tolerance	Total / Split
Camber	--0.3	+0.3	+/- 0.5	+0.0
Caster	+2.5	+2.5	+/- 0.5	+0.0
Toe	+0.05	+0.05	+/-0.05	+0.20