



69-5475 4" Lift / 69-5420 TRD PRO +2 Lift

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.****

READYLIFT "NO HASSLE" PRODUCT WARRANTY

This unique "no hassle" product warranty proves our commitment to the quality of every product the ReadyLIFT produces. ReadyLIFT product warranty only extends to the Original Purchaser of any ReadyLIFT product. If it breaks, we will give you a new part.

READYLIFT "NO HASSLE" WARRANTY PROCEDURES

Any ReadyLIFT products containing missing or defective components will be covered under warranty by ReadyLIFT. Please call 800-549-4620 to initiate a warranty claim. Rest assured our customer service team will urgently address the matter and expedite the replacement parts. In the event of a defective product, ReadyLIFT may request a return of the defective product (at ReadyLIFT's expense) so the quality team can analyze the nature of the defect. Returning defective product will not delay the replacement part delivery.

ReadyLIFT leveling kit, block kits, and lift kit products are NOT intended for off-road abuse. Any abuse or damage as a result of off-road use voids the warranty of the ReadyLIFT product. Exception: ReadyLIFT Jeep SST and Terrain Flex Lift Kits are designed for normal off-road use to compliment the Jeep vehicle's off-road capability. All Jeep Lift Kit products are covered under warranty when used in recreational off-road environments.

Warranty does not apply to discontinued, clearance or outlet products. Wearable components including but not limited to, shocks, ball joints, heim joints, bushings, and steering extensions, are covered for up to 1-year. Labor, installation, surcharges or any other applicable fees from the original purchase are non-refundable. ReadyLIFT is not responsible for any consequential damage to the vehicles.

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.

This suspension system was developed using a **35" x 12.5"** tire with **20" x 9"** wheel and a offset of **+25**. 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 11.5" 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:

Rear shock extensions need to be installed using thread locker.

Kit to not be used with aftermarket lift struts or over lifting can occur and damage to stock components can happen.

Stock measurements of the vehicle cannot exceed 22" when measured from the center of the wheel to the fender lip straight above the wheel for the front. If this measurement exceeds 22" STOP and verify the front end suspension components.

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

BILL OF MATERIALS

TRD PRO / Standard Models	
Driver Control Arm	1
Pass Control Arm	1
Sway Bar Drop	2
Diff Drop	2
Bump Stop Extension	2
Parking Brake Bracket	2
Shock Extension	2
Rear Lift Block	2
U-bolt	4
U-bolt Hardware Pack	1
5/16" x 3/4" Bolt	2
5/16" Washer	2
5/16" Nut	2
1/4" Nut	2
1/4" Washer	2
M12 x 55mm Bolt	4
M12 Washer	4
M14 x 150mm Bolt	2
M14 Washer	4
M14 Nut	2
UCA Washer	4

TRD PRO Model Only	
Billet Top Hat	2
Rectangular Spacer	2
Small Round Spacer	4
Medium Round Spacer	2
Large Round Spacer	1
M8 x 60mm Bolt	2
M8 x 95mm Bolt	2
M8 x 120mm Bolt	1
M8 Flat Washer	5
M10 x 120mm Bolt	2
M10 Flat Washer	2
M10 Flange Nut	8
M12 x 60mm Bolt	4
M12 Flat Washer	4
Hose Clamp	2

Standard Model Only	
Strut Extension	2
M10 Flange Nut	8
Poly Bushing Control Arm	
Grease pack	1
Crush Sleeve	4
Bushing	8



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 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 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.

*****Parts shown in red for picture clarification only*****

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.

Remove the cotter pin and outer tie rod end nut. Strike the tie rod end boss with a dead blow hammer to dislodge the taper.



Remove the ABS sensor and harness from the knuckle and hang out of the way.



Remove the brake line bracket from the upper control arm.



Remove the brake caliper and hang out of the way. Remove the brake rotor.



Remove the upper ball joint safety clip and nut. Strike the ball joint boss with a dead blow hammer to dislodge the taper.



Remove the front splash guards from the frame for access to the upper control arm bolt.



Remove the upper control arm from the frame. Take care as the upper control arm bolt is very long and has to pass through the engine compartment by some electrical harness and coolant lines. It is best to remove the lines off the inner fender well on the passenger side to gain enough access to pass the bolt forward. (Strut shown removed for clarification. Will be removed in a later step.)



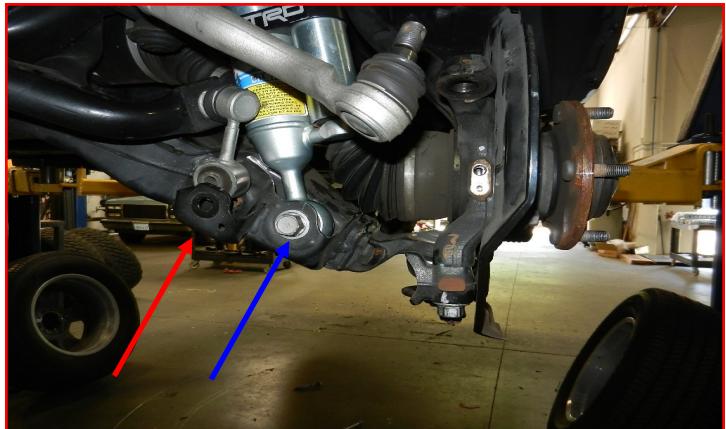
Install the bushings and sleeves into the ReadyLIFT control arms using the supplied grease packet if you have the non forged arms. Install the ReadyLIFT upper control arm to the frame using the **factory hardware**, and supplied **large washer** to the inside edge of the control arms. Do not tighten at this time.



Install the upper ball joint to the knuckle using the **supplied ball joint nut**. Torque to 85 ft-lbs.



Remove the **lower sway bar end link** from the control arm. Remove the **lower strut mounting bolt**.



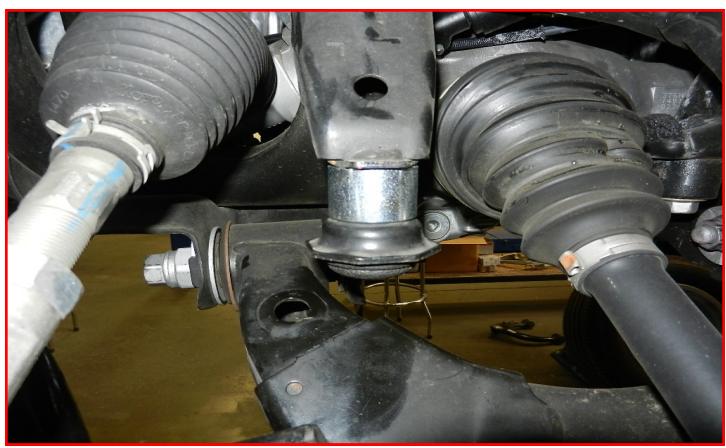
Remove the lower ball joint cradle bolts. Loosen but do not remove the lower control to frame bolts. Let the lower control arm swing out of the way. Remove the strut from the upper frame mount.



Remove the bump stops from the frame. A large pair of pliers may aid in removal.



Install the ReadyLIFT bump stop extensions onto the frame and then the factory bump stops to the extensions.



Notch the lower control arm strut pocket as shown using a suitable cutting device. Sand any burs off the cut edge. Paint the cut area with a quality rust preventative paint.



TRD PRO only.

Mark the orientation of the factory top hat with the spring and strut body. This needs to be done so when replacing the top hat with the ReadyLIFT billet top hat, the studs line up with the frame. Using a spring compressor, relieve the tension on the strut hat and remove from the strut assembly. Remove the rubber isolator from the strut hat and install to the ReadyLIFT billet top hat replacement. Remove the rubber bushing from the factory top hat. It is glued in place and requires separation. Install in the same order as removed from the factory parts. Install the ReadyLIFT billet top hat with the line pointing to the outside of the strut. Install using the **factory hardware**. Torque to **30 ft-lbs**. Remove the strut from the spring compressor.



Non pro models

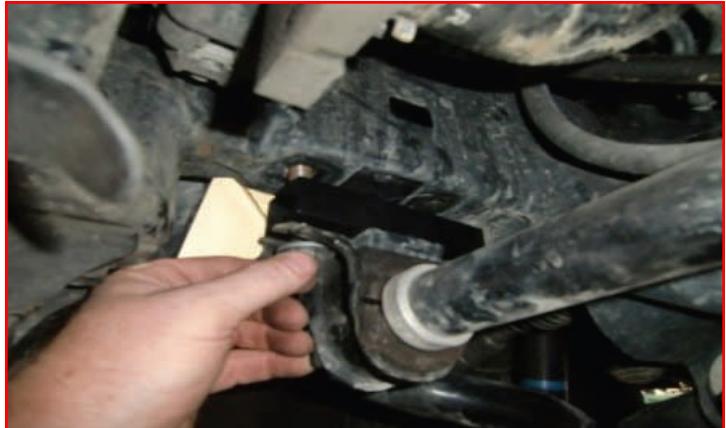
Install the ReadyLIFT strut extensions to the factory top hats using **factory hardware**. Torque to **30 ft-lbs**.



Install the completed strut assemblies into their corresponding sides using the **supplied 10mm nuts**. Do not tighten at this time. It may be easier to only install the nuts closest to the engine bay finger tight so that the struts have some wiggle room to move around while lining up the lower strut bolts. Raise the lower control arm into place and install the lower strut using the **factory hardware**. Do not tighten at this time.

Install the lower ball joint cradle to the knuckle using the **factory hardware** and a **drop of thread locker**. Torque to **200 ft-lbs**.

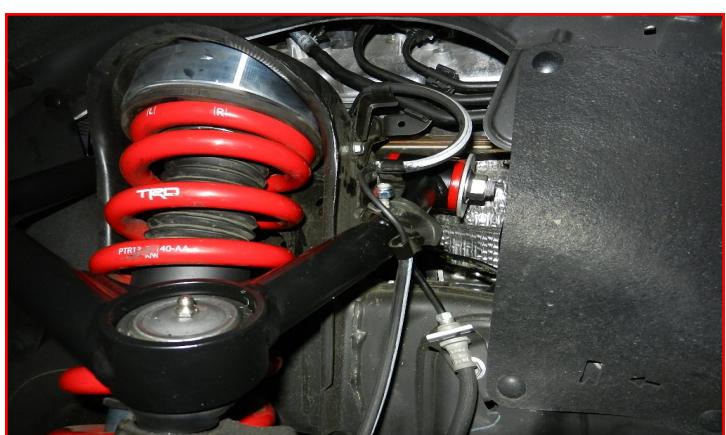
Remove the sway bar from the frame and install the ReadyLIFT sway bar drops using the **supplied hardware**. Torque to **55 ft-lbs**. Install the lower sway bar end link to the control arm using **factory hardware**. Do not tighten at this time.



Install the brake rotor and caliper using **factory hardware**. Torque to **80 ft-lbs**.



Install the brake line bracket to the ReadyLIFT control arm using the **supplied nut and washer**. Torque to **5 ft-lbs**. Install the outer tie rod end to the knuckle using **factory hardware**. Install the cotter pin. Torque to **65 ft-lbs**. Install the ABS sensor and wire harness to the knuckle using the **factory hardware**. Torque to **5 ft-lbs**.

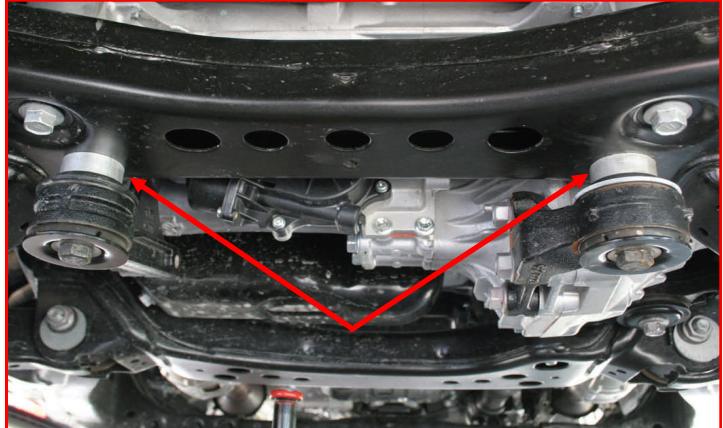


4WD only

Remove the factory gravel guard / skid plate and set out of the way.



Locate the 2 front differential hanger bolts on the front cross member. Support the differential with a suitable jack and remove these two bolts. Lower the front differential down low enough to install the ReadyLIFT differential drops. Raise the differential up and install to the front cross member using the **supplied hardware**. Torque to **95 ft-lbs**.



Non pro models only

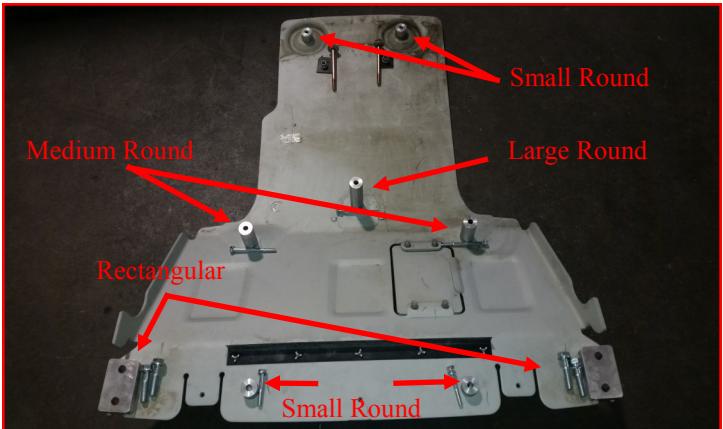
Install the front gravel guard using the **factory hardware** on the front two mounting points, the **supplied hardware and spacers** for the middle and last two mounting points. Torque the 5 main mounting bolts to **5 ft-lbs**. Tighten the three remaining bumper screws.

TRD PRO models

Remove any hardware that is attached to the skid plate by cutting the retaining rings off the bolts. Discard all factory skid plate spacers and bolts. Save the rear most plates and nuts above the rear cross member as these will be reused.



There are 9 billet spacers used on the pro skid plate. 2 rectangular, 4 small round, 2 medium round, and 1 large round. Picture shows placement for the spacers.



Install the skid plate using the rectangular spacers and tow hooks, the forward (small), middle (medium and large), and rear (small) spacers using the **supplied hardware**. Make sure to reuse the **plates and factory nuts** on top of the rear cross member. Torque the tow hook hardware to **65 ft-lbs**, and the rest of the hardware to **30 ft-lbs**.



Install the splash guards.



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



Jounce the front suspension to settle the vehicle to ride height. Center the lower control arm cams and torque to **100 ft-lbs** (**final torque to be done by alignment professional**), upper control arm to **150 ft-lbs**, lower strut hardware to **125 ft-lbs**, and the sway bar end link hardware to **50 ft-lbs**.

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 Install

Block the front wheels, raise the rear of the vehicle and support the frame with jack stands in front of the rear leaf springs. Remove the rear wheels. Gently bend the ABS bracket on the charcoal canister down flat and remove.



Remove 2 parking brake brackets from the axle.



Remove the rear shocks. Save all hardware as they will be reused.



Support the axle with a suitable jack. Slightly loosen but do not remove the driver side U-bolts. Remove the passenger side U-bolts completely and discard. Lower the axle just enough to install the lift block. Locate the passenger side lift block (**if block is tapered, make sure the tapered end points to the front**). 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.



Install the parking brake brackets to the ReadyLIFT extensions using **5/16" x 1" bolts, washers, and c-lock nuts**. Install completed assembly to the axle using **factory hardware**. Torque all hardware to **5 ft-lbs**. Install the ABS bracket to the charcoal canister using the factory hardware. Torque to **5-ft-lbs**.



Non pro Shock Extensions:

Install the factory sleeve that was removed into the ReadyLIFT shock extension. Install the ReadyLIFT shock extension onto the top of the shock, using a liberal amount of thread locker.

Use the supplemental instructions on the following page for pro model.



Install the rear wheels and lower vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs, the lower shock hardware to **45 ft-lbs**, upper shock hardware to **30 ft-lbs**, and u-bolts to **110 ft-lbs**. Attach the vehicle negative power source. Have the alignment set to the recommended specs at the end of the instructions.

TRD PRO Shock Extensions:

Remove the shock from the rear of the vehicle saving all hardware including the crush sleeve. Remove the boot clamp from the shock and discard. Remove the boot from the shock and place in a vice or suitable clamp. Drill out the top of the boot washer to 11/16".



Use a suitable cutting device, remove the tip of the shock shaft right above the first thread. Sand any burs off.



Install the factory crush sleeve that was removed into the ReadyLIFT shock extension. Install the ReadyLIFT shock extension onto the top of the shock, using a liberal amount of thread locker. Install the boot onto the shock.



Stretch the boot until it fits over the shock body and install the hose clamp to hold boot in place.

Continue installation as normal for the rest of the rear.





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

	Driver	Passenger	Tolerance	Total / Split
Camber	+.15	+.15	+/- 0.5	+0.0
Caster	+2.5	+2.5	+/- 0.5	+0.0
Toe	.07	.07	+/-0.05	.14