

READYLIFT[®]

SUSPENSIONS

69-6043 Jeep Gladiator Mojave 4" Lift 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.

IMPORTANT NOTE:

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 37" - 12.5" tire with 18" x 9" wheel and a 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 13.5" 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.

During this Installation the front drive shaft must be disconnected from the differential and supported. Failure to do so will result in damaged seals.

If you choose to replace the O.E. shocks make sure they are the correct length. Failure to do so the spring will unperch and fall out of the vehicle.

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

COMPONENTS	
DESCRIPTION	QTY
Front Springs	2
3.5" Front Bump Stop	2
Front Lower Control Arm	2
11" Fixed Offset Sway Bar End Link	2
Front Track Bar	1
Front Shock Extension	2
Front Shock Extension Crush Sleeve	2
Rear Shock Extension	2
Rear 4" spring	2
Rear 3" bump stop spacer	2
Rear Lower Control Arm	2
Rear 14" straight end link	2
Crush Sleeve	4
Bushing	4
Brake line bracket rear	2
Rear Track Bar Bracket	1
Rear Track Bar Bracket Crush Sleeve	1
Ball Joint Spacer	1
Passenger Spring Isolator	2
Hardware	1

HARDWARE	
DESCRIPTION	QTY
3/8" - 16 x 1.75" Allen Bolt zinc GR8	2
3/8" Serrated Flange zinc nut	2
5/16-18 x 1.00 Hex Head bolts G8 zinc	4
5/16-18 C-Lock nuts G8 zinc	4
5/16 Flat Washer zinc	8
M12-1.75 x 70 Hex Head Bolt G10.9 zinc	4
M12-1.75 C-Lock Nut zinc	4
M12 Flat Washer zinc	4
M12 Fender Washer zinc	4
M14-2.0 x 70 Hex Head Bolt G10.9 zinc	4
M14-2.0 C-Lock Nut zinc	4
M14 Flat Washer zinc	8
M12-1.75 X 30mm HHB Gr10.9	2
M12-1.75 X 30mm HHB Gr10.9	2
M12-1.75 C-Lock Nut zinc	4
M12-1.75 Flat Washer zinc	8
M6-1.0 x 20mm Hex Head Bolt	2
M6-1.0 Locking Nut	2
M6 Flat Washer	4
M12-1.75 X 30mm HHB Gr10.9	2
M12-1.75 C-Lock Nut	2
M12 Flat Washer	4
M14-2.0 x 90mm HHB Gr10.9	1
M14-2.0 C-Lock Nut	1
M14 Flat Washer	2
3.25" x 3/8" U-bolt (3.75" Ctr. to Ctr., 1.5 thread)	1
3/8"-16 Serrated Flange Nut	2

WARNING

Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT Suspension Customer Service 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.

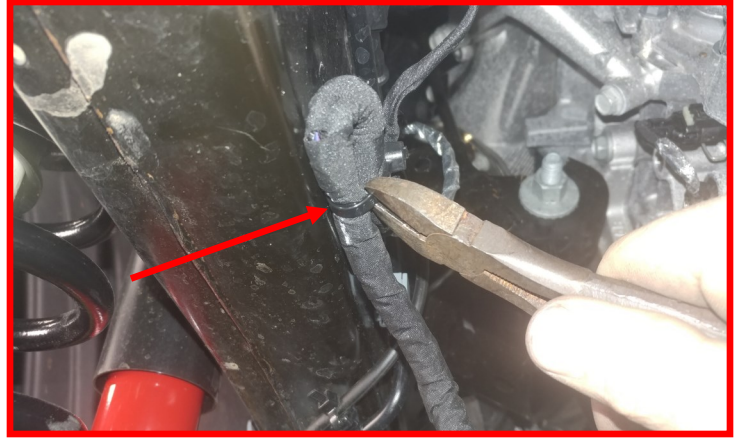
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Starting with the front of the vehicle, all steps are to be completed on both sides of the vehicle unless instructed.

Support the front axle with an [adjustable jack](#). You will need to be able raise and lower the axle to install the spring spacer and extended length shocks.

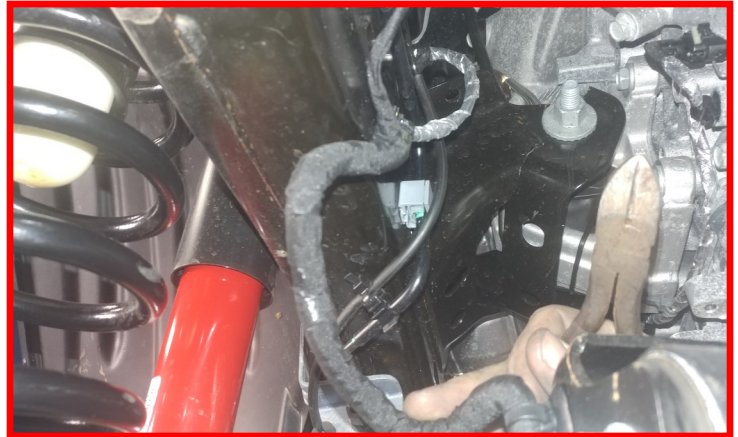
Remove the front brake line bracket at lower control arm.



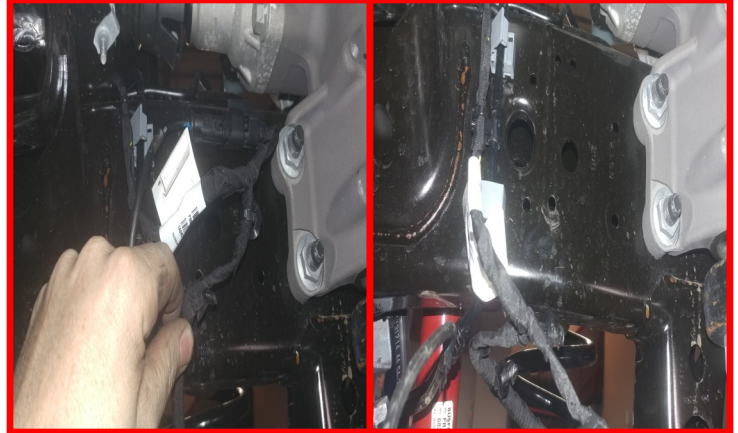
ELECTRIC LOCKER EQUIPPED MODELS ONLY: Locate the passenger side locker harness at the frame rail. Cut the zip tie holding the "service loop" allowing the harness to extend.



ELECTRIC LOCKER EQUIPPED MODELS ONLY: Shown with harness extended.



Locate the wire harness on the driver side frame rail and pull all clips out of the frame. Allow the harness to hang out of the way.



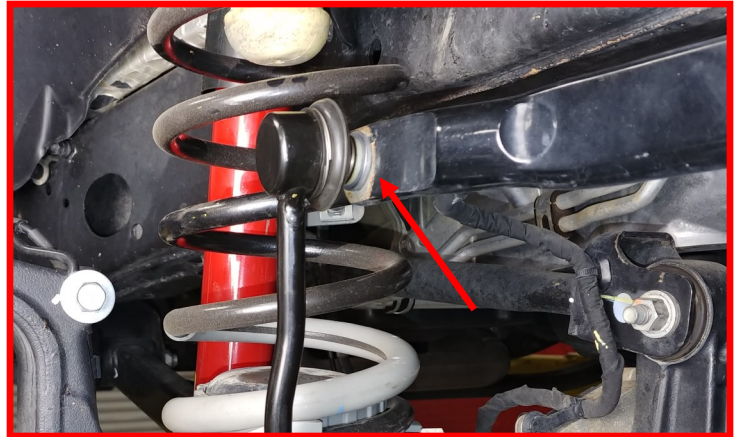
Using a suitable cutting device, clip the outside "Christmas tree" nipple off the electrical connector.



Remove the sway bar end links from the axle. Retain factory hardware.



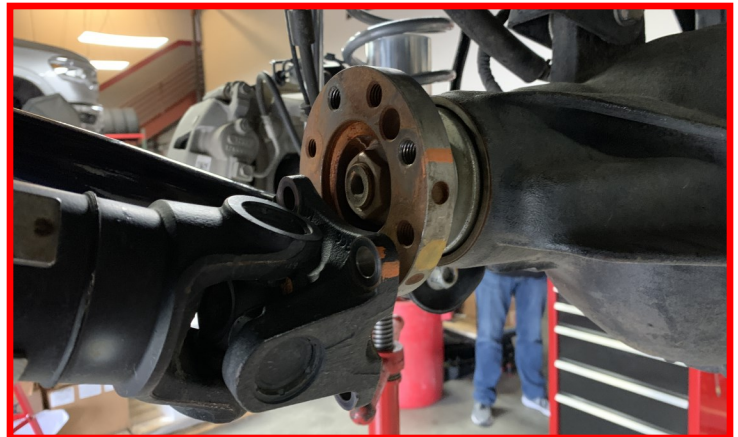
Remove the front sway bar end link from the sway bar. Discard as it will not be re-used.



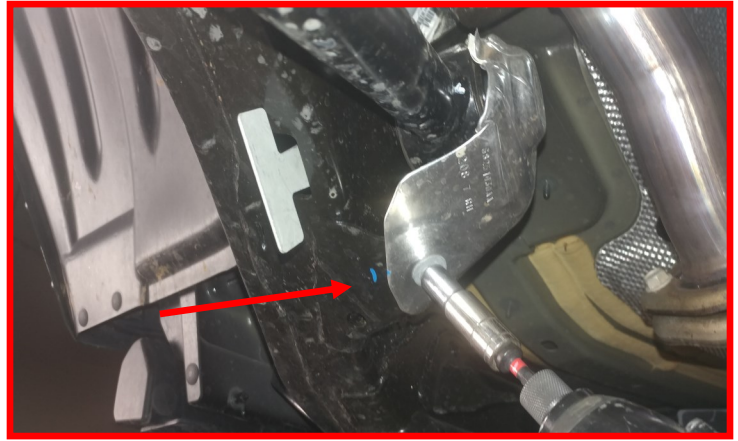
Mark the front drive shaft to pinion flange for reinstallation later.



Remove the front drive shaft from differential. **Caution** do not let the drive shaft hang this may result in damage to the rear seal. Place the drive shaft on top of the differential or use a hanger.



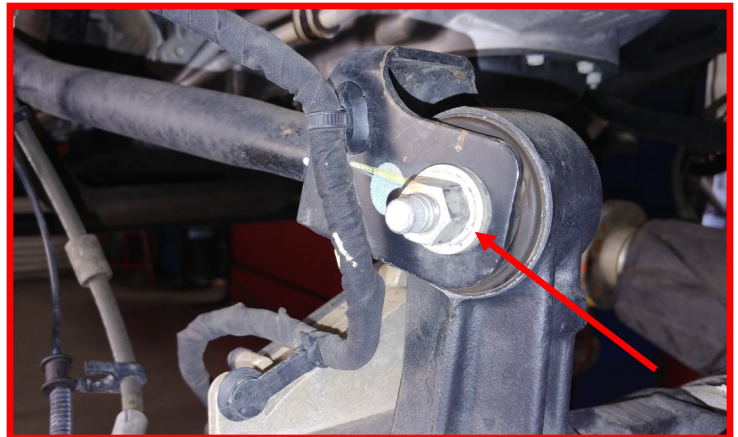
Remove the **lower heat shield bolt** from the front upper control arm pocket at the frame. Retain hardware for reassembly.



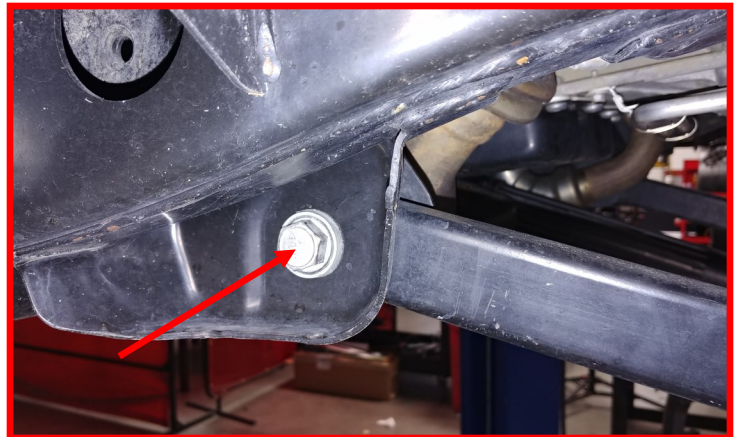
Gently pry the heat shield out of the way and loosen but do not remove the **front upper control arm bolts**.



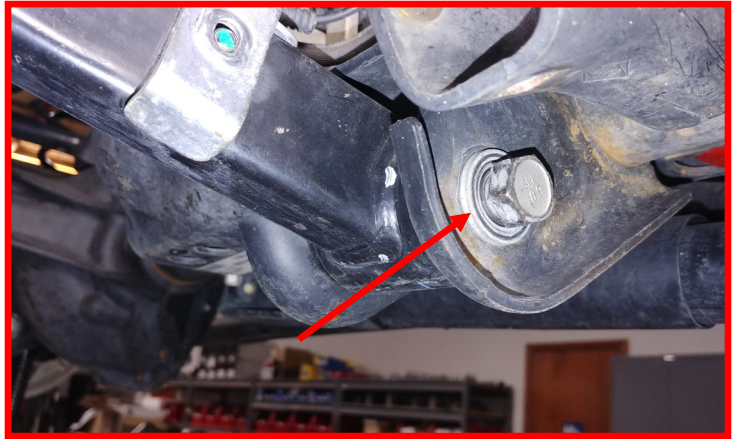
Loosen but do not remove the **front upper control arm bolts** at the axle.



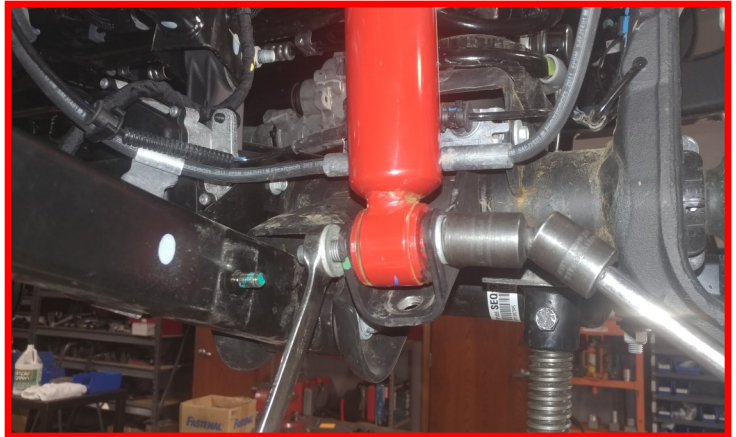
Loosen the **front lower control arm hardware** at the frame. Do not remove at this time.



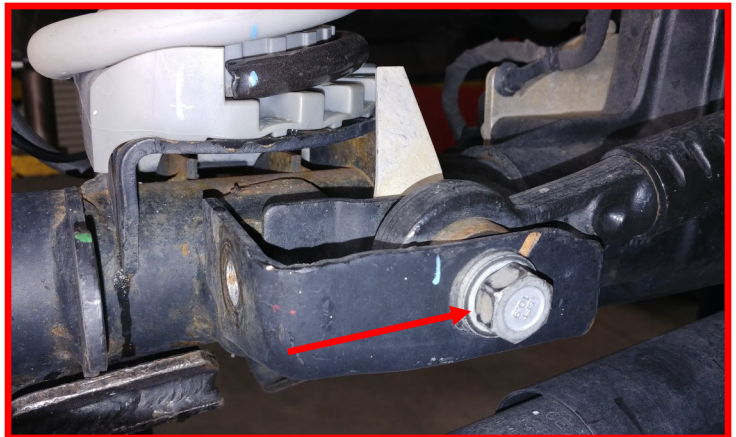
Loosen the **front lower control arm hardware at the axle**. Do not remove at this time.



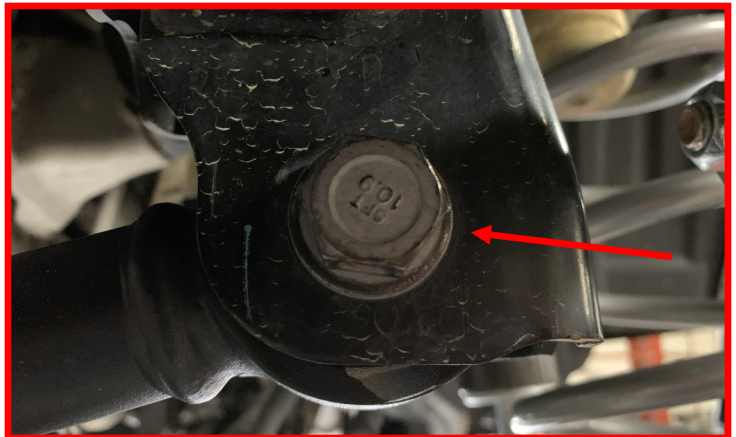
Remove the front lower shock hardware from the axle mount. Retain the factory hardware.



Remove the **front track bar hardware at the axle**. Be sure to retain factory hardware.



Remove the **front track bar bolt at the frame**. Retain factory hardware. Remove complete track bar assembly from vehicle and discard.



Use caution do not over extend brake lines or wire harnesses. Lower the axle enough to remove the springs. Discard the factory spring at this time.

Install the provided lower spring isolator. Make sure the alignment tab on the isolator matches up with the hole on the spring perch.



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

Locate replacement adjustable track bar. Before installation insure the length is set. Should measure **34.25"** Center to center



Install **adjustable front track bar** using the factory hardware.

With track bar installed be sure to verify the rod end **jam nut** is tight.

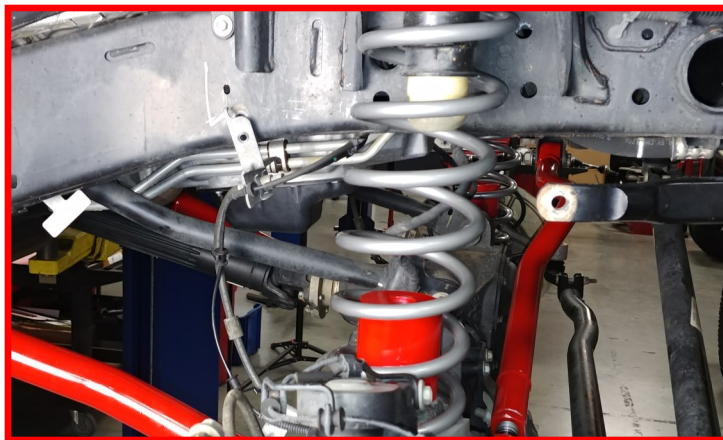


Remove factory front lower control arms at this time and discard, retain factory hardware.

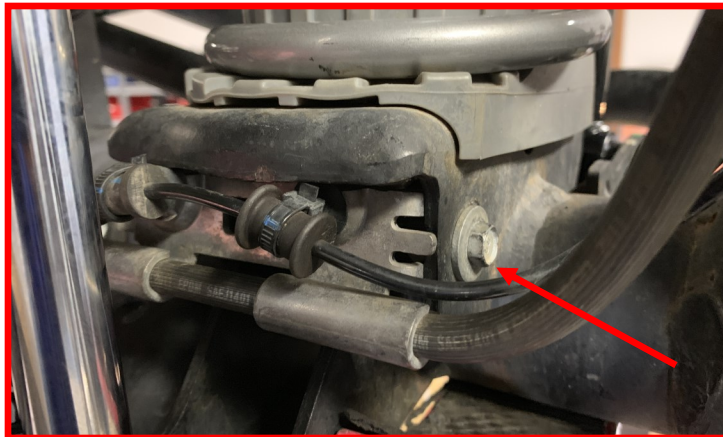
Install the **replacement lower control arms** with the bend to the inboard side of the vehicle. The brake line bracket to the front of the vehicle. Attach with factory hardware. Do not tighten at this time.



Insert the front bump stop **3/8" x 1.75" Allen bolt** into the front bump stop. Insert the front bump stop into the coil spring. Install the coil spring and bump stop at the same time to the frame and axle making sure to clock the spring so that the dead end of the coil sits in the lock on the axle pad. Raise the axle enough to hold the springs in place.

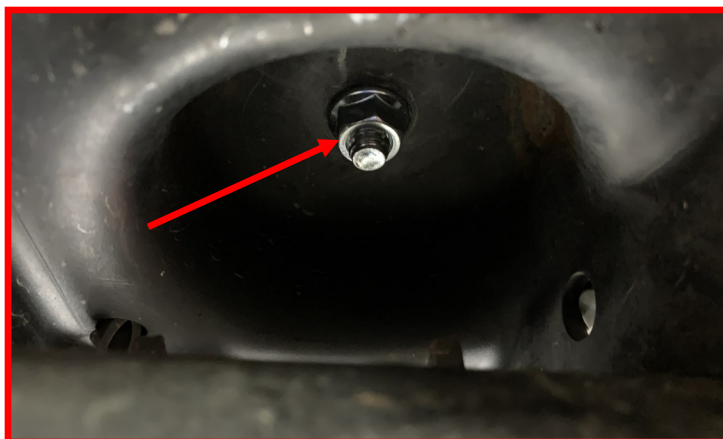


Remove the **brake line bracket** on the axle for access to install the bump stop nut on the passenger side for bump stop.



Install the provided **3/8" serrated flange nut** to the 3/8" Allen bolt from the under side of the spring perch. Torque to **35 ft-lbs**.

With bump stop hardware torqued install the brake line bracket on the axle.

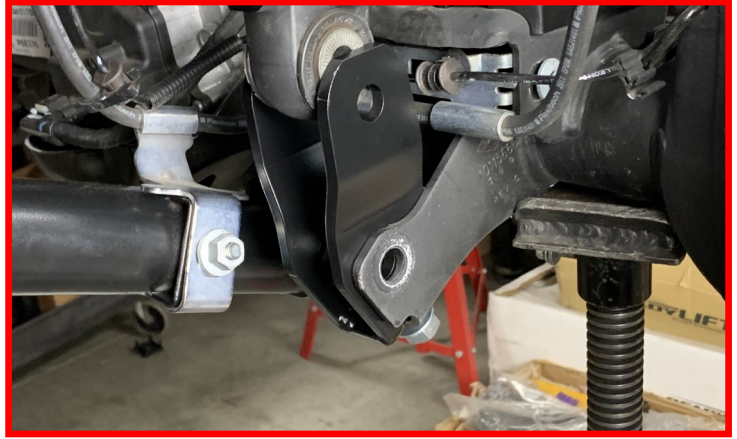


Using a 1/2" drill bit, enlarge the existing hole on the front axle shock mounts.

Be sure to use an appropriate paint to coat the bare metal to keep from corroding.



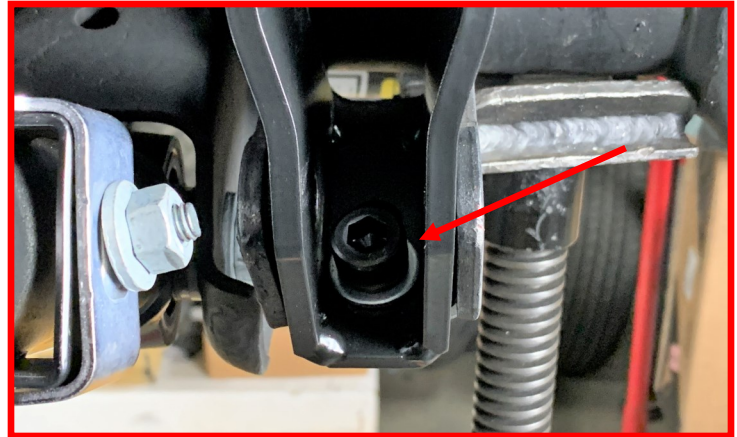
Install the supplied front shock extension.



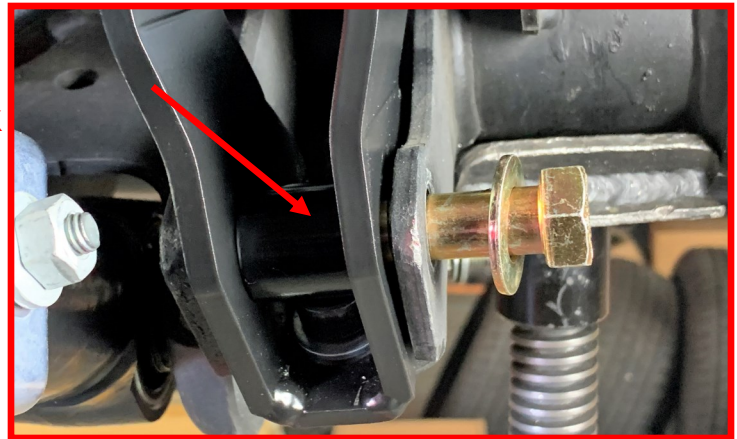
Install the supplied **M12 shallow socket head allen bolt, M12 washer and nuts** through the shock extension and axle mount.

Note: Prior to tightening the hardware, be sure to line the bolt hole up to ensure the **M14 hardware** can be installed.

Torque the M12 hardware to **65 ft-lbs.**

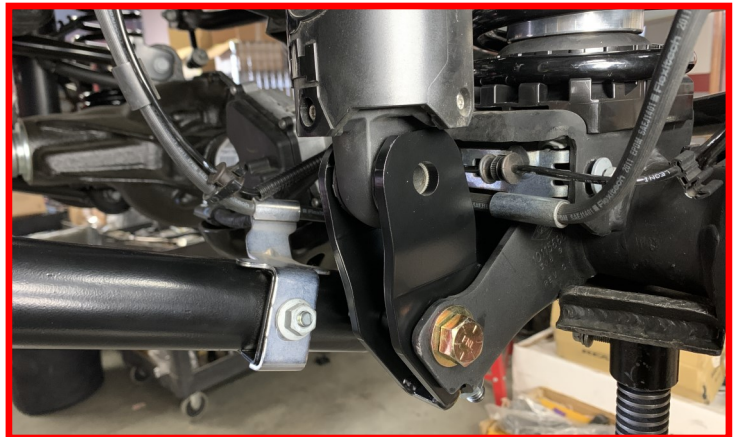


Once the **M12 shallow socket head allen bolt, M12 washer and nuts** have been installed and torqued. Install the **front shock extension crush sleeving.**



Using the supplied **M14 x 70mm bolts, washers and nuts**, install through shock extension.

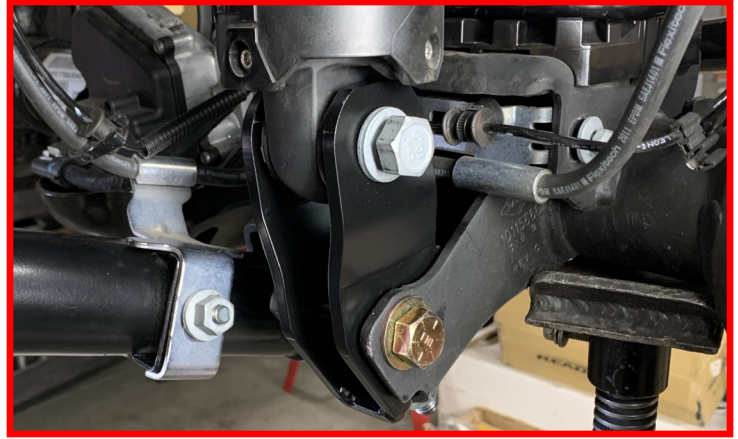
Do not tighten at this time.



Install the factory shock into the shock extension using the factory hardware.

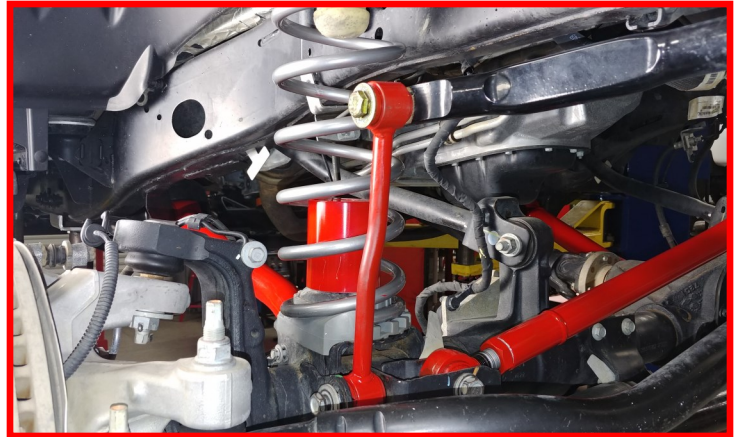
Do not tighten at this time.

Torque the M14 hardware to **95 ft-lbs.**



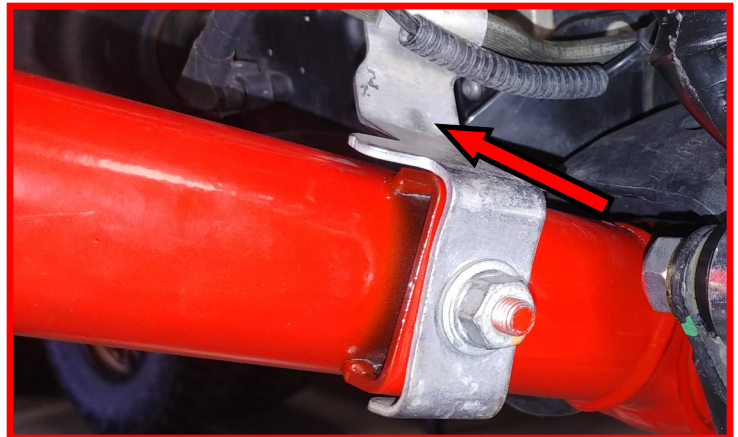
Install the **11" replacement end links** to the sway bar using supplied **1/2" bolt, fender washer, flat washer and nut** on the sway bar. Be sure to install the fender washer to the outside of the end link. Install the axle side of end link using **factory hardware**. Torque to **45 ft-lbs.**

Note: Driver side replacement end link uses a supplied 1/4" thick spacer between the axle and the end link.

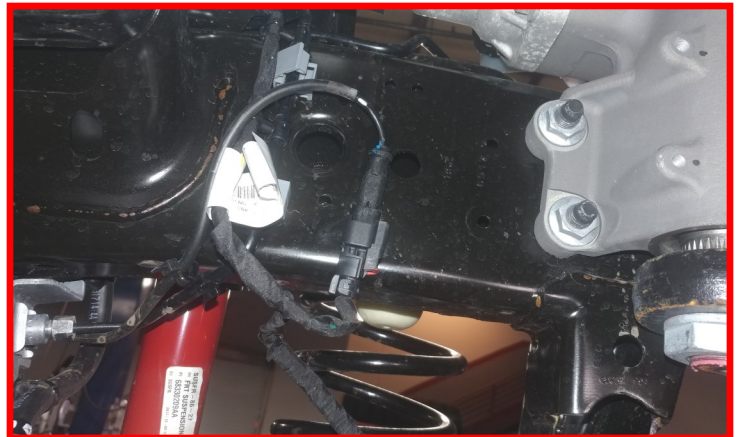


Install the brake line brackets to the lower control arm and frame rail using the factory hardware. Torque to **5 ft-lbs.**

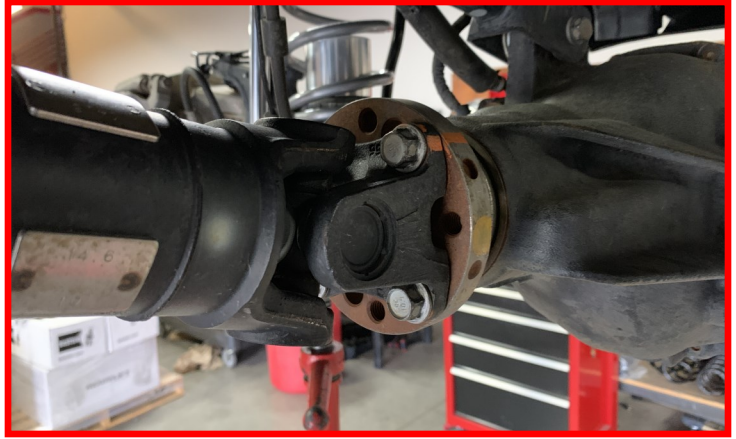
Pry and adjust the brake line bracket up to ensure that at full droop the brake line is not over extended or being stretched.



Install the electrical connector that was previously cut to the lower hole in the frame rail. The rest of the harness will hang.



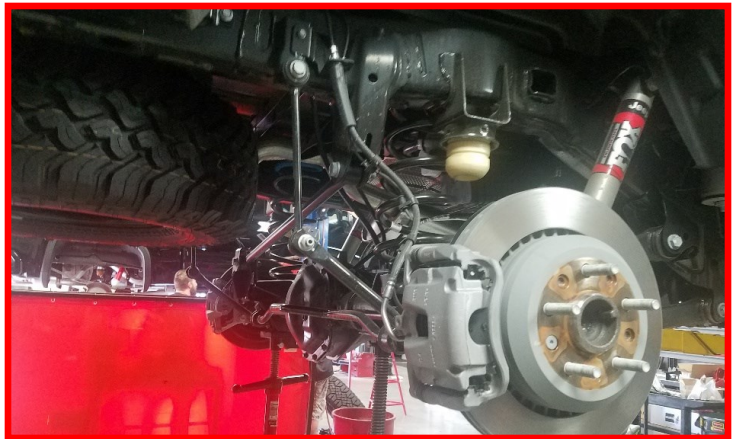
Install the front drive shaft making sure to line up the previous mark using a **drop of thread locker and factory hardware**. Torque to **40 ft-lbs**.



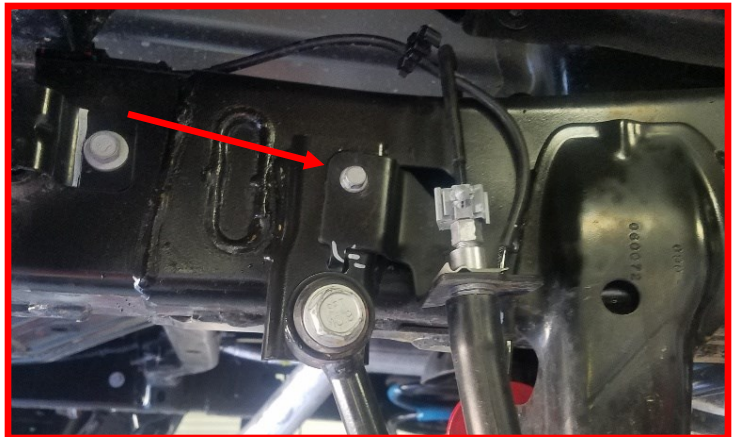
Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle a few times to settle the suspension to the new ride height. Torque the upper control arms to **110 ft-lbs**, lower control arms and track bar hardware to **135 ft-lbs**, shock hardware to **90 ft-lbs** and sway bar end link hardware to **50 ft-lbs**. Reinstall the upper control arm heat shields. Torque to **5 ft-lbs**.

Park vehicle on a clean flat surface and block the front wheels for safety. Raise the rear of the vehicle and support with jack stands at each jack point indicated by the service manual. Remove the rear wheels.

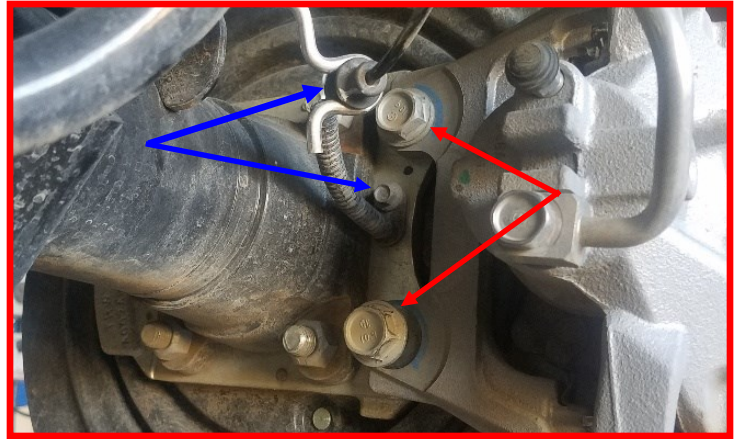
Support the rear axle with an **adjustable jack**. You will need to be able raise and lower the axle to install the spring spacer and extended length shocks.



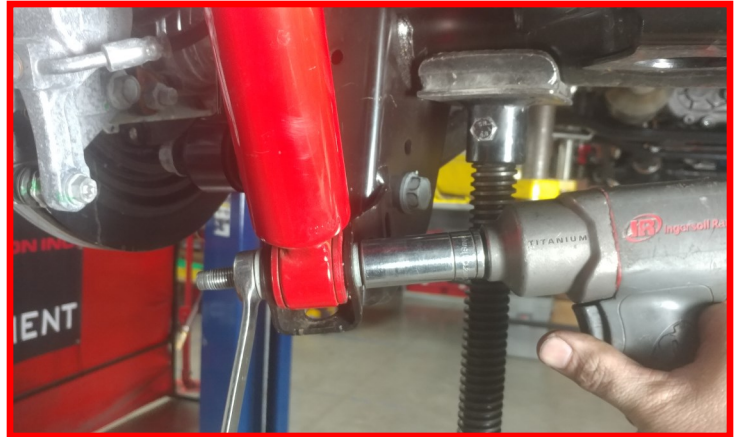
Remove the **rear brake line bracket** at the frame rail.



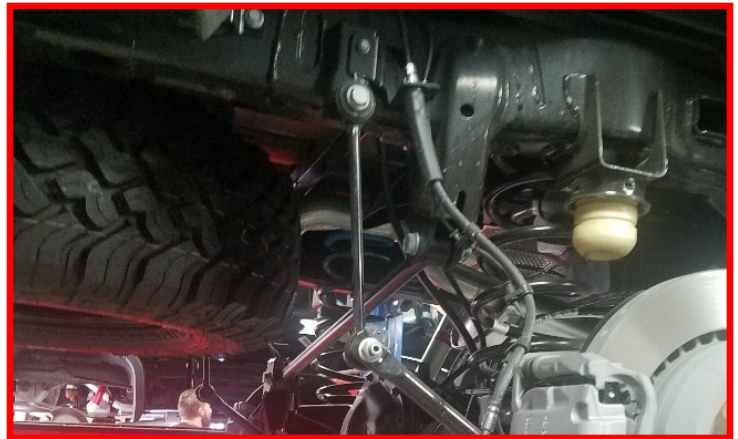
Remove the rear **wheel speed** sensor and **brake caliper**, **WARNING**: Use a hanger to support the caliper, don't let it hang from the brake line or the ABS wire.



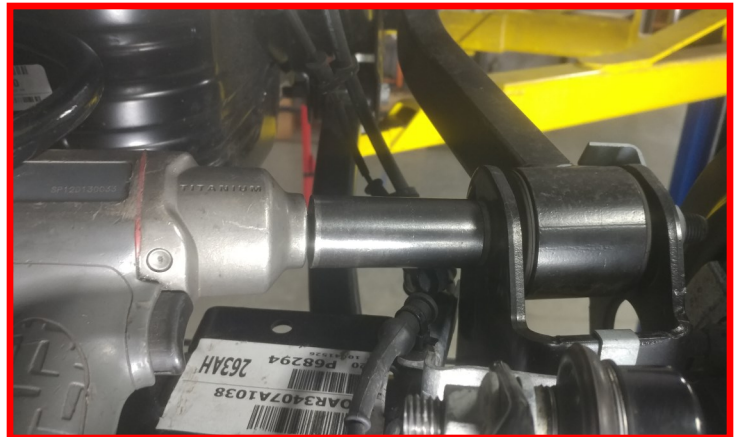
Remove the rear lower shock hardware from the axle mount. Retain the factory hardware



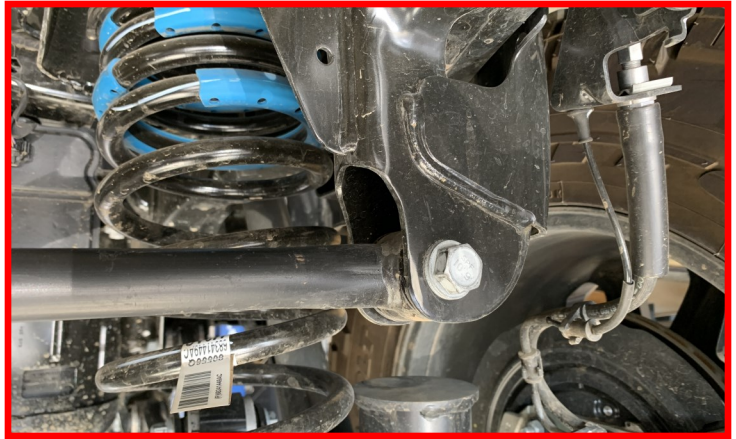
Remove the rear sway bar end link from the axle and sway bar and discard, retain upper factory hardware.



Loosen but do not remove the rear upper control arms at the axle and frame.



Loosen the frame side **track bar mounting bolt**.

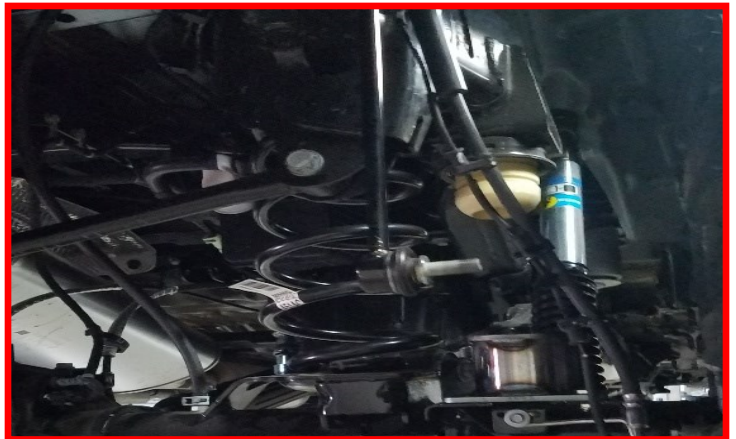


Loosen the **track bar mounting bolt** at the axle.



Lower the axle enough to remove the stock spring and rubber isolator. Discard the factory springs at this time.

Retain the factory isolator.

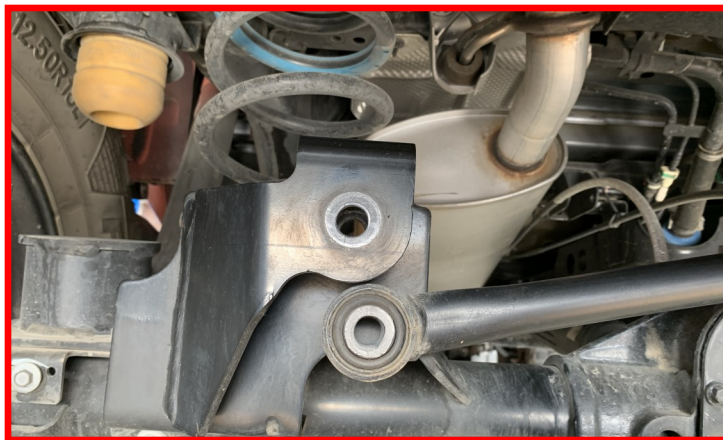


*****Parts shown in red for picture clarification only*****

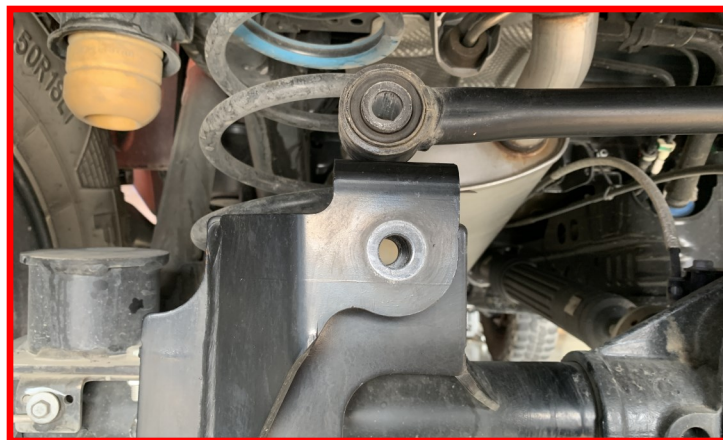
Install the rear bump stop extensions to the axle using the provided 5/16" x 1.0" bolts, washers, and nuts. Torque to **10ft-lbs**. The **V-notch faces forward**.



Remove the **track bar mounting bolt** from the axle mount.



Remove the track bar from the axle mount and swing up and around and place the track bar end on top of the axle mount.



Install the **track bar relocation bracket** onto the factory axle mount.

Note: For ease of installation, insert the track bar into the relocation bracket prior to sliding the bracket onto the axle mount.



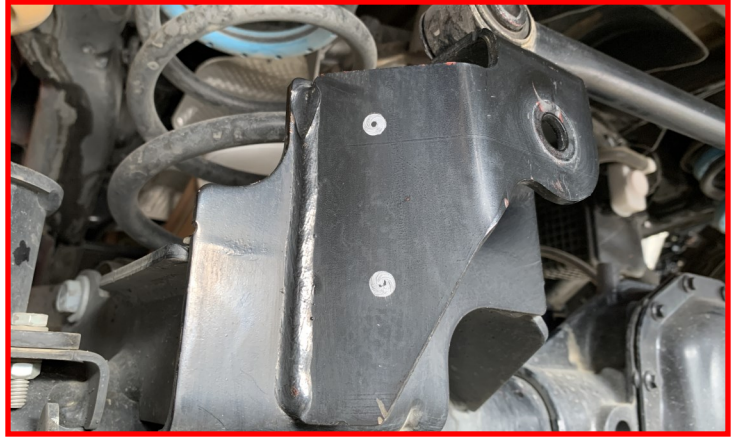
With the **track bar relocation bracket** on the factory axle mount, mark the (2) 1/2" holes located on the back of the bracket.

Note: The marks will be used to identify the location of where to drill.



Remove the **track bar relocation bracket** from the factory axle mount.

Center punch the marks and using an appropriate tool, drill the (2) 1/2" holes through the factory axle mount .



Paint the cut surface to prevent any corrosion.



Install the **track bar relocation bracket** back onto the factory axle mount. Insert the track bar into the relocation bracket prior to sliding the bracket onto the axle mount.

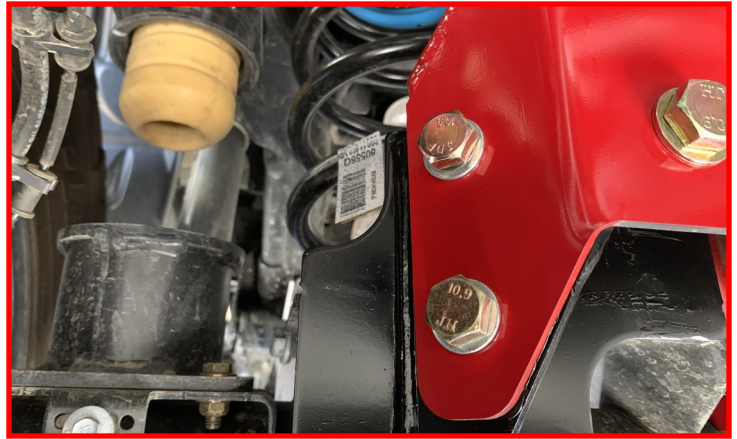


Install the **track bar bracket crush sleeve** inside the factory axle mount.

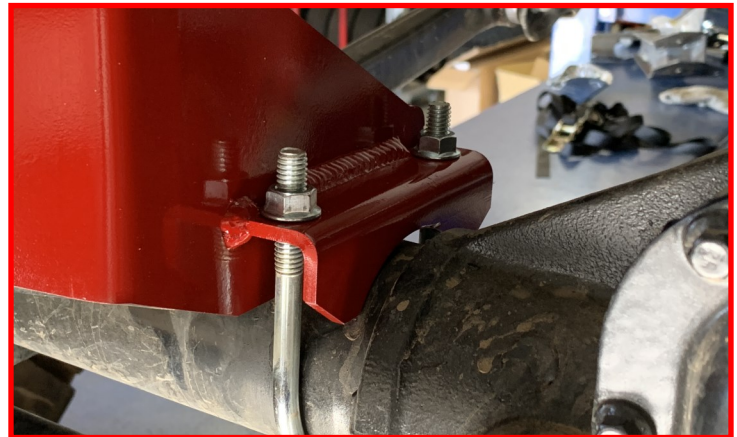
Install the supplied **M14 bolt, nut and washers**. Do not tighten at this time.



Install the supplied **M12 bolt, nuts and washers** from the outside of the frame in. Do not tighten at this time.



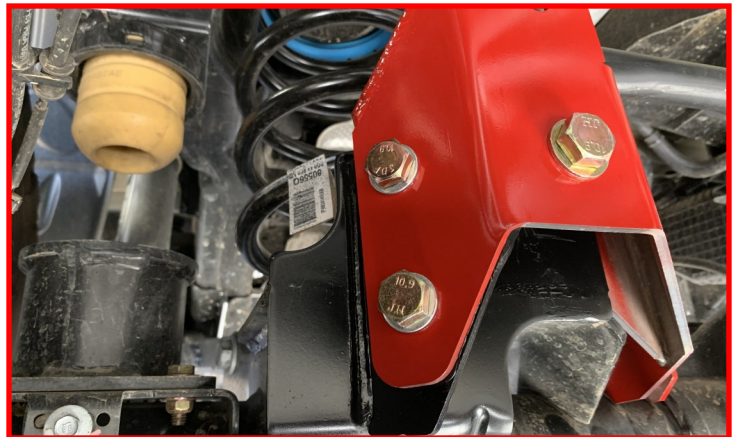
Install the U-bolt around the axle tube and then through the **track bar relocation bracket**. Start the nuts but do not tighten fully at this time.



Tighten both the M14 and M12 hardware at this time.

Torque the M14 bolts to **120 ft-lbs.**

Torque the M12 bolts to **80 ft-lbs.**



Tighten the U-bolt hardware.

Torque the U-bolt hardware to **25 ft-lbs.**



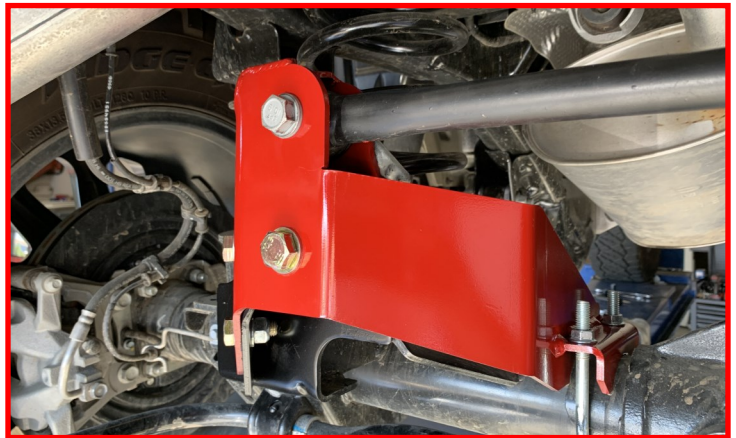
Install the track bar using the factory mounting hardware.



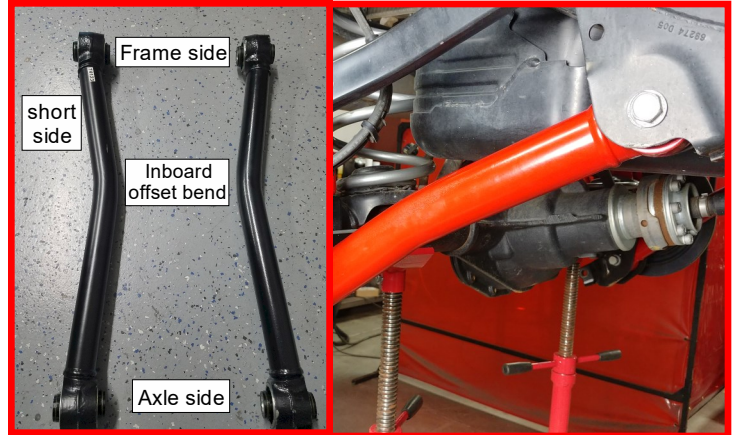
Tighten the factory hardware.

Jounce the vehicle a few times to settle the suspension.

Torque the track bar hardware to **135 ft-lbs.**



Remove the lower control arms and discard retain factory hardware. Install the **replacement lower control arms** with the bend facing inboard and the shorter . Do not tighten at this time.



Install the replacement spring using the factory isolator. Raise the axle to hold the springs in place.

NOTE: RED SPACER IS REPRESENTATIVE OF KITS THAT INCLUDE SPACERS IN PLACE OF SPRINGS. SPACERS ARE NOT INCLUDED IN SPRING KITS.



Install the supplied rear shock extension
Using the supplied **M14 x 70mm bolts,**
washers and nuts.

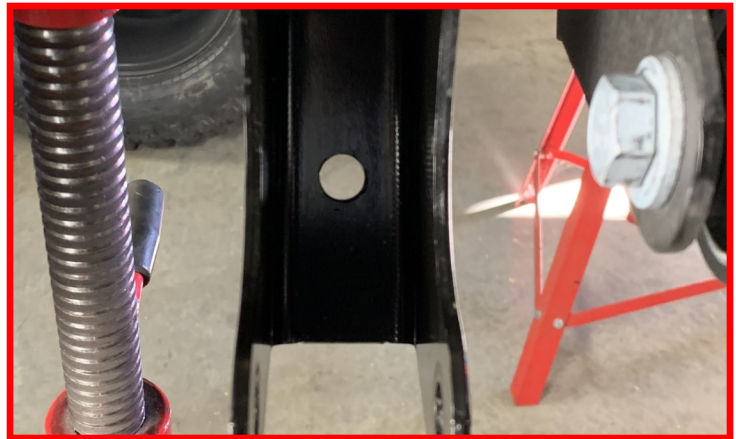


Using an appropriate marker, mark the
center of the hole located on the bottom
of the rear shock extension.

Once marked, remove shock extension to
provide ample room to drill mounting
hole.

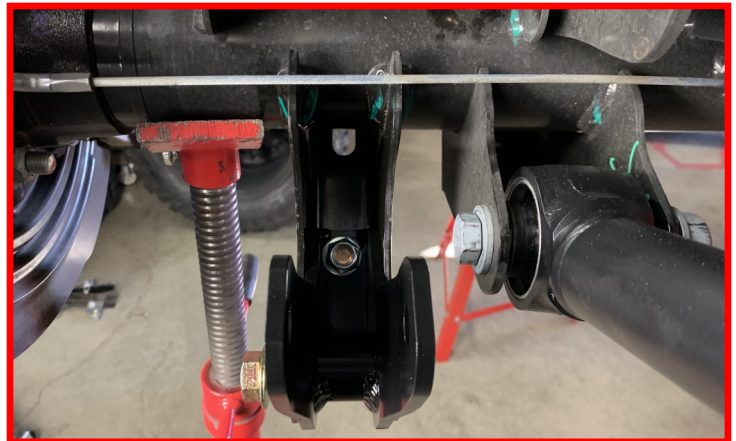


Using an appropriate drilling device. Drill a
1/2" hole in the axle shock mount at the
designated hole location marked in the
previous step.

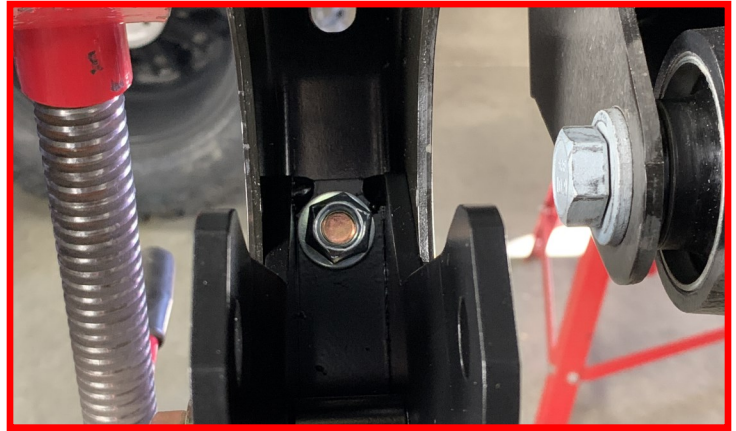


Install the supplied rear shock extension
Using the supplied **M14 x 70mm bolts,**
washers and nut and the supplied M12 x
30mm bolt, M12 washer and nuts through
the shock extension and axle mount.

Torque the M14 hardware to **95 ft-lbs.**

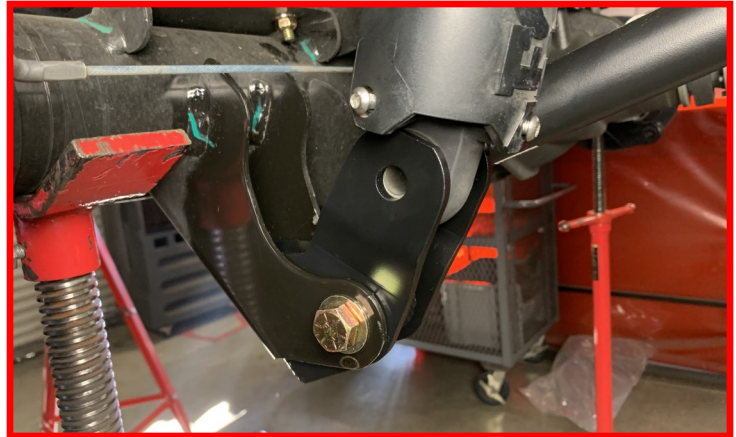


Tighten and torque the M12 hardware to 65 ft-lbs.

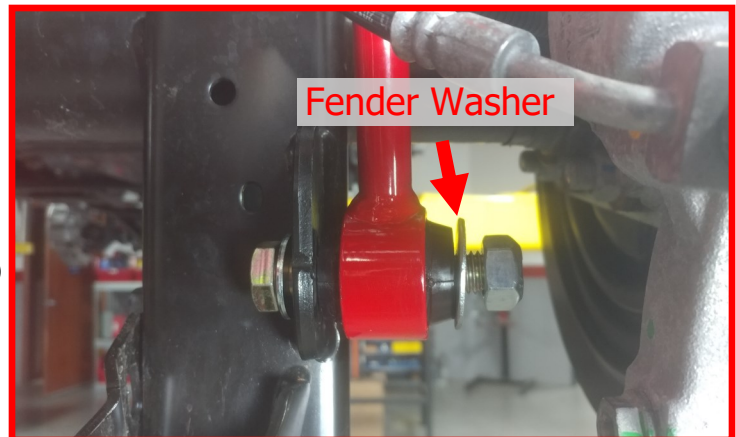


Install the factory shocking into the shock extension using the factory hardware.

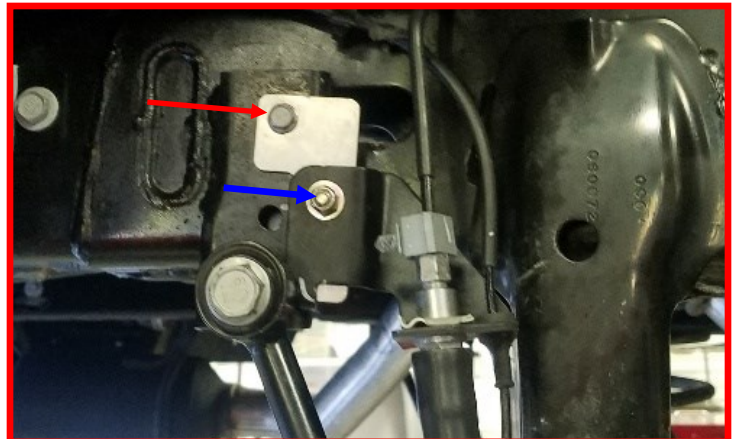
Do not tighten at this time.



Assemble the 14" straight end links (Add rubber bushing to the end link then add crush sleeve to the bushing.) Install the 14" replacement sway bar end link to the frame using the provided M12 bolt and fender washer. Attach the end link to the sway bar using provided 1/2" hardware do not tighten at this time.



Attach the ReadyLIFT brake line bracket to OE bracket using the provided 1/4" x .75" bolt, washers and nut. Gently rotate/bend the metal brake line. Install using the factory hardware. Torque all to 5 ft-lbs.



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 settle the suspension to the new ride height. Torque the upper control arms to **135 ft-lbs**, lower control arms and track bar hardware to **135 ft-lbs**, shock hardware to **90 ft-lbs** and sway bar end link hardware to **50 ft-lbs**.

Reconnect the vehicles power source at the ground terminal.

Pre-set the toe / straighten the steering wheel before driving to avoid any dash lights from setting. Have the alignment set to factory specs by a reputable alignment shop.



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.