READYLIFT SUSPENSIONS

69-6404 JK 4" 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.****

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.

This suspension system was developed using a 35" x 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 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:

This kit is installed from the rear of the vehicle to the front for ease of installation of components.

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

FRONT BUMP STOP KIT	**1**
REAR BUMP STOP KIT	**1**
E-BRAKE LINE DROP BRACKET KIT	**1**
EXHAUST SPACER KIT	**1**
REAR TRACK BAR BRACKET KIT	**1**
SWAY BAR END LINK 10"	**2**
SWAY BAR END LINK 11"	**2**
SWAY BAR END LINK HARDWARE KIT	**2**
FRONT BRAKE LINE BRACKET KIT	**1**
REAR BRAKE LINE BRACKET KIT	**1**
CASTER CORRECTION BRACKET KIT	**1**
FRONT SPRING	**2**
REAR SPRING	**2**
FRONT TRACK BAR	**1**
BILSTEIN FRONT SHOCK	**2**
BILSTEIN REAR SHOCK	**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 are for picture clarification only

Rear 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.

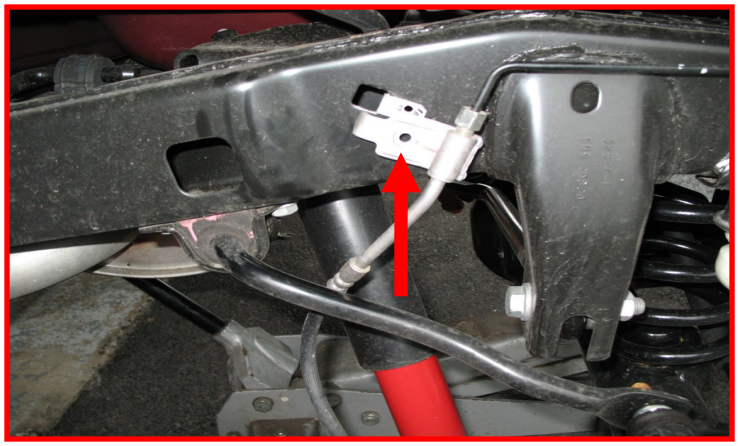
Otherwise, park vehicle on a clean flat surface and block the front wheels for safety. Engage the parking brake.

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

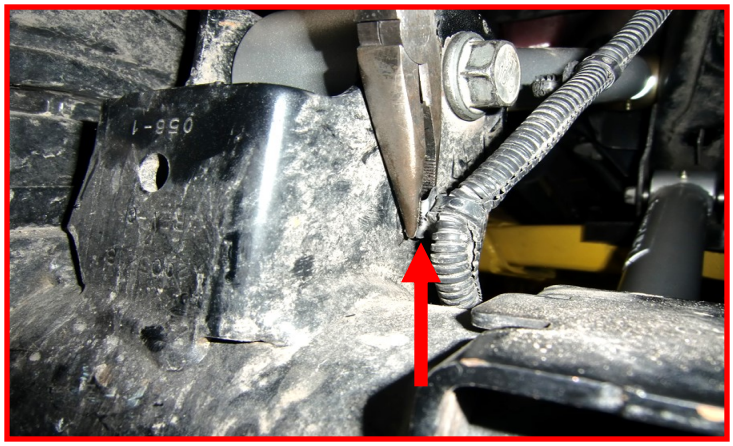
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the rear of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the rear wheels.

Support the rear axle with a suitable jack. Remove the brake line brackets at the frame rail.



Remove the ABS harness clips from the axle and frame rail. Let hang out of the way.



Locate the E-brake cables above the axle and remove the bracket from the body tub. Let hang out of the way.

Remove the shock from the axle and the frame.

Loosen but do not remove all trailing arms at the frame and axle. Loosen but do not remove the track bar at the frame. Remove the track bar at the axle. Let hang out of the way.

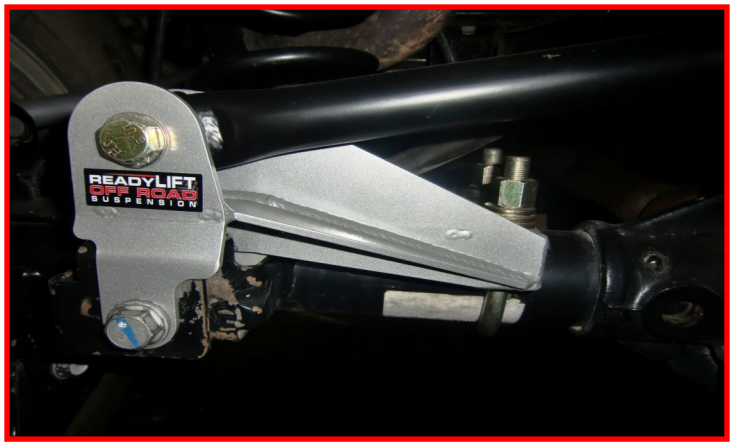
Remove the sway bar end links from the axle and the sway bar.

Lower the axle enough to remove the springs from the vehicle. Be careful to not overextend the brake lines and ABS harness.

Install the ReadyLIFT rear track bar bracket to the axle using the factory hardware on the lower mount. Install the crush tube inside the frame mount. Install the provided U-bolt on the axle through the bracket. Do not tighten any at this time.

Install the track bar to the bracket using the provided hardware. Do not tighten at this time.

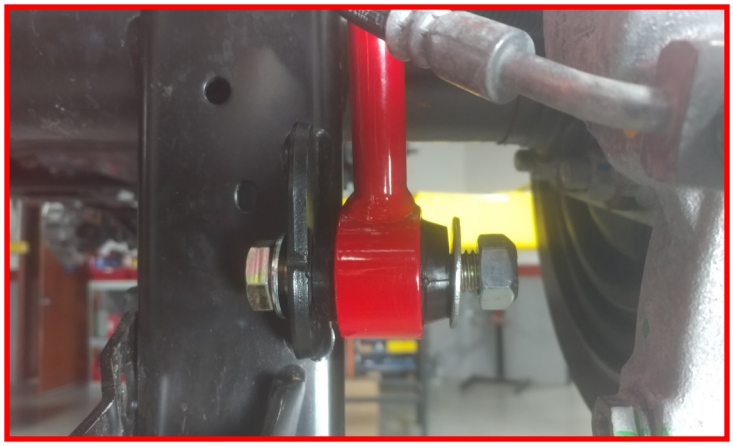
Install the ReadyLIFT rear bump stops using the provided hardware. Torque to 15 ft-lbs.



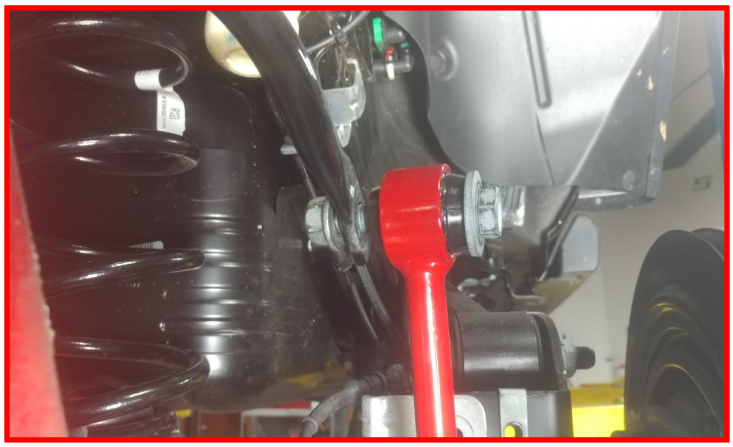
Install the ReadyLIFT rear springs using the factory isolator. Raise the axle up enough to hold the springs in place. Install the provided shocks with the factory hardware. Torque the upper to 35 ft-lbs. Do not tighten the lower at this time.

Install the ReadyLIFT E-brake bracket to the tub using the factory hardware. Install the E-brake bracket to the ReadyLIFT bracket using the provided hardware. Torque all to 5 ft-lbs.

Install the ReadyLIFT rear 11" sway bar end link to the axle using the provided hardware. Make sure to install the large "fender" washer to the outside of the end link. Torque to 45 ft-lbs.

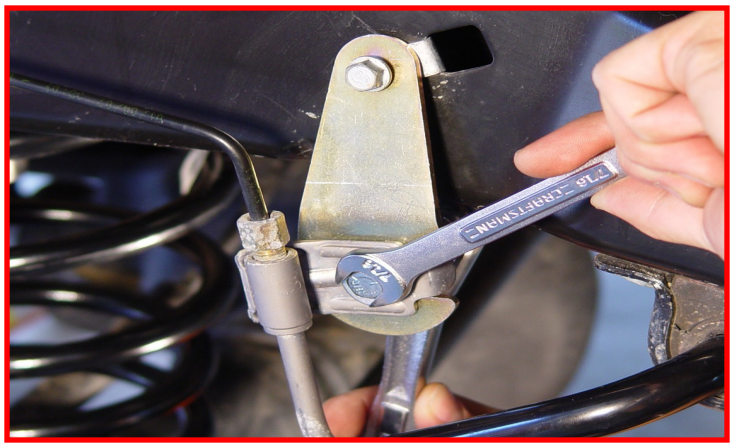


Install the ReadyLIFT rear sway bar end links at the sway bar using the factory axle side hardware at the sway bar. Torque to 45 ft-lbs.



Install the ABS harness clips to the frame. At the axle, remove the middle clip from the harness. Attach the last clip into the middle clip hole on the axle mount. This allows extra slack in the harness for articulation. It is up to the installer to verify clearances and lengths under full droop. Adjust as necessary.

Install the ReadyLIFT rear brake line bracket to the frame rail using the factory hardware. The bracket is offset and will end up under the frame rail when installed properly. Install the factory brake line bracket to the ReadyLIFT bracket using the provided hardware. Torque all to 5 ft-lbs.

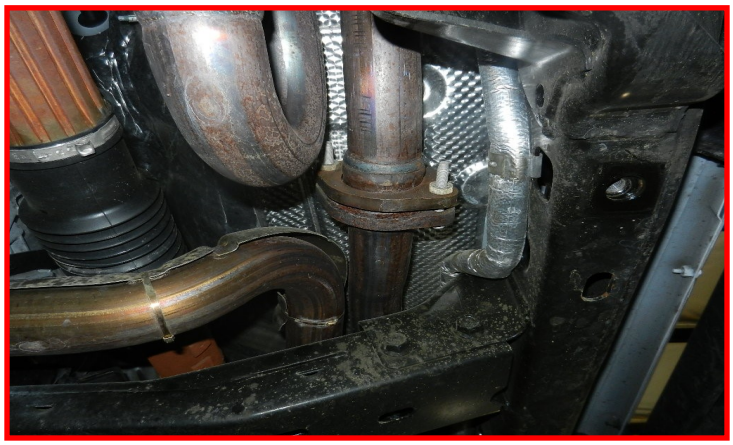


Install the rear wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the suspension to settle the vehicle to the new ride height.

Torque the trailing arm and track bar main mounting hardware to 125 ft-lbs, the track bar bracket u bolt to 110 ft-lbs, the lower shock hardware to 45 ft-lbs.

Exhaust Spacer install:

Park vehicle on a flat clean surface and engage the parking brake. Allow the vehicle to cool for a period of time. Once exhaust cools, locate the Y-pipe connectors on the driver and passenger side exhaust system.



Remove the 4 bolts using a 13mm socket to disengage the Y-pipe from the down tubes. Discard bolts as they will not be reused.

Locate the Y-pipe clamp behind the transmission cross member and loosen using a 15mm socket. Locate the line up tab on the Y-pipe and grind flush with the pipe. This allows the pipe to be slid into the rest of the exhaust once the spacers are installed.

Install the spacers into the exhaust system between the down tubes and Y-pipe using the supplied hardware. The longer of the two goes on the passenger side and shorter on the driver side. Torque the spacer bolts to 45 ft-lbs and the clamp to 70 ft-lbs.

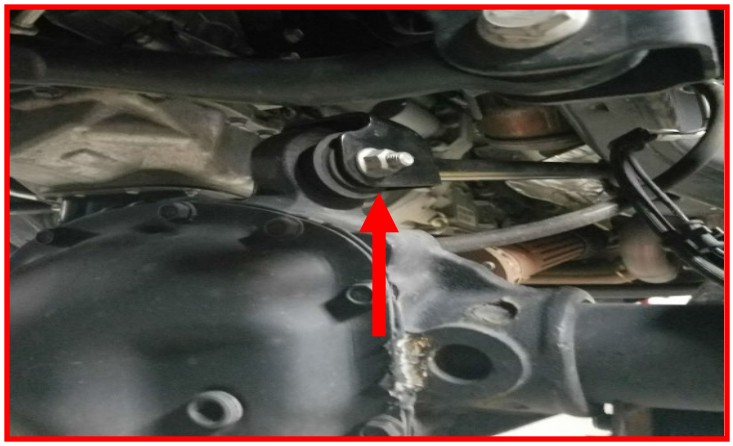
Front Install:

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

Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

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

Support the axle with a suitable jack. Loosen but do not remove the upper control arm bolts at the axle.



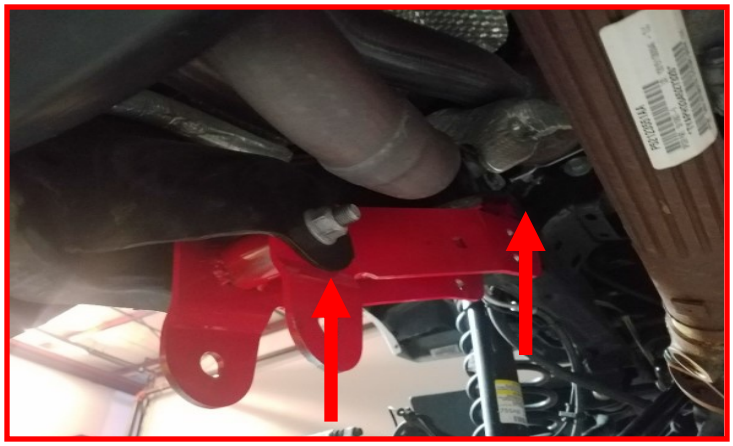
Loosen but do not remove the lower control arm bolts at the axle.

Locate the upper control arms where they meet the frame. Remove the bolt that holds the heat shield to the frame.

Gently bend the heat shield up and out of the way. Remove the upper and lower control arm bolts at the frame. Rotate the control arms out of the way.

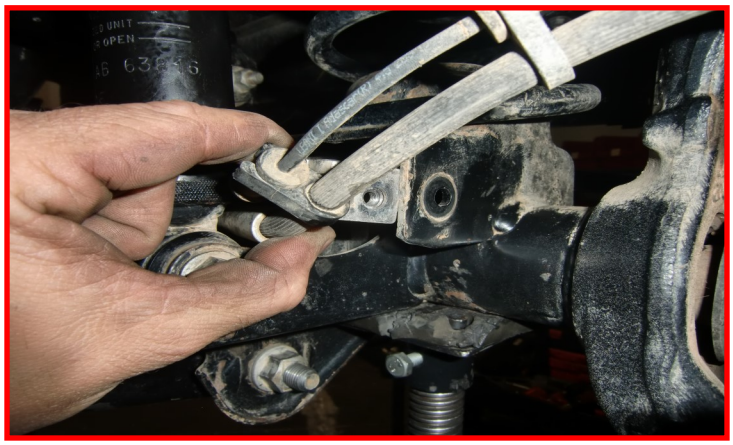
Install the ReadyLIFT control arm brackets to the upper control arm pocket using the factory hardware. Driver and Passenger sides marked with D and P respectively. Do not tighten at this time.

Install the ReadyLIFT control arm bracket to the lower control arm pocket using the factory hardware. Do not tighten at this time.



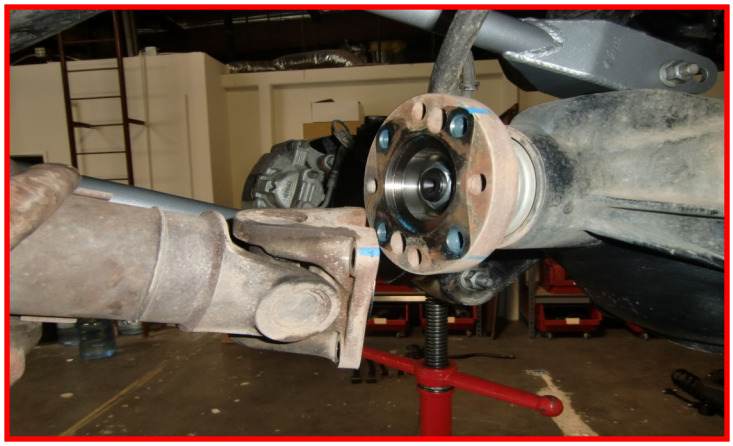
Install the upper arm to the bracket (use the upper hole for 2.5" lift heights, and lower hole for 3-4" lift heights) using the provided M12 x 80 mm bolts, washers, and nuts. Install the lower control arm to the bracket using the provided M14 x 100 mm bolts, washers and nuts. Do not tighten at this time.

Support the axle with a suitable jack. Remove the front brake line brackets at the axle and frame rail. Let hang out of the way. Remove the vent tube from the driver side spring mount. Let hang out of the way.



Remove the lower shock hardware at the axle.

Remove the front sway bar end links from the axle and sway bar. Mark the front driveshaft to pinion location. Remove the front driveshaft hardware. Let hang out of the way.



Remove the front track bar from the axle and frame.

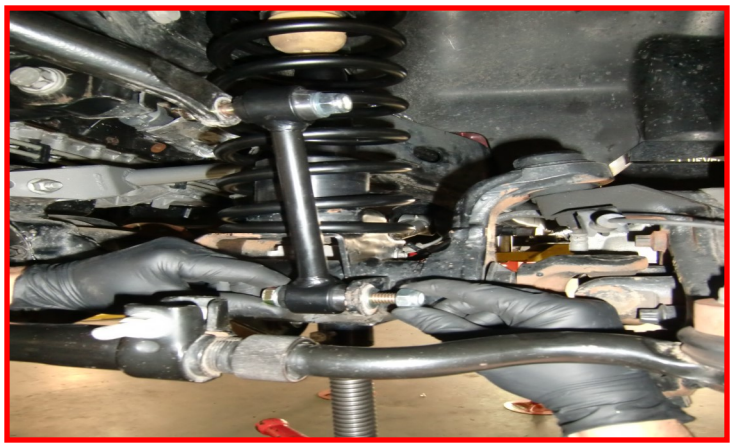
Lower the axle low enough to remove the front springs.

Locate the ReadyLIFT front bump stops onto the center of the axle pad. Use a punch to mark the pad for drilling.

Use a suitable drill, drill out the previously made mark using a 3/8” drill bit.

Insert the bump stop into the ReadyLIFT front coil spring. Install both as a unit to the frame and axle. Install the bump stop using the provided hardware. Torque to 25 ft-lbs. Raise the axle enough to hold the springs in place. Install the provided shocks using the factory hardware. Do not tighten at this time.

Install the ReadyLIFT 10” sway bar end links to the axle and sway bar using the factory hardware at the sway bar and the provided hardware at the axle. Make sure to use the “fender” washer to the outside of the end link. Do not tighten at this time.



Install the front brake line brackets to axle using the factory hardware. Install the ReadyLIFT front brake line brackets to the frame using the factory hardware. Install the factory brake line bracket to the ReadyLIFT bracket using the provided hardware. Torque all to 5 ft-lbs. Reattach the vent tube to the spring mount. It is up to the installer to verify all rubber brake lines and ABS harness have enough slack at full droop. Adjust as necessary.

Install the front wheels. Lower the vehicle to the ground and torque the lug nuts to the wheel manufacturer specs.

Jounce the vehicle a few times to get the suspension to settle to the new ride height. This allows the bushings to relax to the ride height.

Once settled, measure from the frame rail to the outside of each front tire. You will want to the axle to be shifted to the driver side by 1/4” (meaning the body will be off center to the passenger side 1/4”). Once this is achieved, measure from the track bar mounting holes at the axle and the frame rail. Adjust the track bar to this measurement. Install to the frame and axle using the factory hardware. Verify the axle is offset to the driver side 1/4” (body is off center by 1/4” to the passenger side), once this is done torque the axle and frame hardware to 130 ft-lbs. Tighten the jam nut on the track bar using a drop of thread locker.

Torque the upper control arm hardware at the axle and bracket along with upper bracket to frame hardware to 80 ft-lbs, the lower control arm hardware at the axle and bracket along with the lower bracket to frame 130 ft-lbs, the lower shock hardware to 45 ft-lbs, the sway bar end link hardware to 45 ft-lbs.

Gently bend the heat shields down to help deflect heat off the brackets. You will not be able to reinstall the factory hardware. This is not required.

Reattach the vehicles power source at the ground terminal. Steer the wheels from lock to lock and verify all clearances between the suspension, tires, brake lines, and ABS harnesses. Adjust as necessary.

Have the vehicles alignment set to factory specs. Make sure to have the steering wheel preset before driving to the align shop. If this is not done, you can have dash lights go off due to the angle of the steering wheel. Make sure the alignment shop calibrates the steering wheel angle sensor to Zero.

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.