Kit# 69-72200 2022-Up Hyundai Santa Cruz SST 2” 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 Ready-LIFT 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.

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 alighting headlights.

This suspension system was developed using a 245/65/17 tire with 17 x 8 wheel and a offset of +38. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 10" 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.

Use caution when uninstalling and reinstalling the rear spring.

Remove the windshield wipers, and the plastic cowl so you can access the upper strut mount.

RECORD HEAD LAMP MEASURMENTS

Driver Before	Driver After	Passenger Before	Passenger After

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Front Strut Spacer	2
Lower Control Arm Spacer	4
1.5" Front Sway Bar Bracket	2
Rear Spring Spacer	2
Rear Shock Extension	2
End Link Ball Joint Spacer	2
Subframe Front Spacer	2
Subframe Rear Spacer	2
Subframe Auxiliary Bracket Stud Spacer	2
Subframe Auxiliary Bracket Spacer	2
Steerign Gear Spacer	3
Hardware pack	1

Hardware	
DESCRIPTION	QTY
Front Strut Spacer	
M10-1.25 flange nut clear zinc	6
Front Lower Control Arm Spacer	
M14-1.5x80 Hex Head Bolt	4
M14-1.5 C-Lock nut	4
M14 Washer	8
Front Sway Bar Bracket	
M12-1.75x30 Hex Head Bolt	2
M12-1.75 C-Lock Nut	2
M12 Flat Washer zinc	4
Rear Shock Extension	
M12-1.5x35mm Hex Head Bolt	4
M12 Flat Washer	4
Subframe Drop Hardware	
M14-1.5x120mm Hex Head Zinc 10.9	2
M14 Flat Washer Zinc	2
M10-1.25x50mm Hex Head Zinc 10.9	2
M10 Flat Washer Zinc	2
M12-1.25x60mm Hex Head Zinc 10.9	3
M12 Flat Washer zinc	3

⚠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.

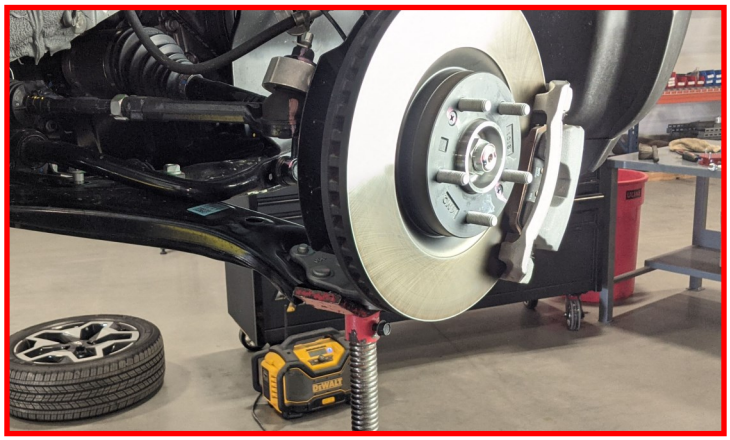
Disconnect the vehicle power source at the ground terminal on the battery.

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

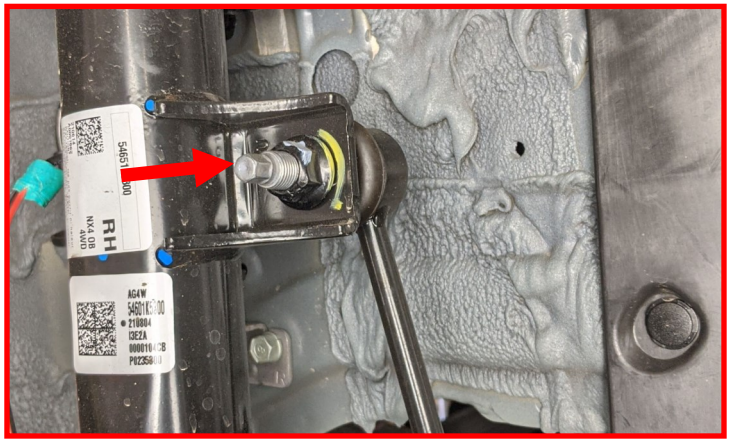
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

Remove the front wheels.

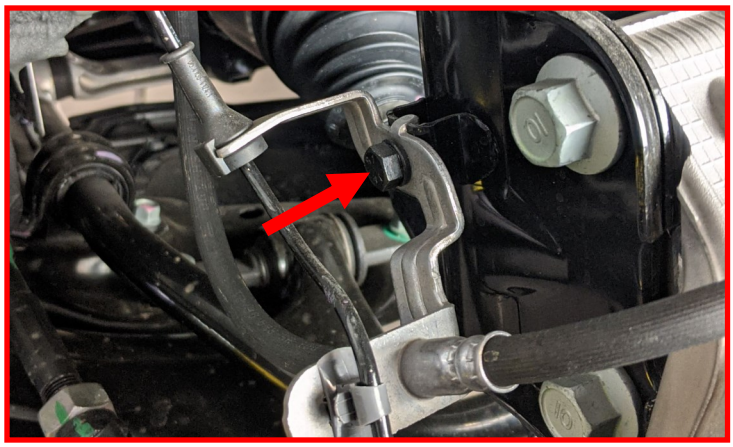
Support the lower control arm with a suitable jack. All steps are repeated for both sides of the vehicle.



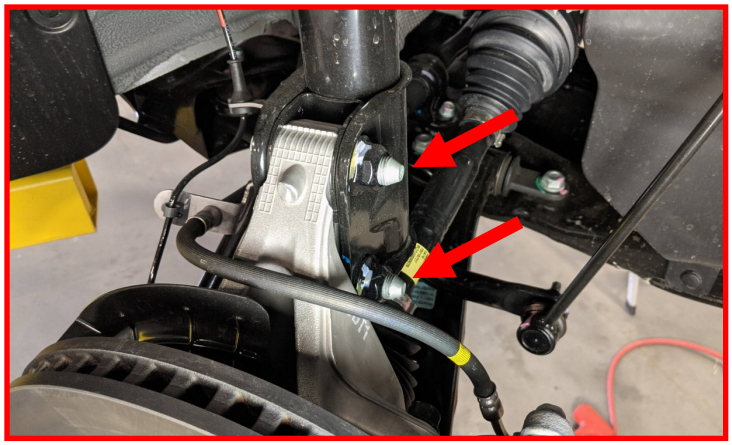
Remove the factory sway bar end link from the strut assembly. Retain factory hardware.



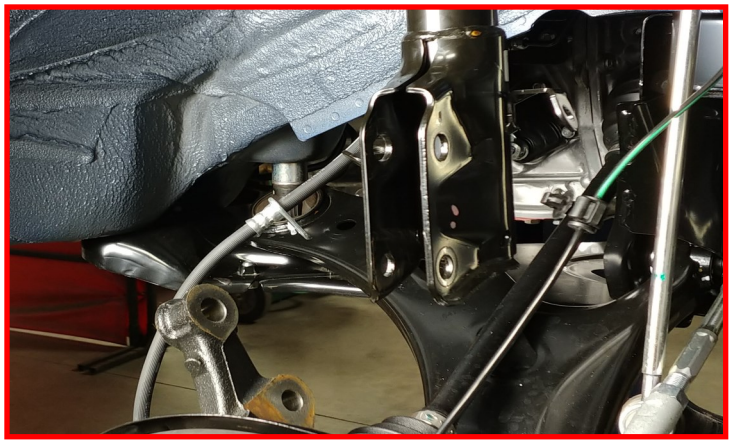
Remove the brake line bracket and ABS wire at the strut body. Let hang out of the way. Retain factory hardware.



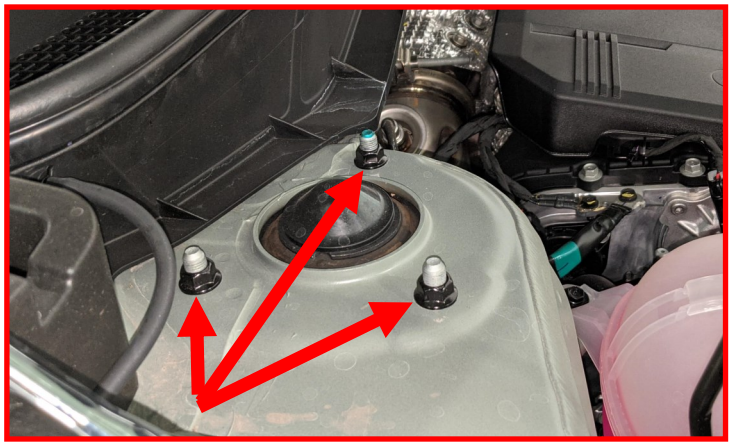
With an adjustable jack under the lower control arm, remove the strut to knuckle fasteners. Retain factory hardware.



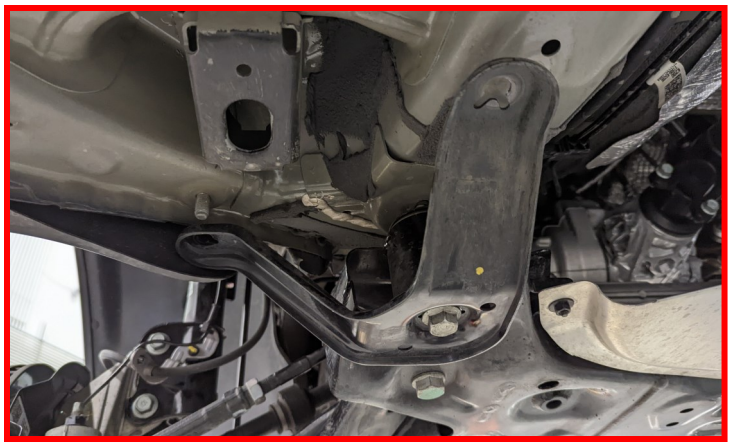
While keeping the lower control arm supported, release the knuckle from the strut body and let hang out of the way. Make sure to not overextend the ABS, brake line, and CV axle. Adjust as necessary.



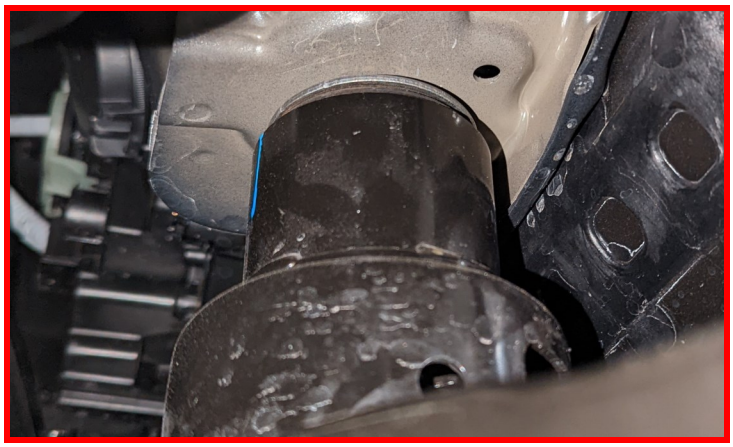
Remove the upper strut hardware. Make sure to hold the strut assembly from falling out of the vehicle. A helper is recommended for removal. Retain Factory Hardware.



Remove the rear bolts from the front subframe and discard. Remove the subframe auxiliary brackets and set aside. The auxiliary bracket bolt can be discarded, but retain the factory nut.

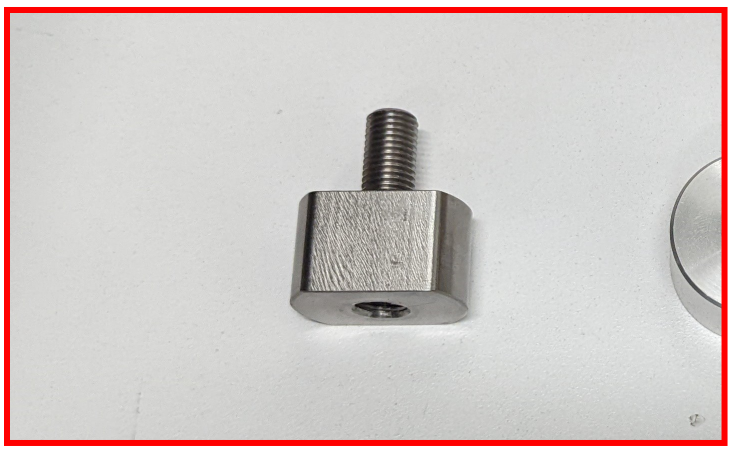


Loosen, but do not remove the front subframe nuts.



Thread the factory auxiliary bracket nut onto the stud until it bottoms out, leaving it hand-tight. Cut off the length of the stud that is protruding below the nut.

Remove the factory nut and thread the ReadyLIFT subframe auxiliary bracket stud spacer onto the stud that was cut down. Use a 22mm or 7/8” wrench to tighten the spacer down.



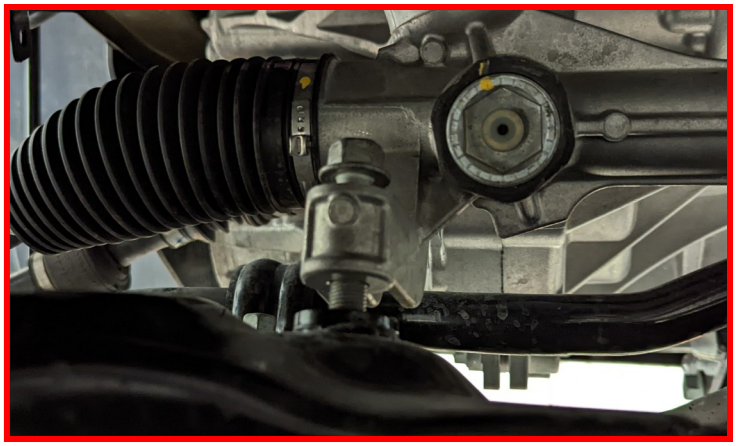
Install the ReadyLIFT rear subframe spacer (donut shaped spacer) by sliding it in between the subframe and the body. Install the factory subframe auxiliary brackets. Install the provided M14 x 120mm bolts and M14 washers. Leave fasteners loose at this time.

Install the ReadyLIFT front subframe spacer into the front subframe mounts.

Tighten front and rear subframe hardware to 110 ft-lbs.

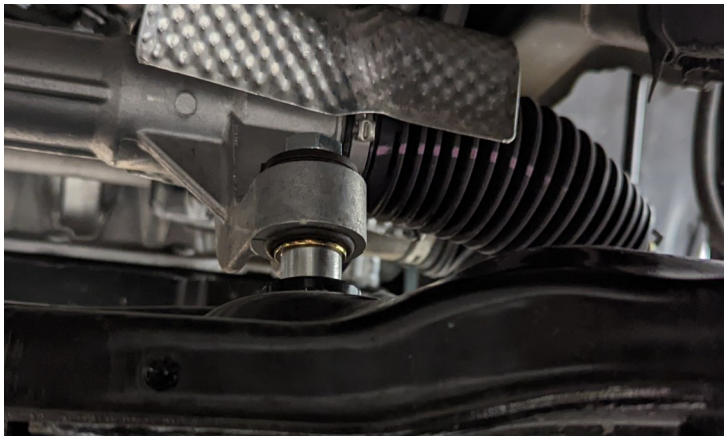
Tighten subframe auxiliary bracket hardware to 25 ft-lbs.

Loosen, but do not remove hardware attaching steering gear to subframe.

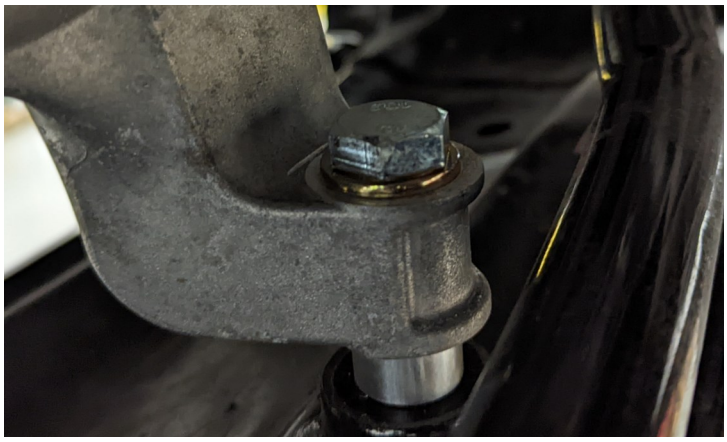


One at a time, remove factory bolts and discard.

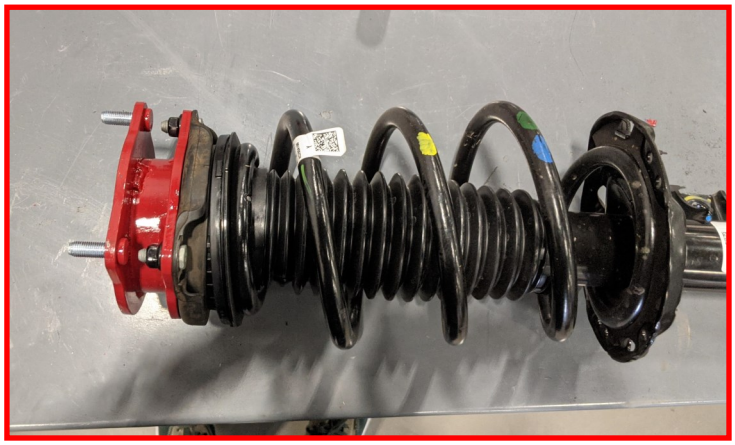
Install ReadyLIFT 1/2” steering gear spacers in between steering gear and sub-frame using provided M12 bolts and washers.



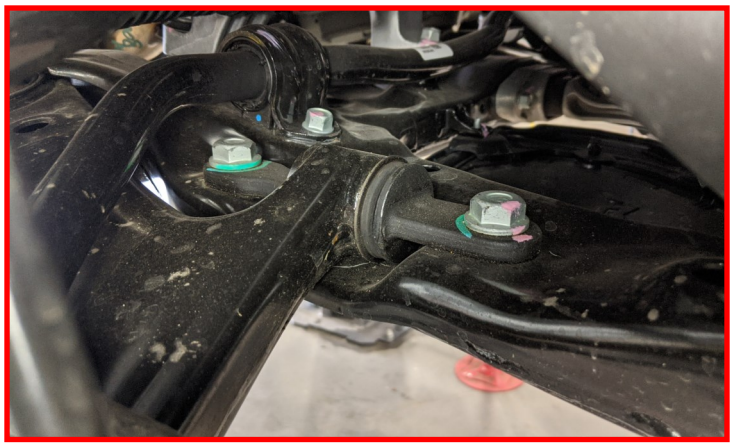
Tighten steering gear hardware down to 50 ft-lbs.



Locate the ReadyLIFT front strut extension. Install to the top of the strut using the factory hardware. Torque to 30 ft-lbs. Set assembly aside and move on to next step.

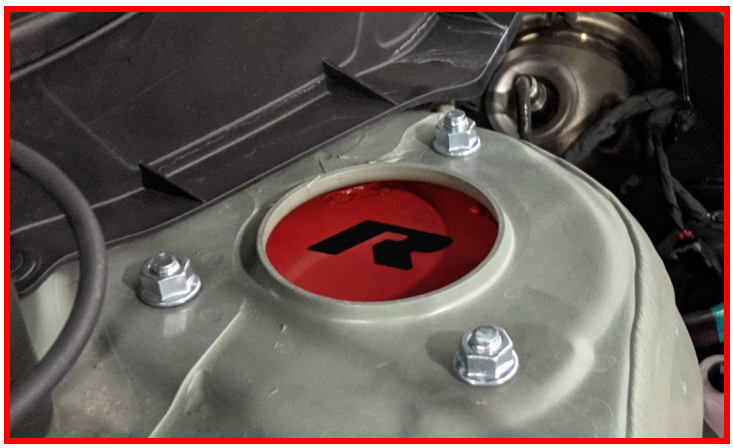


With the knuckle and lower control arm supported with jack, loosen the two bolts that connect the lower control arm to the subframe in the forward position. DO NOT REMOVE THE BOLTS at this time. The bolts should be loose enough that there can be a 1/4" gap between the control arm bracket and the subframe.



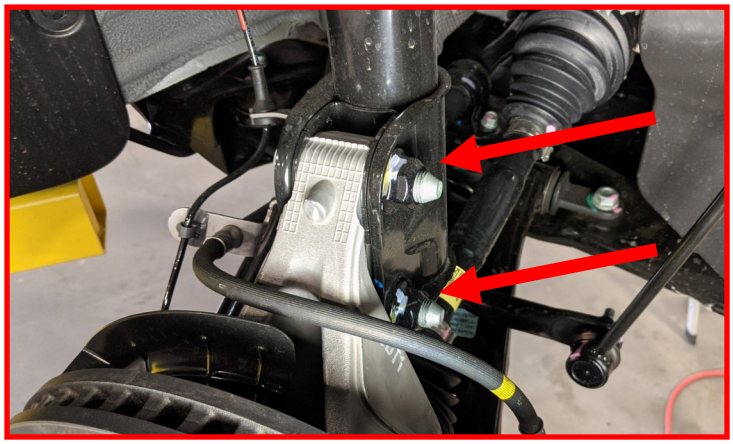
Remove one of the bolts. Install one lower control arm spacer in between the control arm and the subframe. Install the M14x80mm and washer into the threaded hole on the bottom of the subframe. Bolt should be pointing up and coming through the hole in the control arm bracket. Tighten bolt to 100 lb-ft. install nut on top side, but do not tighten. Repeat for the other side hole on the control arm bracket. Tighten both nuts to 100 lb-ft.

Install the completed strut assembly to the strut tower using the provided M10 flange nuts. Leave loose to aid in installation of the knuckle. A helper is recommended.



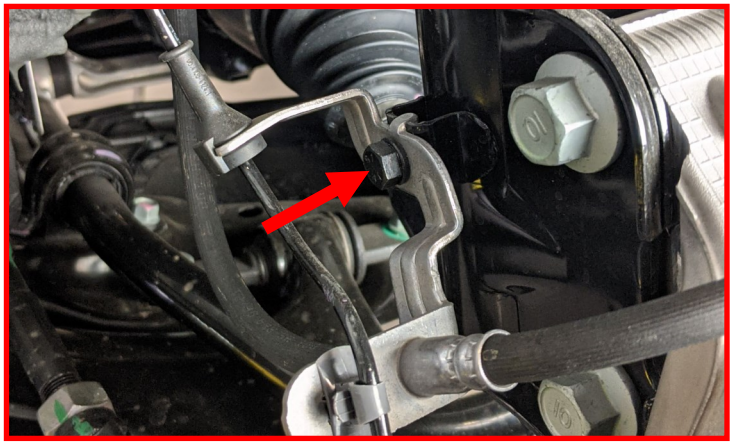
Raise the knuckle up and install into the strut body. Install the bolt into the upper hole and the remaining bolt into the lower.

Torque to 90ft-lbs.



Reattach the ABS and brake line bracket to the strut body.

Torque to 5ft-lbs.



Attach the sway bar end link bracket to the strut assembly. Use provided hardware.

Torque to 65ft-lbs.

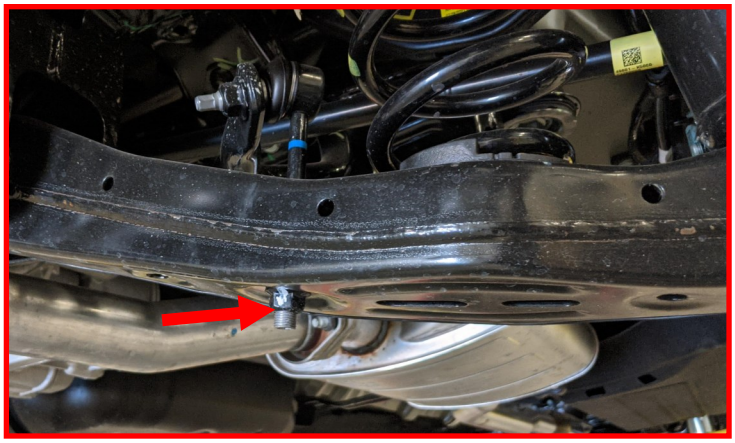
Add the End Link ball joint spacer to the sway bar end link. Attach the sway bar end link to the previous installed bracket with the spacer between the end link and bracket. Use factory hardware.

Torque to 65ft-lbs.

Note: Parts may have different finish than shown in pictures.

Support the rear of the vehicle and remove the rear wheels.

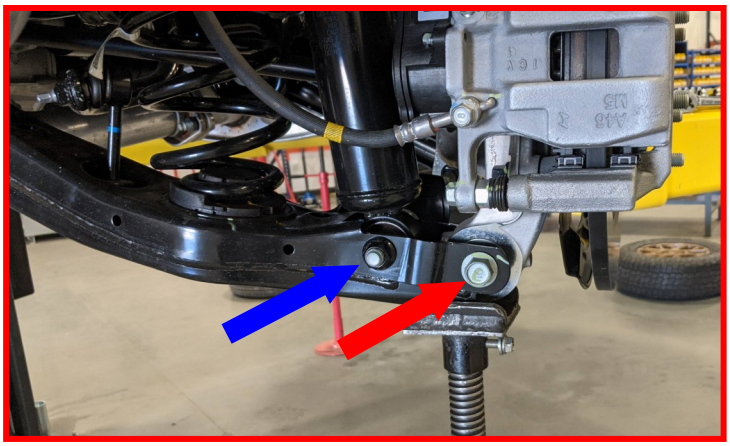
Remove the fastener that connects the rear sway bar end links to the lower control arm. Retain factory hardware.



Loosen but do not remove the rear alignment cam bolts.

Use extreme caution during this process.

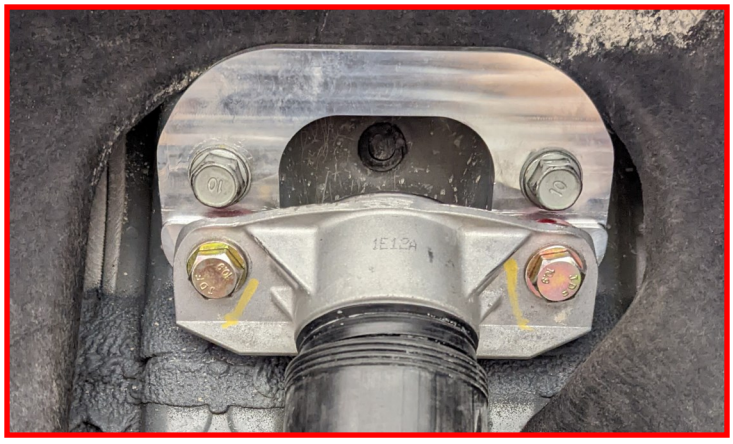
Use a suitable jack to support the lower control arm. Remove the bolts that connect the lower control arm to the knuckle, and the lower shock bolt. Slowly lower the jack releasing the spring tension. The spring may fall from the vehicle. Retain factory hardware.



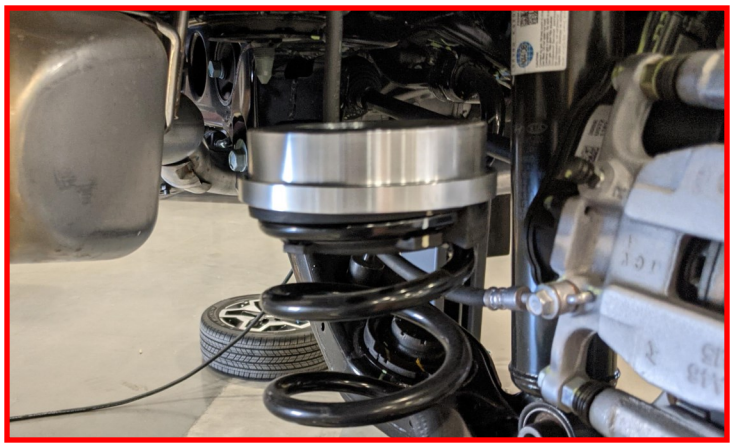
Remove the bolts from the upper shock mount and remove the shock from the vehicle. Retain factory hardware.

Using the factory upper shock mount bolts, install the Rear Shock Extension in the vehicle. Torque to 50 ft-lbs.

Using the supplied M12x35mm bolts and washers, install the shock into the lower shock extension. Torque to 50 ft-lbs.



Add the ReadyLIFT spring spacer to the top of the spring. Use the rubber isolator between the spring and spacer.

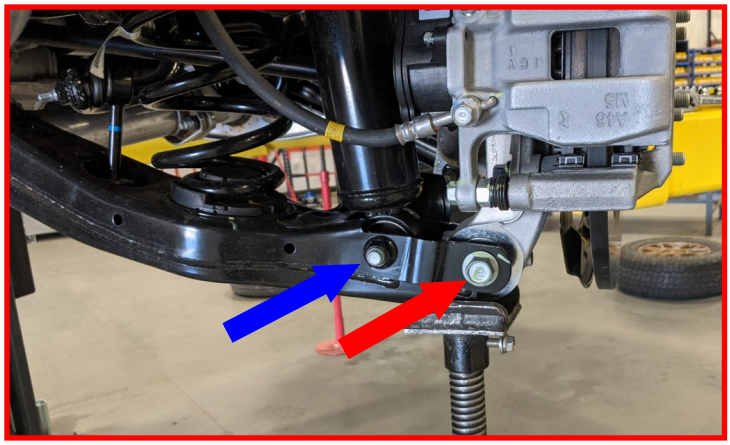


Position the spring spacer with the nipple on the vehicle body.

Seat the spring on the lower spring seat. Ensure that the spring is seated correctly against the stop on the lower spring seat.

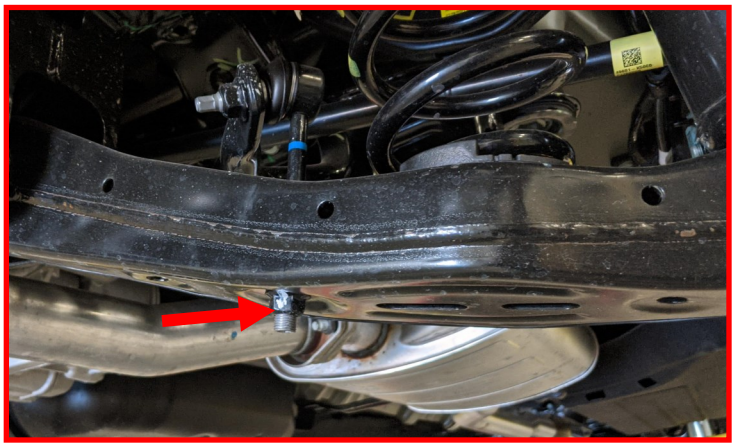
Use extreme caution during this process.

Use a suitable jack to raise the lower control arm. Align the sway bar end link with the lower control arm. Reconnect the lower control arm to the knuckle, and the lower shock mount. Use the factory hardware do not tighten at this time.



Install the sway bar end links to the lower control arms using the factory hardware torque to 40ft-lbs.

Repeat for other side of vehicle.



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

Jounce the vehicle to get it to settle to the new ride height. Torque the front upper strut hardware to 30 ft-lbs.

Center the rear alignment cams and torque to 40ft-lbs adjustments and final torque will be done by an alignment technician.

Torque all the lower control arm and lower shock mount hardware to 60 ft-lbs.

Reconnect the vehicle power source at the negative terminal. Turn the front wheels from lock to lock verifying all clearances between tire, suspension components and ABS / brake lines. Adjust as necessary.

Have the vehicles alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop. Final torque of all tie rods and cam bolts to be done by the alignment tech. Make sure all steering wheel angle sensors and electronic controls are reset per the manufacturer requirements.

Front Caster, and Camber are fixed the Toe is adjustable. Rear Camber and Toe is adjustable.

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	**-0.2**	**-0.2**	**+/- 0.5**	**+0.0**
Caster	**+3.5**	**+3.5**	**+/- 0.5**	**+0.0**
Toe	**+.00**	**+.00**	**+/-0.05**	**+.0**