



Installation Instructions T6-3072

IF YOUR ReadyLIFT® PRODUCT IS MISSING A OR HAS A DAMAGED PART, PLEASE CONTACT CUSTOMER SERVICE DIRECTLY. For warranty issues please return to the place of installation and contact ReadyLIFT® .

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY

(877)759-9991

MON-FRI 7AM-5PM PST

OR

EMAIL: INFO@ReadyLIFT.COM

WEBSITE: ReadyLIFT.COM

****Please retain this document in your vehicle at all times****

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT® manufactures. The ReadyLIFT® product warranty only extends to the original purchaser of any ReadyLIFT® product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts. Our Limited Lifetime Warranty excludes the following ReadyLIFT® items; bushings, bump stops, ball joints, tie rod ends, heims joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship. **This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.**

Product purchased directly from ReadyLIFT® has a 30 day return policy on uninstalled products from the date of purchase. Uninstalled product returns must be in the original ReadyLIFT® packaging. Please call **(877)759-9991** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT®. **Returns without RGA# will be refused.** Contact ReadyLIFT® directly about any potentially defective parts prior to removal from vehicle. If the part in question is deemed warrantable an RGA# will be assigned and can be returned for repair or replacement. Replacement parts required prior to warranty claim completion must be purchased. Upon receipt and verification of deemed warranty parts claim, a credit or refund can then be processed to complete warranty claim transaction.

ReadyLIFT® products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT® product. ReadyLIFT® is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT® reserves the right to change, modify or cancel this warranty without prior notice.



Installation Instructions T6-3072

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

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

Safety Warning: Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers. Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT® Suspension Inc. 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.

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 Inc. 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, or as referenced in the torque specification list provided in these instructions.

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.

Vehicle ride height chart

Driver Front:	Driver Rear:	Pass. Front:	Pass. Rear:								
<u>Stock</u> <u>Lifted</u>	<u>Stock</u> <u>Lifted</u>	<u>Stock</u> <u>Lifted</u>	<u>Stock</u> <u>Lifted</u>								
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Bolt Size Millimeters	Torque Specs in FT/LB	
	Metric Grade 8.8	Metric Grade 10.9
6mm	6	8
8mm	16	22
10mm	40	45
12mm	54	70
14mm	89	117
16mm	132	175
18mm	182	236

Bolt Size SAE	Torque Specs in FT/LB	
	Grade 5	Grade 8
5/16	15	20
3/8	30	35
7/16	45	60
1/2	65	90
9/16	95	130
5/8	135	175
3/4	185	280



Installation Instructions T6-3072

Bill of Materials

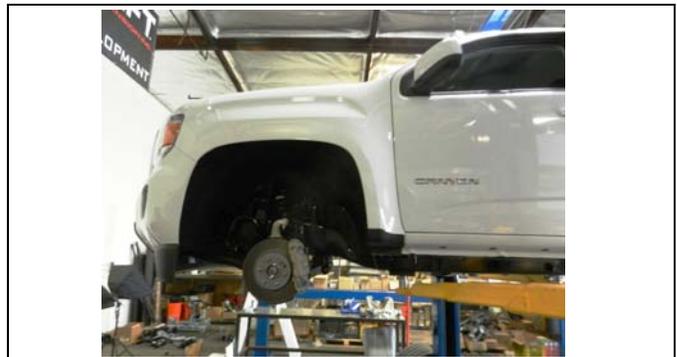
Description	Qty
2.0" Aluminum Spacer	2
10mm x 1.25 Flange Nuts (Silver)	6
10mm x 1.50 Flange Nuts (Gold)	2
Sway Bar Relocation Bracket	2
10mm x 1.50 x 20mm bolts	4

Description	Qty
M10 Flat Washer	4
Urethane Bushing	4
Bushing Sleeve	2
1 3/4" Flat Washer	2

The Bill of Materials represents the component contents of this kit. All hardware is of the highest grade and the components are manufactured to exacting specifications for a trouble free installation. Use the attached torque specifications chart when final tightening of the nut and bolts are done.



Put the vehicle onto level ground. Measure from the ground to the center of the fender well at all four wheels. Record the data in 1.



2. Lift the vehicle by the frame. Then remove the wheels using a 22mm socket.



3. Loosen the factory sway bar at the frame using a 10mm socket.



4. Remove the sway bar end links from the vehicle. Using a 15mm socket on top and a 13 mm socket on bottom.

Installation Instructions T6-3072



5. Remove the tie rod ends from the steering knuckle using a 21mm socket.
Note: You may need to use a hammer to separate the ball joint from the knuckle.



6. Remove the ABS line from the knuckle using a T30 torx socket and a 10mm socket.



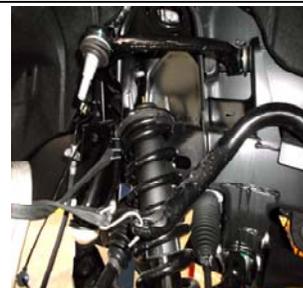
7. Unbolt the axle nut using a 36mm socket. Use a soft mallet or press tool to knock the axle from the knuckle. Remove the brake calipers from the knuckle using a 18mm socket. Hang out of the way.



8. Separate the upper control arm from the steering knuckle using an 18mm socket. **Note: the upper control arm will be under tension.**



9. Loosen the lower control arms at the frame using a 24mm socket. Unbolt the strut from the lower control arm using a 21mm socket, then unbolt the top of the strut using a 18mm wrench.



10. DO NOT over extend the cv-axle joints, doing so will damage/ break them. Lift the sway bar out of the way, then remove the strut from vehicle.



11. Loosen the upper control arm using a 13/16" socket and wrench. Let it rest on the droop stop, then retighten the upper control arm and torque it down to 90ft lbs. Loosening the lower control arms may be needed as well.



12. Mark the back side of the strut (frame side), on the top and bottom for aid in reinstallation alignment. Use a strut spring compressor to compress the spring.
Caution: The spring is under high pressure and can cause injury or death if not handled properly.

Installation Instructions T6-3072



Once spring tension is off of the nut, remove the spring hat with a 15mm (nut) and 6mm wrench (shaft end). Remove the top hat and rubber isolator.
13.



Install the rubber bushings to each side of the spacer. Lube the metal sleeve and press into the bushings.
14.



Install the rubber isolator and ReadyLIFT top hat spacer onto the strut using a supplied washer and gold 10mm x 1.5 flange nut. Use a 15mm and 6mm wrench. Make sure to line up the markings from top to bottom on the strut. **Do not use an impact gun, tighten down by hand.**
15.



Remove the spring compressor. Install the top of the strut first using the supplied silver 10mm x 1.25 nuts and a 14mm wrench. Leave the nuts loose.
16. Install the lower strut to the lower control arm using the factory bolt and a 21mm socket. Torque top nuts.



Reinstall the axle into the steering knuckle. Reinstall the upper control arm to the steering knuckle. Torque down using a 18mm socket. Install the factory hardware to the axle and tighten down with a 36mm socket.
17.



Reinstall the brake line brackets to the frame using a 13mm socket. You may need to lightly bend the brake line brackets to clear the upper control arm when at full droop. Reinstall the brake calipers to the rotors using a 18mm socket.
18.



Install the sway bar offset spacers to the frame using the factory 10mm bolts. Install the sway bar to the offset spacer using the provided 10mm x 1.5 x 20mm bolts and a 14mm socket.
19.



Reinstall the tie-rod using a 21mm socket. Reinstall the sway bar end links using a 13mm socket for the bottom and a 15mm socket for the top.
20.

Installation Instructions T6-3072



Reinstall the wheels using a 22mm socket, lower the vehicle to the ground and torque the lug nuts to 100 ft lbs. Tighten down the lower control arm bolts using a 24mm socket if loosened.



Recheck all work performed to ensure proper installation of the kit. Have the vehicle aligned immediately after kit installation.

Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory 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. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. Re-adjust headlamps.

Vehicle Handling Warning: Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment:

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment

Vehicle Re-Torque and Safety Inspection:

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.