

READYLIFT®

SUSPENSIONS

GM 2500 5" to 8" Lift

IF your ReadyLIFT® product has a damaged or missing 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

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

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

ReadyLIFT® Suspension 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 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 and damage, injury and/or death can occur if these instructions are not followed.

This suspension system was developed using a 35" - 12.5" tire for 5" - 6" lift kits and 37" - 12.5" tire for 7" - 8" lift kits 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. 20" Factory wheels can be used but are not recommended with tires over 11" wide.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Pass. Before	Pass. After
Front				
Rear				

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BILL OF MATERIALS

Front Cross Member	1
Rear Cross Member	1
M18 x 130mm Bolt, Lower control arm	2
M18 x 150mm Bolt, Lower control arm	2
M18 Locking Nut, Lower control arm	4
M18 Washer, Lower control arm	8
Torsion Bar Drop Bracket Assembly	2
9/16" x 4" Bolt, Torsion bar cross member	2
9/16" Locking nut, Torsion bar cross member	2
9/16" Washer, Torsion bar cross member	4
Knuckle, Drivers Side	1
Knuckle, Passenger Side	1
Front Differential Skid Plate	1
3/16" x 1.5" Bolt, Skid plate	4
3/8" Washer, Skid plate	4
Differential Drop, Pass Side	1
Differential Drop, Driver Side	1
M12 x 50mm Bolt, Pass diff drop	2
M12 x 35mm Bolt, Driver diff drop	3
M12 Locking Nut, Diff drops	5
M12 Washer, Diff drops	10

Sway Bar Extension Links Pair	1
M10 Locking Nut, Sway bar end link	4
Flat Washer, Sway bar end link	8
CV Axle Spacer, Driver Side	1
CV Axle Spacer, Pass Side	1
M10 x 60mm Bolt, Driver CV axle	8
M10 x 50mm Bolt, Pass CV axle	8
Bump Stop Extension	4
3/8" x 5.5" Allen Bolt, Bump Stop Extension	4
3/8" Washer, Bump Stop Extension	4
Front Brake line Bracket	2
Rear Brake line Bracket	1
1/4" x 3/4" Bolt, Brake line brackets	3
1/4" Locking Nut, Brake line brackets	3
1/4" Washer, Brake line brackets	6
8" Black Zip Tie, ABS wire	4
Keyways (7" - 8" Lift only)	2
Upper control arm (7" - 8" Lift Only)	2

Safety Warning

Before you start 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 will need to be performed after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- Use of a Vehicle Hoist will greatly reduce installation time.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

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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 jack stands at each frame rail behind the lower control arms.

Remove the front plastic gravel guard. There will be modifications required to reinstall later. (Fig 1)



Remove the shock hardware from the frame and lower control arms. (Fig 2)



Take care when working with the torsion bars, as they are under extreme pressure and if handled incorrectly can cause injury and/or death.

Locate the torsion bar cross member. Record the amount of adjustment bolt sticking out from the adjuster. Using a torsion bar unloading tool, add pressure by tightening the forcing screw on the tool to the torsion bar key way. Remove the torsion bar adjustment bolt from the pin. (Fig 3)



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Add pressure by tightening the forcing screw to the torsion bar until there is enough room to remove the torsion bar adjustment pin from the cross member. Once the pin is removed, release the pressure on the torsion bar by loosening the forcing screw. Repeat for both sides. (Fig 4)



Mark the torsion bar end for reassembly. The torsion bars are side to side and front to back specific. It is very important that they go back into the vehicle the way they came out. Slide the torsion bar forward through the lower control arms while holding onto the keyways. Remove the keyways from the cross member. Let the torsion bars hang from the lower control arm. (Fig 5)



With the torsion bar slide forward, remove any wire harness that is attached to the cross member. Remove the torsion bar cross member from the frame. (Fig 6)



Once the cross member is removed, pull the torsion bars out of the lower control arms and set aside. Make sure to have the bars marked for reassembly. It is best to lay the bars down on the ground under the vehicle in the same orientation/side as they are removed. (Fig 7)



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Remove the sway bar end links from the sway bar and lower control arm. Make sure to save all the rubber ends. If they are worn or bad, replace with new. You will have to remove the capture nut and any washers inside the rubber ends. They will be replaced. (Fig 8)



Remove the outer tie rod end hardware. Strike the tie rod boss on the knuckle with a dead blow hammer to dislodge the taper. (Fig 9)



Remove all ABS wire clips and brake line brackets at the frame and knuckle. (Fig 10)



Disconnect the ABS connector at the frame and tuck the harness out harms way. (Fig 11)

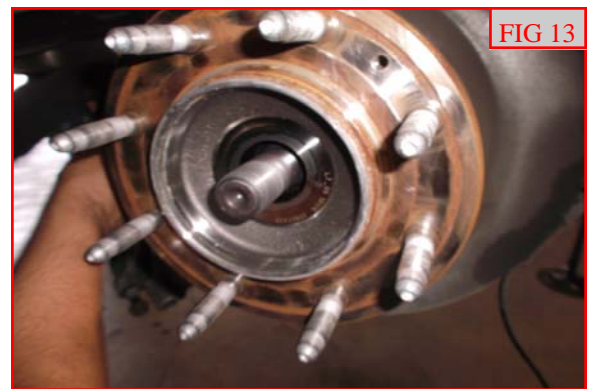


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Remove the axle dust cover using a chisel or other suitable tool. Remove the brake caliper from the knuckle. Use a suitable device and hang the caliper out of the way. DO NOT let the caliper hang by the rubber brake line. (Fig 12)



Remove the axle nut. (Fig 13)



Remove the hub bearing mounting hardware from the knuckle. Make sure to not drop the hub assembly. Remove the dust shield with the assembly. (Fig 14)



Loosen but do not remove the upper and lower ball joint nuts. Strike the ball joint boss on the knuckle to dislodge the tapers. Remove the knuckle from the upper and lower control arms. (Fig 15)



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Mark the CV axle flange to the differential flange and driver / passenger side for reinstallation later. Remove the CV axle hardware. (Fig 16)



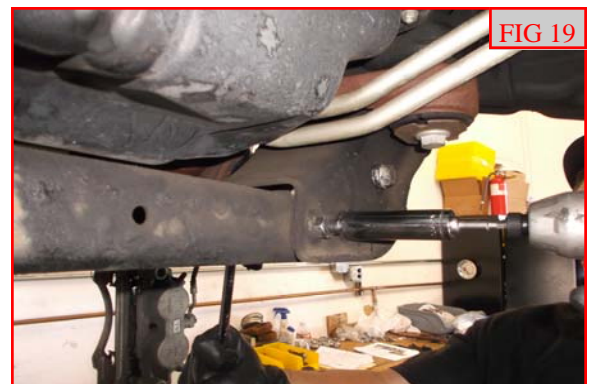
Remove the CV axle from the vehicle. Do not mix up the CV axles. (Fig 17)



Remove the lower control arms from the frame. Remove the control arm bump stops from the frame by twisting them out of their mounts. (Fig 18)



Remove the rear cross member from the frame. (Fig 19)



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Remove the electrical connectors and vent tube from the differential. (Fig 20)



Mark the front drive shaft to pinion orientation for reinstallation later. Remove the front drive shaft from the differential. Let hang out of the way. (Fig 21)



Support the differential with a suitable jack / stands, remove the driver and passenger side hardware. Note that the driver side has three bolts holding it in place. The two forward bolt heads are of different sizes. Mark these hardware for reinstall later as their location is important. Leave the rearmost bolt in the factory hanger. Carefully lower the differential out of the vehicle and set aside. (Fig 22)



Clean the driver side rear control arm pocket. Measure from the center of the control arm mounting bolt out **1.5"**, mark a line vertically across the back and front side of the pocket. Connect the two lines across the top of the pocket. (Fig 23)



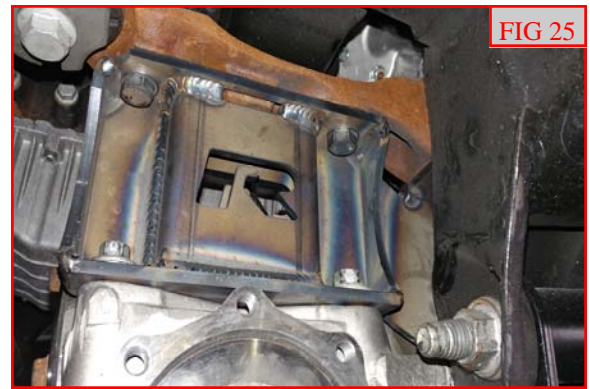
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Using a suitable cutting tool, cut along the previous made marks. Remove and discard the outer portion of the control arm pocket. Paint the exposed metal with a quality rust preventative paint. (Fig 24)



Install the ReadyLIFT® driver side diff drop to the original hanger using provided **M12 bolts and washers** to the forward two locations. Install the last mount using the **factory bolt** and a provided **M12 washer and nut**. Install the differential to the ReadyLIFT® bracket using the **factory bolts** in their proper location and provided **M12 washer and nut** in the forward two holes. Install the last mounting location using **M12 bolt and washer**. Do not tighten at this time. (Fig 25)



Install the ReadyLIFT® passenger side diff drop the original hanger using the provided **M12 nuts and washers**. Install the differential to the hanger using the provided **M12 bolts, washers and factory nuts**. Raise the differential until all the mounts are all seated. Torque all hardware down to **95 ft-lbs**. (Fig 26)



Install the front drive shaft using the **factory hardware** and a drop of thread locker for each bolt. Torque to **15 ft-lbs**. Reconnect the electrical connector, install the wire harness to the original locations, attach the vent tube. (Fig 27)



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Install the ReadyLIFT® rear cross member using the **factory control arm and cross member hardware**. Do not tighten at this time. (Fig 28)



Install the ReadyLIFT® front cross member using the **factory control arm hardware**. Do not tighten at this time. (Fig 29)



Install the lower control arms to the ReadyLIFT® cross members using **M18 bolts, washers, and nuts**. Do not tighten at this time. (Fig 30)



If you are installing the 7-8" lift kit, Install the ReadyLIFT® upper control arms now according to the provided instructions.

Raise the lower control arm up and support with a suitable stand. Install the ReadyLIFT® side appropriate knuckle to the lower and upper ball joint using the **factory nuts**. Torque the upper ball joint to **65 ft-lbs**, and the lower ball joint to **85 ft-lbs**. Transfer the o-ring from the inside of the factory knuckle to the ReadyLIFT® knuckle. (Fig 31)



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Install the hub assembly and dust shield to the ReadyLIFT® knuckle using the **factory hardware**. Torque to **120 ft-lbs**.

(Fig 32)



FIG 32

Install the CV axles to the hub assembly using the factory hardware. Torque to **200 ft-lbs**. Install the ReadyLIFT® driver side CV (1.5" thick) spacer in between the CV flange and differential flange using the provided **M10 x 60mm bolts, washers** and a drop of thread locker. Make sure to line up the previous marks on the flanges.

(Fig 33)



FIG 33

Install the ReadyLIFT® passenger side CV (1" thick) spacer in between the CV flange and differential flange using the provided **M10 x 50mm bolts, washers** and a drop of thread locker. Make sure to line up the previous marks on the flanges. Torque all CV bolts to **50 ft-lbs**.

(Fig 34)



FIG 34

Install the ReadyLIFT® bump stop extension bolt plate into the frame by inserting into the frame pocket and rotating until the locks on the frame are under the plate keys. (Fig 35)

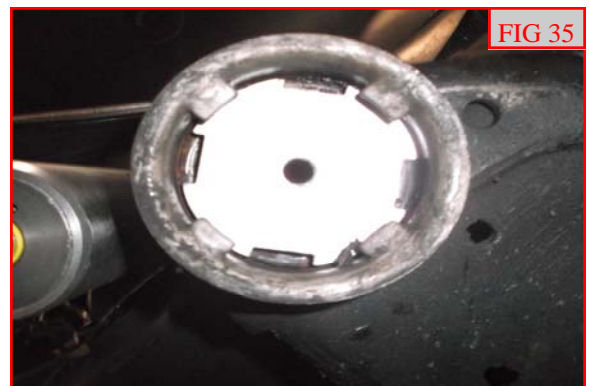


FIG 35

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Install the ReadyLIFT® bump stop extension using provided $3/8"$ x $5.5"$ long Allen head bolt and washer. Torque to 25 ft-lbs. (Fig 36)



Take the factory bump stops and grind the top edge at a slight angle to aid in installation later. Drill out the top of the bump stop with a $1/2"$ drill bit $3/4"$ deep. (Fig 37)



Use a soap and water solution to aid in installation, push the bump stops into the ReadyLIFT® extensions with a twisting motion. Make sure they fully seat. (Fig 38)



Install the rotors and calipers using factory hardware and a drop of thread locker. Torque to 120 ft-lbs. Install the factory axle nut cover by popping it back on, take a mallet and tap around the outer edge until it seats all the way onto the flange. (Fig 39)



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Remove the factory brake line bracket from the rubber line. Cut a relief cut into the back of the bracket where it clamps around the rubber line to aid in removal. DO NOT cut into the rubber line. Discard the bracket. (Fig 40)



Install the ReadyLIFT® brake line bracket to the frame using the factory hardware and to the factory brake line bracket using the provided **1/4" bolt, washers and nuts**. You have to gently pull on the metal portion of the line to get the brackets to line up. Torque all to **5 ft-lbs**. Reconnect the ABS electrical connection and install into the holes on the frame rail. Run the ABS wire along and zip tie to the rubber brake line behind the knuckle. (Fig 41)



Install the outer tie rod ends to the ReadyLIFT® knuckles using the factory hardware. Torque to **65 ft-lbs**. (Fig 42)



Install your extended length shocks to the frame using the hardware that either came with the shocks or the factory hardware. Install the lower shock mount to the lower control arm using the **factory hardware**. Torque to **60 ft-lbs**. (Fig 43)



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Install the ReadyLIFT® sway bar end links to the lower control arm and sway bar using the factory rubber isolators, provided **M10 fender washers and M10 nuts**. Torque to **15 ft-lbs.** (Fig 44)



FIG 44

Install the torsion bars for the appropriate sides into the lower control arms. Push all the way into the control arms and let hang. Install the ReadyLIFT® torsion bar cross member drops to the cross member using the **factory hardware**. Install the ReadyLIFT® torsion bar cross member drops to the frame using the provided **9/16" bolts, washers, and nuts**. Do not tighten at this time. (Fig 45)



FIG 45

Install the torsion bars through the cross member into the factory keyways for the 5-6" lift kit, and into the ReadyLIFT® keyways for the 7-8" lift kit. Using the torsion bar unloading tool, load the torsion bar enough to install the cross pin and factory adjusting bolt. Set the adjustment bolt to the recorded lengths from the previous step for the initial setting. Repeat for both sides. Remove the torsion bar unloading tool. (Fig 46)



FIG 46

Install the ReadyLIFT® front skid plate using the provided **3/8" bolts and washers**. Torque to **30 ft-lbs.** Torque the front and rear cross member hardware to **150 ft-lbs.** (Fig 47)



FIG 47

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Trim the lower corners of the factory plastic gravel guard as shown. (You are removing the stepped area for the original lower bolts.) (Fig 48)



Install the gravel guard between the ReadyLIFT® cross member and the factory cross member. As you raise the guard to the core support bar, make sure to guide the lower radiator hose clamp into the guard mounting hole. Press into place. Install the front edge to the factory core support bar using the **factory hardware**. Tighten down by hand. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Move to the rear install. (Fig 49)



Block the front tires and raise the rear of the vehicle using a suitable jack.

Support with jack stands at each frame rail in front of the rear leaf spring hangers.

Removal of the rear wheels are not necessary but can make the install easier.

Remove the ABS wires from the frame rails and disconnect the electrical connectors. Remove the rear shocks from the axle and frame.

Remove the brake line bracket at the frame rail. Gently pull down on the metal lines to gain slack. (Fig 50)



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Locate the parking brake cable at the frame rail ahead of the driver side leaf spring mount. Pull on the cable and pop the adjuster out of the cable clamp. Use a 13mm open ended wrench, pass the cable through the open end and use the wrench to press the cable clip at the frame closed. Pull the driver side cable out of the frame rail. Reposition under the leaf spring mount and reinstall to the original holes. Push the cable until the clips lock into place. Install the cable end back into the cable clamp.

(Fig 51)



FIG 50

Support the axle with a suitable jack, loosen but do not remove the u-bolts on the opposite side you are working on just enough to allow slack. Remove the u-bolts on the side you are working on completely and discard. Lower the axle just enough to install the ReadyLIFT® lift block. Raise the axle until the block is seated in the pins. (Fig 52)



FIG 52

Install the **provided u-bolts and nuts**. Snug up but do not tighten at this time. Repeat for the opposite side. When tightening, use a criss-cross pattern. Alternate between sides of the vehicle. Torque to **110 ft-lbs**. (Fig 53)



FIG 53

Install your extended length shocks to the frame and axle using the factory hardware. **MAKE SURE TO INSTALL THE SHOCK AS IT IS RECOMMENDED.** Some shocks are inverted and some are standard. If you are using the SST 3000 ReadyLIFT® shocks, the body of the shock goes towards the axle. Picture shows an upgraded inverted style shock. Do not tighten at this time.

(Fig 54)



FIG 54

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Install the ReadyLIFT® brake line bracket to the frame and metal factory bracket using the **factory hardware** and **1/4" bolt, washer and nuts**. Torque to **5 ft-lbs**. Reconnect ABS electrical connectors. Make sure there is enough slack for full droop, adjust as necessary. Zip tie to u-bolts at full droop. (Fig 55)



Install the wheels if removed and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Torque the upper and lower shock mount to **60 ft-lbs**. Reattach the vehicle power source at the ground terminal. (Fig 56)



Move to the front of the truck. Set the ride height of the vehicle by measuring from the center of the wheel to the fender line. Make sure that if you have deep dish wheels, that you use a straight edge and level to find center of the wheel and straight edge at the fender. **DO NOT** measure by going around the lip of the wheel. For lift heights of 7-8", you will need the ReadyLIFT® upper control arms and ReadyLIFT® keyways installed.

Using the adjustment bolts at the torsion bars set the vehicle height to:

29" for the 5" lift height

31" for the 7" lift height

30" for the 6" lift height

32" for the 8" lift height (**MAX LIFT HEIGHT!!**)

Once height is finalized, torque the lower control arm bolts to **150 ft-lbs**. Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.

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*****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:

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.

RECOMMENDED ALIGNMENT SPECS

	Driver	Passenger	Tolerance	Total / Split
Camber	+0.0	+0.0	+/- 0.5	+0.0
Caster	+3.0	+3.0	+/- 0.5	+0.0
Toe	+.05	+.05	+/-0.05	+.20