

READYLIFT[®]

SUSPENSIONS

44-3470, 44-3471, 44-3472, 44-3490, 44-3491 GM 1500 7"/9" LIFT



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"-12.5" tire on the 7" lift and 37"-12.5" tire on the 9" lift with 20" x 9" wheel and a offset of -12. If wider tires are used, offset wheels may be necessary and trimming may be required.

The stock spare rim can be run in an emergency on the rear of the vehicle only - 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 designed to work with stock front struts. DO NOT mix after market lift struts with the kit.

Trimming of the front plastic valance is necessary for tire clearances. This must be done and is shown in the last steps of the instructions.

Calibration of the steering wheel angle sensor MUST be completed once the alignment is set.

2wd vehicles, Ignore all differential steps and rear control arm pocket cutting. 2wd vehicles are limited to 7" lift only unless the rear cross member is modified to fit the drive shaft or a smaller diameter drive shaft is built.

The factory spare wheel will work on the rear of the vehicle. In the event of a front flat, a good wheel from the rear will need to be transferred to the front and the spare to the rear. A full size spare wheel is recommended that matches the wheel offset required to clear the lift knuckle.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Driver Knuckle	1
Pass Knuckle	1
Front Cross Member	1
Rear Cross Member	1
Skid Plate	1
Driver Diff Drop	1
Pass Diff Drop	1
Driver Sway Bar Bracket	1
Pass Sway Bar Bracket	1
Driver Strut Extension	1
Pass Strut Extension	1
Strut Shim	2
CV Axle Spacer	2
Driver Brake Line Bracket	1
Pass Brake Line Bracket	1
Rear Brake Line Bracket	1
ABS Bracket	1
Driver Gravel Guard Bracket	1
Pass Gravel Guard Bracket	1
Driver Lift Block	1
Pass Lift Block	1
Bilstein Rear Shock	2
Hardware Pack	1
Driver Control Arm (44-3472, 90, 91 only)	1
Pass Control Arm (44-3472, 90, 91 only)	1
2wd Transmission Spacer (7" only)	1

5/16" x .75" Bolt	3
5/16" Nut	3
5/16" Washer	6
3/8" x 1.75" Bolt	8
3/8" x 1.25" Bolt	4
3/8" x 1" Bolt	8
3/8" Nut	14
3/8" Washer	34
1/2" x 1.25" Bolt	4
1/2" Washer	4
5/8" x 5.5" Bolt	2
5/8" x 4.5" Bolt	2
5/8" Nut	4
5/8" Washer	8
M10 x 60mm Bolt	4
M10 x 40mm Bolt	4
M10 Nut	8
M10 Washer	16
M12 x 45mm Bolt	3
M12 Nut	4
M12 Washer	7
Zip Tie	15
U-Bolt	4
U-Bolt Hardware Pack	1
Add-a-Leaf Kit (44-3490, 91 only)	1



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.

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. Support the lower control arm with a jack.

Disconnect the ABS electrical connector at the frame rail. Remove the ABS wire harness from the frame rail and upper control arm bracket. (Magna Ride Vehicles: Pop sensor linkage off brake line bracket)



Remove the brake line bracket at the control arm.



Remove the brake line bracket at the frame rail.



Remove the tie rod end from the knuckle. Strike the tie rod end boss with a dead blow hammer to dislodge the taper.



Remove the wire harness clips from the strut studs. Remove the upper strut hardware from the frame.

(Magna Ride Vehicles: Disconnect electric connector for shock.)



Remove the brake caliper from the knuckle.



Use a suitable device, hang the caliper out of the way. Do not let the caliper hang by the rubber line.



Remove the rotor from the knuckle. Some rotors are held on by a torx bolt and this must be removed. Set aside.



Remove the axle nut cover if installed. Remove the axle nut.



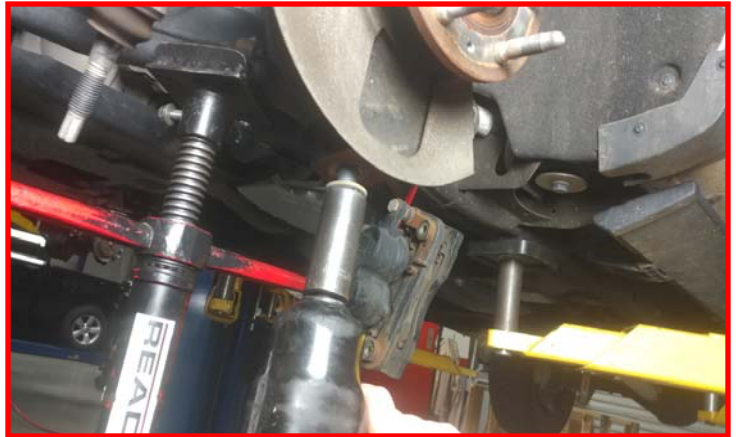
Remove the sway bar end links from the lower control arm and sway bar.



Loosen but do not remove the upper ball joint hardware. Strike the ball joint boss with a dead blow hammer to dislodge the taper.



Loosen but do not remove the lower ball joint nut.



Strike the ball joint boss with a dead blow hammer to dislodge the taper.



Remove the knuckle from the vehicle.



Remove the lower strut mounting hardware from the lower control arm.



Remove the strut from the vehicle.



Remove the CV axle from the differential.



Remove the lower control arm from the frame.



Remove the sway bar from the frame.



Remove the gravel guard from the frame.



Remove the factory rear cross member from the frame. (2wd: Loosen but removal is not necessary)



Using the center of the rear control arm bolt hole, measure towards the middle of the vehicle frame 1.5" and make a vertical mark on both sides of the frame. Connect the two lines across the top of the frame rail. Repeat for both driver and passenger sides. (2wd: Ignore all steps for diff)



Use a suitable cutting tool, cut along the previously made marks. Sand the rough edges of the frame and paint the exposed metal using a quality rust preventative paint.

(2wd: Ignore)



Support the front differential. Mark the front pinion to u joint for re-installation later. Remove the front drive shaft from the differential and let hang out of the way.



Disconnect the electrical connector at the passenger side differential actuator. Remove the harness from the differential. Remove the rubber diff vent hose from the diff.



Remove the differential hardware and carefully lower the differential out of the vehicle. Set aside. Use of a helper will aid in the removal of the differential.



Locate the front control arm pockets. Mark the shown area. Use a suitable cutting tool, notch the corners of the pocket.
(2wd: Necessary!)



Install the ReadyLIFT passenger side differential bracket to the frame mount using the provided **M12 Locking nuts and washers**. Do not tighten at this time.



Install the ReadyLIFT driver side differential bracket to the factory hanger using the **factory hardware**. Do not tighten at this time.



Support the differential, raise and install the differential to the driver side ReadyLIFT mount using the provided **M12 x 45mm bolts, washers, and locking nuts**. Do not tighten at this time.



Install the differential to the passenger side ReadyLIFT bracket using the provided **M12 x 45mm bolt, washer and factory nut** to the rear most hole, and the **factory nut** to the stud on the bracket. Do not tighten at this time.



Install the front drive shaft to the pinion using the **factory hardware** and a **drop of thread locker**. Torque to **13 ft-lbs**. Torque the differential hardware to **45 ft-lbs** in this order, driver upper, driver lower, passenger upper, and passenger lower. While tightening the pass lower, center the bracket in the slotted holes.



Install the ReadyLIFT rear cross member using the factory hardware from the outside facing inwards towards the differential. Do not tighten at this time.



Make sure to reuse the factory tapered washer that was under the nut. Make sure to install with the taper towards the frame rail. Do not tighten at this time.



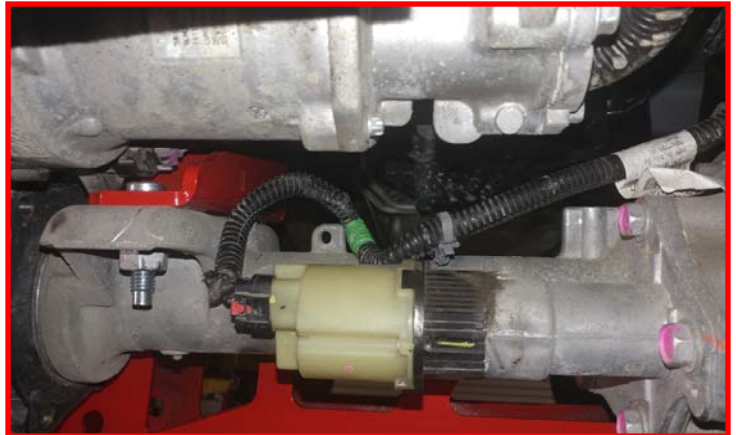
Gently pull on the differential vent hose. It is held to an upper wire harness with electrical tape and will pull down far enough to re-attach. Push hose over the barb fitting on the differential.

(2wd: Ignore)



Re-connect the electrical connector on the differential actuator. Make sure to push in the safety lock. Zip tie the harness to the locating holes on the differential housing at the first and second mounts. Leave the one closest to the drive side undone.

(2wd: Ignore)



Locate the front gravel guard. Measure from the back edge towards the front 17.75".



Mark a straight line across the gravel guard. Use a suitable cutting tool, cut along the line. Discard the lower half. Sand any burs off the cut edge of the front half.



Measure out from the long inside rib on the driver side **5.75"** and on the passenger side **3.5"** and draw a parallel line with the rib. Measure from the lower edges on the driver and passenger sides up **1"** and draw a parallel line with the edge. Where your lines intersect, use a **3/8"** drill bit and drill a hole.



Flip the gravel guard over so that you are looking at the engine side. Locate the ReadyLIFT gravel guard brackets. The long one is the driver side and short is the passenger side. Install using the provided **3/8" x 1" bolts, washers, and lock nuts**. Tighten so that the brackets are snug but still able to slightly pivot.



Install the assembled gravel guard to the core support cross member and front cross member using the **factory hardware**. The ReadyLIFT brackets will line up with the two original holes of the gravel guard. Hand tighten these only as they are self tapped holes and can strip easily.



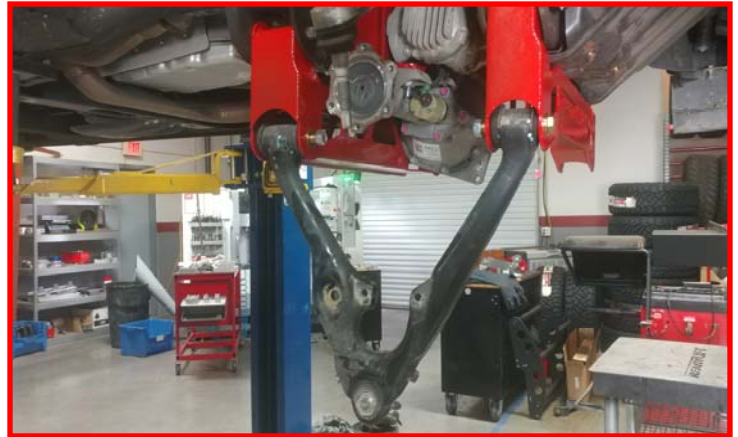
Install the ReadyLIFT front cross member to the frame using the **factory hardware**. Do not tighten at this time.



Make sure to re use the factory tapered washer that was under the nut. Make sure to install with the taper towards the frame rail. Do not tighten at this time.



Install the lower control arms using the provided **5/8" x 4.5" bolts, washers and locking nuts** in the forward mount and the provided **5/8" x 5.5" bolts, washers and locking nuts** in the rear mount. Do not tighten at this time. Torque the cross member to frame hardware to **150 ft-lbs.** (2wd: torque factory cross member to **45 ft-lbs**)



Install the CV axles to the differential using the **factory hardware** and a drop of thread locker. Torque to **35 ft-lbs.**



44-3472, 44-3490, 44-3491 Kits only, All others ignore::

Remove the factory control arms. Install the ReadyLIFT upper control arms to their appropriate sides using the factory cam bolts, cam plates and nuts. Do not tighten at this time.



Late 2016 and newer vehicles with stamped steel arms: Locate the front upper control arm drop limiter. Remove the rubber isolator from the frame.



(44-3490, 44-3491 Kits only, All others ignore):

Use a suitable cutting device, remove the upper control arm droop limiter. Sand any burs. Use a quality rust preventative paint, paint the exposed metal.



Locate the factory knuckle and hub assembly. Remove the hub bolts.



Remove the ABS wire from the bracket. Discard the plastic clip.



Install the ReadyLIFT knuckle using the **factory hardware** and a **drop of thread locker**. Torque to **55 ft-lbs**.



Locate the front struts. If the strut still has the lower clip nuts attached, remove and discard.



Locate the ReadyLIFT front clamshell strut extensions and hardware. (**1/2" x 1" bolts, washers, 3/8" x 1.25" bolts, 3/8" x 1.75" bolts, washers and locking nuts**) You will see the clamshell is angled. This angle is important to driver and passenger side. **Passenger side shown.**



Install the ReadyLIFT clamshell mount around the lower strut body. Make sure to mount the clamshell to the strut with the inside angle towards the frame side of the strut.



Bolt the two halves together using the provided **1/2" x 1" bolts and washers**. Do not tighten at this time.

(Passenger side shown. The hardware of the extension will face the front of the truck when done.)



Install the **3/8" x 1.75" bolts, washers and locking nuts**. Torque the 1/2" hardware to **45 ft-lbs**, and the 3/8" hardware (using a criss cross pattern between the two sides) to **35 ft-lbs**.



Install the strut cross bar to the ReadyLIFT clamshell using the provided **3/8" x 1.25" bolts, washers and locking nuts**. Torque to **35 ft-lbs**.



Locate the ReadyLIFT tapered strut shim.



Install to the completed strut assembly with the large end of the taper to the outside of the vehicle. The shim has a locating notch to indicate outside. It will only fit on the strut one way.



Install the completed strut assembly to the vehicle frame using the **factory hardware**. Do not tighten at this time.



Raise the lower control arm up to the strut cross pin. Install the cross pin to the lower control arm using the provided **M10 x 60mm bolts, washers and locking nuts**. Torque to **45 ft-lbs**.



Locate the ReadyLIFT CV axle spacer. Note the chamfered side.



Install onto the CV axle with the chamfered side towards the axle.



Install the completed ReadyLIFT knuckle assembly to the lower ball joint using the **factory hardware** while guiding the CV axle through the hub. Install the upper ball joint to the knuckle using the factory hardware if using the factory control arm and provided hardware if using the ReadyLIFT control arm. Torque the lower ball joint nut to **110 ft-lbs**, and upper ball joint nut to **85 ft-lbs**.



Drop the outer tie rod into the knuckle. Loosen the jam nut and remove the outer tie rod end.



Measure from the end of the inner tie rod **1/2"** and make a mark. Use a suitable cutting tool and cut off the end. Sand any burs off the end. Coat the end with anti-seize.



Hold the outer tie rod end in a vice. Measure from the end **1/2"** and make a mark. Use a suitable cutting tool and cut off the end. Sand any burs off the end. Install on to the already cut inner tie rod end.



Install the rotor to the hub using the factory hardware. Torque to **5 ft-lbs**.



Install the caliper to the knuckle using the **factory hardware** and a **drop of thread locker**. Torque to **100 ft-lbs**.



Install the ReadyLIFT brake line bracket to the frame rail using the factory hardware. Hand tighten only as this is a self tapped hole and can strip easily. Gently pull down on the metal line and install the bracket to the ReadyLIFT bracket using the provided **5/16" x .75" bolts, washers and locking nuts**. Torque to **5 ft-lbs**.



Route the ABS wire under the tie rod end boss on the knuckle and over the CV axle.



Connect the electrical connectors making sure to push in the safety clip. Clip the ABS connector to the ReadyLIFT bracket. There are two holes for the clip. Use a zip tie through the remaining holes to secure the electrical connector to the bracket.



Locate the metal brake line bracket in the middle of the rubber line. Use a suitable cutting tool (cut off disk shown) cut a scribe line into the bracket. DO NOT cut through the metal into the rubber line. Once the line has been cut, you can bend the bracket open and remove from the rubber line. Once removed, zip tie the ABS wire to the rubber line.



Magna ride vehicles: Take the removed brake line bracket and place in a vice. Mark as shown and cut the clamp side off. Bolt to the upper control arm using the provided 1/4" nut or the factory hardware depending which arm you have. Torque to 5 ft-lbs. Reconnect the sensor linkage.



Locate the ReadyLIFT sway bar brackets. There is a left and right side specific. The mounting holes are offset to the front on the upper mount and to the rear on the lower. This locates the sway bar to the rear of the vehicle. Install using the **factory hardware**. Torque to **35 ft-lbs**.



Install the sway bar to the ReadyLIFT brackets using the provided **M10 x 40mm bolts, washers and locking nuts**. Torque to **35 ft-lbs**.



Install the factory sway bar end links to the lower control arm and sway bar. Tighten until there is a "1/4" squish on the rubber bushings.



Locate the front differential assembly tab. Mark a line across the tab as shown.



Use a suitable cutting tool, cut off the protruding mount. Sand all burrs.



Install the ReadyLIFT front skid plate to the cross members using the provided **3/8" x 1" bolts and washers**. Torque to **35 ft-lbs**.



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

Torque the lower control arms to **150 ft-lbs**, and (while centering the alignment cams in their slots) upper control arms to **110 ft-lbs** (final torque to be set by alignment tech).

2wd ONLY: Remove the transmission mount hardware. Use a suitable jack and raise the transmission up until the stud clears the cross member. Install the transmission spacer and lower the transmission down. Using the **factory hardware**, torque to **45 ft-lbs**.



Rear Install

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.

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

The ABS electrical connectors are located on the top of the frame rails between the bed and rail on each side of the vehicle. You can pop the connectors off their tabs.



Driver side: Open the clip and remove the ABS wire.

Passenger side: Remove the clip from the frame rail and ABS wire. Discard the clip.



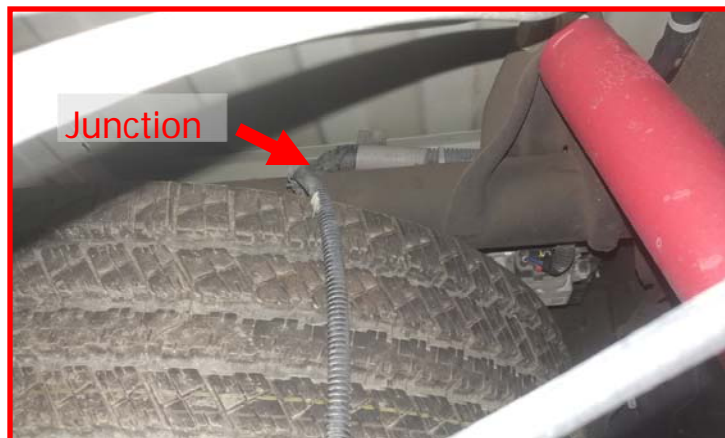
Route the driver side electrical connector to the inside of the frame rail. Disconnect the electrical connection. Let the driver side ABS wire hang free.



The passenger ABS harness is clipped into the rear cross member and frame rail. Remove the harness from the frame.



The harness will come to a junction on the rear cross member. Remove from the frame rail to this point. Let harness hang out of the way.



Locate the parking brake cable bracket on the driver side shock mount. Remove from the axle.



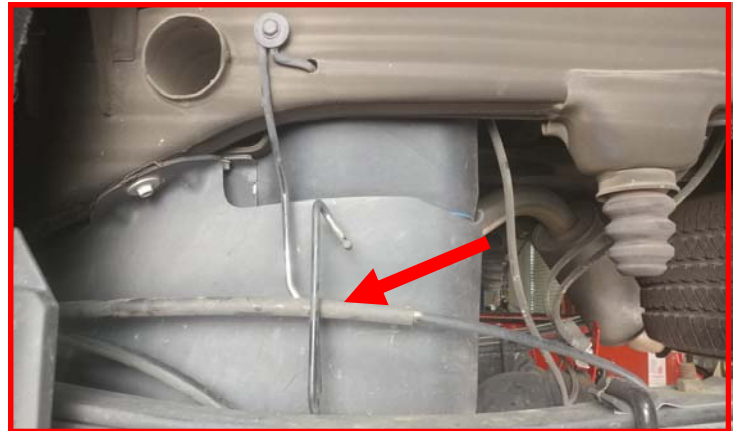
Open the mount up using a pair of pliers. Relocate to the cable behind the original keeper. Close the bracket back up. Reinstall to the shock mount using the **factory hardware**. Hand tighten only as this is a self tapped bolt hole and can strip easily.



Remove the parking brake bracket in the driver side wheel well. Remove both cables from the bracket and let hang.



Take the passenger side parking brake cable and route it into the factory hanger to the lowest loop. Do not install the driver side parking brake cable. Install the factory hanger to the frame rail using the **factory hardware**. Hand tighten only as this is a self tapped bolt hole and can strip easily.



Remove the brake line bracket at the shown point.



Remove the brake line bracket from the axle and discard. Remove the parking brake from the axle.



Install the ReadyLIFT brake line and ABS brackets to the axle using the **factory hardware**. Torque to **5 ft-lbs**. The brake line bracket has a slight bend and will lean towards the front of the truck when installed properly.



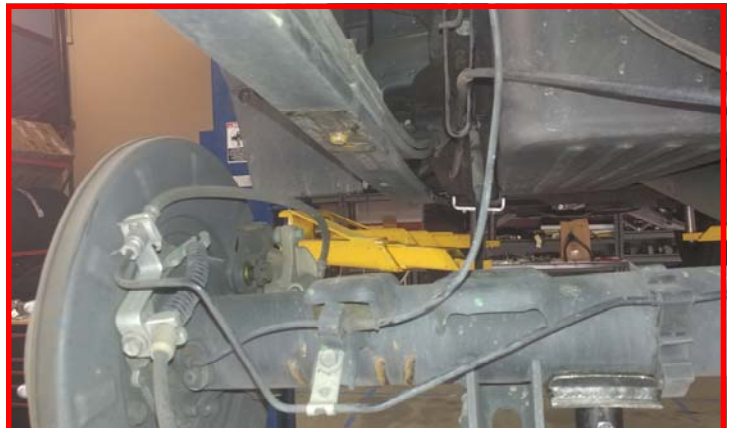
Clip the electrical connector into the ReadyLIFT ABS bracket. Route the passenger side ABS wire along the passenger metal brake line using zip ties.



Support the axle with a suitable jack. Remove the shocks from the frame and axle.



Loosen but do not remove the u-bolts on the opposite you are working on. Completely remove the u-bolts on the side you are working on. Lower the axle enough to remove the factory block.



44-3490, 443491 Kit only:

Add-a-leaf Install:

Once the axle is lowered, clamp the secondary leaf at the back of the pack. Make sure to clamp as far back as possible. This ensures that the leaf pack will stay in line when the center pin is removed.



Use a suitable clamp at the leaf pack near the center pin. Remove the center pin. A pair of vice grips may aid in the removal of the pin to keep it from spinning. Once removed, release the clamp while supporting the overload spring.



The overload spring will have a roll pin as a locator for when the spring pack was assembled at the factory. This needs to be removed. Use a suitable punch and tap the roll pin out of the leaf.



Locate the ReadyLIFT add-a-leaf kit. Install the AAL under the secondary leaf and between the over load. Make sure to install the over load in the same orientation as removed. Install using the provided center pin and nut.



Use the clamp from the previous step and suck the leaf pack together. Do not use the center pin to suck the leaf's together. Once tight, cut the excess pin off above the nut.



Install the ReadyLIFT block making sure the tapered end goes to the front of the vehicle. Raise the axle while lining up the center pins on the axle and block. Install the provided u-bolts. Do not fully tighten at this time. Repeat for the other side of the vehicle.



Install the provided shocks using the factory hardware. Do not tighten at this time.



Gently bend the metal brake line upwards and attach the ReadyLIFT bracket using the provided **5/16" x .75" bolt, washers and locking nuts**. Torque to **5 ft-lbs**.



Connect the ABS electrical connector. Make sure to push in the safety clip. Route the ABS harness and vent tube along the rubber brake lines using zip ties. There are two holes in the ReadyLIFT brake line bracket for a zip tie as well.



Driver side: Route the drive ABS wire up beside the ReadyLIFT block. Zip tie to the u-bolt.



Driver side: Connect the ABS electrical connector at the frame rail. Make sure to push in the safety clip. Reposition the frame clip around the ABS wire.



Install the rear wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs.

Jounce the vehicle to settle it to the new ride height.

Torque the u-bolts to **110 ft-lbs**, the upper and lower shock hardware to **45 ft-lbs**.

Trim the front plastic valance corner.
Turn the front wheels to full lock left and right to check for all brake line, ABS and wheel clearances. Adjust as necessary.



Reattach the vehicle power source at the ground terminal.

Steer the steering wheel straight ahead and lock into place, adjust the tie rods until the wheels are straight.

Have the alignment set to the provided specs on the last page of the instruction booklet.

Steering wheel angle sensor MUST be recalibrated at the end of the alignment.

Magna ride vehicles: Have the vehicle ride height sensors calibrated. This is called a Trim Height Relearn and has to be done for the system to work correctly. To drive to the dealership to have this done, disconnect one of the front struts. This will make the system deactivate and allow the shock to travel normally. This will also throw a dash light on that can be reset once the Trim Height Relearn is done.

Use of a speedometer calibrator is highly suggested to account for the new tire heights.



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

Steering wheel angle sensor **MUST** be calibrated once the alignment is complete.

	Driver	Passenger	Tolerance	Total / Split
Camber	-0.3	-0.3	+/- 0.5	+0.0
Caster	+2.5	+2.5	+/- 0.5	+0.0
Toe	+.05	+.05	+/-0.05	+.14