



6.5" F250/350 44-2765, 44-2766

**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**

### **ReadyLIFT® Suspension Limited Warranty**

#### **Limited Warranty details for ReadyLIFT® Suspension.**

The ReadyLIFT® Suspension Limited Lifetime Warranty covers defective materials or defective workmanship for the life of the product to the original purchaser and only on the original vehicle which the product was installed. The ReadyLIFT® Suspension Limited Lifetime Warranty excludes the following wearable items: bushings, bushing sleeves, bump stops, top-out stops, spherical bearings (uniballs), heim joints (rod ends), and misalignment spacers (upper control arm and steering). These items are considered wear items and are covered for 90 days from the original purchase date, therefore these items will not be considered defective because of wear. Wear is subject to use of product, use of vehicle, driving conditions, weather conditions, cleanliness of product/components, and maintenance/up-keep. The degree of wear and overall lifetime of each wear item is subject to aforementioned conditions and circumstances. ReadyLIFT® Suspension will only warranty wear items in the case of workmanship and defects for the period of 90 days following the date of purchase. Please note that all products should be inspected by a professional technician before installing any part/kit onto the vehicle. In addition, all products should be installed by a qualified technician. Please contact ReadyLIFT® Suspension if there is any question as to the quality of workmanship of each component or its installation procedure. Contact ReadyLIFT® Suspension directly about any potentially defective parts prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given an RGA number and asked to return the part freight prepaid. If the part is found to be warrantable, at the sole discretion of ReadyLIFT® Suspension, it will be repaired or replaced and returned to you. **The limited warranty expressed by ReadyLIFT® Suspension supersedes that of any claims made by authorized and unauthorized dealers of ReadyLIFT® Suspension products.**



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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 38"-13.5" tire 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. Factory wheels can be used but are not recommended with tires over 11" wide. The stock spare rim can be run in an emergency. 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.

**VEHICLE HEIGHT MEASUREMENTS**

|       | Driver Before | Driver After | Pass. Before | Pass. After |
|-------|---------------|--------------|--------------|-------------|
| Front |               |              |              |             |
| Rear  |               |              |              |             |

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### BILL OF MATERIALS

|                             |   |
|-----------------------------|---|
| LIFT SPRING                 | 2 |
| SPRING SPACER               | 2 |
| DROP PITMAN ARM             | 1 |
| TRACK BAR BRACKET           | 1 |
| FRONT BUMP STOP EXTENSION   | 2 |
| SWAY BAR END LINK W/ NUTS   | 2 |
| RADIUS ARM DROP             | 2 |
| RADIUS ARM CRUSH SLEEVE     | 4 |
| FRONT SWAY BAR BRACKET      | 2 |
| BRAKE LINE BRACKET          | 2 |
| STEERING STABILIZER BRACKET | 1 |
| STEERING STABILIZER BRACKET | 1 |
| REAR SWAY BAR BRACKET       | 2 |
| REAR BLOCK                  | 2 |
| U-BOLT                      | 4 |
| U-BOLT HARDWARE PACK        | 1 |
| FRONT SHOCK                 | 2 |
| REAR SHOCK                  | 2 |
| STEERING STABILIZER         | 1 |

|                   |    |
|-------------------|----|
| 5/16" X .75" BOLT | 2  |
| 5/16" LOCK NUT    | 2  |
| 5/16" FLAT WASHER | 4  |
| 7/16" X 1.5" BOLT | 4  |
| 7/16" LOCK NUT    | 4  |
| 7/16" FLAT WASHER | 8  |
| M8 LOCK NUT       | 2  |
| M8 FLAT WASHER    | 2  |
| M12 X 70 MM       | 2  |
| M12 X 55 MM       | 1  |
| M12 X 35 MM       | 5  |
| M12 LOCK NUT      | 7  |
| M12 FLAT WASHER   | 14 |
| M14 X 90 MM       | 2  |
| M14 FLAT WASHER   | 2  |
| M18 X 130 MM BOLT | 4  |
| M18 LOCK NUT      | 4  |
| M18 FLAT WASHER   | 8  |

| 2 PIECE DRIVE LINE ONLY |   |
|-------------------------|---|
| CARRIER BEARING DROP    | 1 |
| 7/16" X 2.25" BOLT      | 2 |
| 7/16" FLAT WASHER       | 2 |

**\*\*\*Parts shown in red are for picture clarification only, actual lift components, and colors may vary.\*\*\***

### 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 four wheel 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. Raise the front of the vehicle and support with jack stands at each frame rail behind the lower control



Remove the radius arm at the frame. Rotate the axle until there is enough clearance to install the ReadyLIFT® radius arm drop brackets. Install the ReadyLIFT® radius arm drop brackets into the frame using **M18 x 130mm bolts, washers, crush sleeve, and nuts**. Do not tighten at this time. Rotate the axle until you can line up the radius arms into the ReadyLIFT® drop brackets. Install using **factory hardware**. Do not tighten at this time. (FIG 1, 2, 3)



Remove the brake line bracket at the frame and axle. Remove the vacuum lines from the radius arm. (FIG 4, 5, 6)



Remove the vacuum line at the 2 points on the engine cross member. Remove the axle vent line tube from the top of the driver side shock and the inside frame rail. Remove the sway bar end links from the sway bar and axle. (FIG 7, 8, 9)

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Remove the sway bar from the frame. Note orientation of the bar for re-install. Remove the track bar at the track bar bracket. Remove the shock from the axle. (FIG 10, 11, 12)



Lower the axle enough to remove the front springs. Remove the shock from the frame. Remove the tie rod end at the pitman arm. Use a dead blow hammer to dislodge the taper. Remove the steering stabilizer from the frame. (FIG 13, 14, 15)



Remove the steering stabilizer from the tie rod. Use an air hammer or other suitable device to dislodge the taper. Remove the factory bump stop by grabbing and pulling it out of its mount. Remove the mount from the frame. (FIG 16, 17, 18)

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FIG 19



FIG 20



FIG 21

Install the ReadyLIFT® bump stop extension to the frame. Install the bump stop mount to the extension using **M8 nut and washer**. Mark a line across the edge parallel to the frame. Remove the bump stop mount and use a suitable cutting device, trim off the edge. Re-install to the ReadyLIFT extension making sure the cut edge faces to the outside of the vehicle. Torque to **5 ft-lbs**. (FIG 19, 20, 21)



FIG 22



FIG 23



FIG 24

Remove the pitman arm nut. Using a pitman arm puller, remove the pitman arm from the gear box. Coat the sector shaft with a light duty liquid based lubricant like WD40 and install the ReadyLIFT® pitman arm. Clean off any lubricant from the sector shaft threads and apply a liberal amount of thread locker. Torque the pitman arm nut to **350 ft-lbs**. Install the ReadyLIFT track bar mount to the frame using **factory hardware**. Torque to **120 ft-lbs**. (FIG 22, 23,



FIG 25



FIG 26



FIG 27

Install the track bar to the ReadyLIFT® track bar bracket using factory hardware. Do not tighten at this time. Remove the lower spring mount from the axle. Install the ReadyLIFT spring spacer under the factory spring mount using **M14 x 90mm bolts and washers**. Torque to **120 ft-lbs**. Install the factory isolator to the ReadyLIFT® spring, and install the spring assembly onto the lower spring mount making sure to key to the lock. Raise the axle up enough to hold the springs in place. Install the lower brake line bracket to the spring perch using the **factory hardware**. Torque to **5 ft-lbs**. (FIG 25, 26, 27)

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Install the ReadyLIFT® sway bar brackets to the frame using **factory hardware**. Torque to **45 ft-lbs**. Install the factory sway bar to the ReadyLIFT® brackets using **7/16" x 1.5" bolts, washers, and nuts**. Torque to **55 ft-lbs**. Install the ReadyLIFT® sway bar end links to the axle and sway bar using the **supplied nuts**. Torque to **45 ft-lbs**.



Flip the tie rod 180 degrees and install to the ReadyLIFT® pitman arm using **factory hardware**. Torque to **70 ft-lbs**. Install the safety keeper and cotter pin. Install the ReadyLIFT brake line extensions to the factory brackets using **5/6" x 3/4" bolts, washers, and nuts**. Install bolts from the frame side out. On the driver side, gently pull down on the metal line until you can line up the ReadyLIFT® bracket. On the passenger side, gently unbend the line until you can line up the ReadyLIFT® bracket. Install using **factory hardware**. Torque to **5 ft-lbs**. (FIG 31, 32, 33)



Install the front extended length shock to the frame using **provided hardware** and to the axle using **factory hardware**. Do not tighten at this time. Install the ReadyLIFT® steering stabilizer bracket to the tie rod using **M12 x 55mm bolt, washers, cone adapter, and nut**. Install the ReadyLIFT® steering stabilizer bracket to the frame using **M12 x 35mm bolt and washer**. Install the steering stabilizer to the brackets using **M12 x 70mm bolts, washers, and nuts**. Torque all to **45 ft-lbs**. (FIG 34, 35, 36)

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Make a mark 1.5" below the original vacuum line mounts on the engine cross member. Drill a hole using 3/8" drill bit. Install the vacuum line clip into the newly drilled hole. Locate the forward hole on the spring mount on the bottom of the frame rail. Drill out using 3/8" drill bit. Install the differential vent line clip into the hole. Zip tie the driver side vacuum line to the vent tube making sure that it can not be pinched by the bump stop when the suspension cycles. Install the front wheels. Lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle a few times to settle it to the new ride height. Torque the upper shock hardware to **30 ft-lbs**, the lower shock hardware to **65 ft-lbs**, the radius arm hardware to **200 ft-lbs**, and track bar hardware to **350 ft-lbs**. (FIG 37, 38, 39)



If your vehicle is equipped with a rear sway bar, remove the brackets from the frame and let the sway bar hang out of the way. Remove the rear shocks. Support the axle with a suitable jack. Loosen but do not remove the driver side u-bolts. Remove the passenger side u-bolts completely and lower the axle. (FIG 40, 41, 42)



Install the ReadyLIFT passenger side block (if tapered, make sure the taper goes towards the front of the vehicle) (make sure the offset pins locate the axle to the front of the vehicle) and raise the axle lining the center pins up. Install using the **provided u-bolts** but do not fully tighten at this time. Repeat steps for the drivers side. If the vehicle is equipped with the factory sway bar, install the ReadyLIFT rear sway bar brackets to the frame using **factory hardware**. Torque to **45 ft-lbs**. (FIG 43, 44, 45)



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Install the factory sway bar bracket to the ReadyLIFT® drop bracket using **M12 x 35mm bolts, washers, and nuts**. Torque to **45 ft-lbs**. Install the extended length rear shocks using **factory hardware**. Do not tighten at this time. Install the 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 shock hardware to **65 ft-lbs**, and the u-bolts to **110 ft-lbs**. Reconnect the vehicle power source. Have the alignment set to factory specs. (FIG 46, 47)

If equipped with a 2 piece driveline, remove the bolts holding the carrier bearing to the frame. Install the ReadyLIFT carrier bearing spacer between the carrier bearing and frame using **7/16" x .** Torque to **50 ft-lbs**. (FIG 49)



### **\*\*\*Final install and checks\*\*\***

Recheck that all hardware is of proper torque values and all electrical connections are hooked up. Start vehicle and verify that all dash warning lights are off. Cycle the steering wheel from lock to lock to check for any interference of steering intermediate shaft, steering extension, steering u-joint. wheels, tires, brake lines, hoses, wires, ect and ensure adequate clearance through out the suspension cycle. Adjust as necessary.

**\*\*\*** Due to manufacturer frame variances, if there is any contact between steering extension, u-joint or intermediate shaft, it may be necessary to remove extension from intermediate shaft and u-joint to adjust rod end in to gain clearance. **\*\*\*** If driving vehicle to an alignment shop, adjust toe prior to vehicle operation.

Install all warning tags and decals as directed:

1. Rear view mirror hanging warning card: Hang from rear view mirror to warn driver of vehicle modification.
2. Lifted truck warning decal: Apply decal to the upper left hand corner of the inside of the windshield facing the driver.

Give all installation instructions, warranty information, and all remaining literature to the end user to keep with vehicle records.



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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.

**Have the alignment set to factory specs.**