

READYLIFT[®]

SUSPENSIONS

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 285-60R20" 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 11.5" 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.

IMPORTANT NOTE:

Do not exceed 26.25" when measured from the center of the wheel to the fender lip above at the 12 o'clock position for 4wd and 27" for 2wd vehicles. You may need to use a straight edge at both the wheel and fender if you are running deep dish style wheels.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Driver Control Arm	1
Pass Control Arm	1
Ball Joint Cover	2
Key Way Kit	1



Before starting installa-

tion: 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.

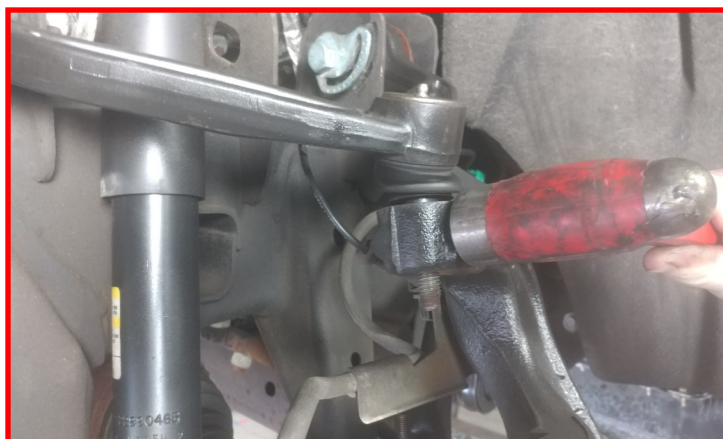
ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake. Remove the front wheels.

Remove the upper ball joint nut.



Strike the upper ball joint boss with a dead blow hammer to dislodge the taper. Mark the alignment cam's orientation and positions for reinstallation in a later step. Remove the upper control arm cam bolts.



Remove the upper control arm from the frame.



Install the ReadyLIFT upper control arm into the frame using the **factory cam bolts** in the same orientation as previously removed. Torque to **125 ft-lbs**.



Install the upper control arm ball joint to the factory knuckle using the **provided hardware**. Torque to **85 ft-lbs**. Grease the upper ball joint using a high quality ball joint grease. **DO NOT** over grease. Install the ReadyLIFT ball joint cover by pressing into place.



Remove the upper shock hardware.

Remove the factory torsion bar adjusting bolt. Use a torsion bar unloading tool to relieve the pressure on the cross pin. Take care as the torsion bar is under extreme pressure. Always wear safety equipment.



Once the keyway is adjusted high enough, remove the cross pin. DO NOT push it through with your finger. Always pull it out away from the keyway. Once the cross pin is out, remove the torsion bar unloading tool.



Push the torsion bar forward through the factory keyway/cross member and lower control arm. You may need to use a hammer and punch on the end of the bar to break it loose from the keyway and control arm.



Install the ReadyLIFT keyway into the cross member while sliding the torsion bar into place. The tang of the keyway will be clocked slightly lower than the factory key. This accounts for the lift. Do not load the cross pin or bolt adjuster at this time. This will be done as one of the last steps in the front install.



Use the torsion bar unloading tool, load the torsion bar enough to install the cross pin. Remove the torsion bar unloading tool. Install the keyway adjustment bolt using a dab of grease on the threads and tip. This is best to run up until 1/4" threads remain showing between the head of the bolt and the cross pin. This is a starting point for the last steps.



Install the shock spacers to the factory studs.



Install the shock back to the frame using the provided hardware. Torque to **30 ft-lbs**. Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs.



Check the height of the front end on both sides of the vehicle. Measure from the center of the wheel to the fender lip above at the 12 o'clock position. You may need to use a straight edge at both the wheel and fender if you are running deep dish style wheels.

Make sure the measurement does not exceed 26.25". Lower the vehicle as necessary using the torsion adjustment bolts. Have a helper rotate the bolt counter clockwise to lower the vehicle until you reach the above measurement. DO NOT use an impact on this bolt while the vehicles weight is on the torsion bar. In the event the vehicles height needs to be raised, place a jack under the front cross member and jack the truck up until the front wheels are off the ground. Adjust the torsion bar bolts clockwise to raise the adjusted height. Lower the vehicle to the ground and repeat the above steps until the desired height is reached.

Once the vehicles height is dialed in, torque all the shock hardware to **45 ft-lbs**, and the lower control arm hardware to **150 ft-lbs**. Install the factory skid plate using the **factory hardware**. Do not over tighten as these bolts are self tapping and strip easily. Reconnect the vehicles power source. Rotate the front wheels from lock to lock and verify all clearances between the tires, suspension, and brake line/ABS wires. Adjust as necessary. Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.



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.