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 20x8.5" wheel offset of +30. 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:

Use caution when removing the knuckle from the upper ball joint. Without supporting the lower control arm the knuckle can tip and damage the CV axles, brake lines, and ABS wires.

Use caution when lowering the LCA to remove the strut. Hold onto the strut, it may fall or tip and damage the CV axles, brake lines, and/or ABS wires.

It is a good idea to have assistance in these during these operations.

Minor trimming may have to be done to the front valance and removal of mud flaps to clear larger tires.

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

DESCRIPTION	QTY
Front Strut Extension	2
M10 Flange Nut	6

⚠WARNING

Before starting installation: ReadyLIFT Suspension recommends that the installation of this product be preformed 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 needed to be preformed after installation of this product.
- Speedometer / computer calibration is required if changing +/- 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.

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.

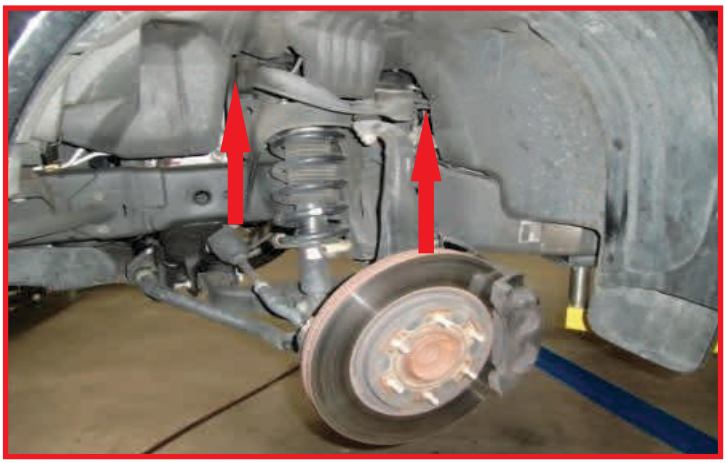
Disconnect the vehicle power source at the ground terminal on the battery.

Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

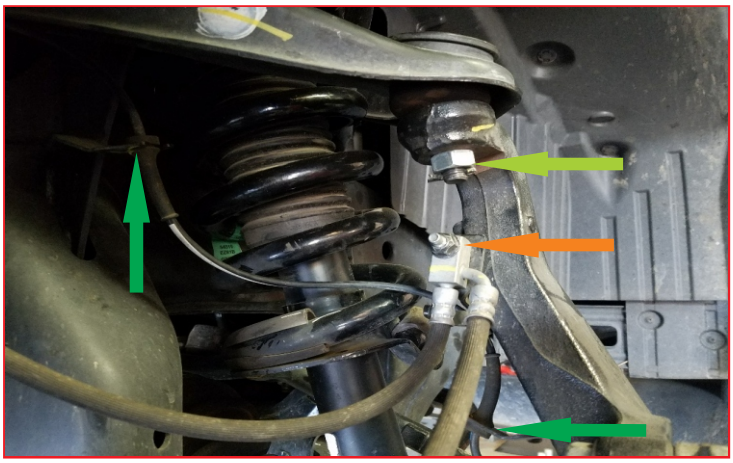
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

Remove the front wheels and tires.

Loosen, but don't remove upper control arm (UCA) hardware at the frame.

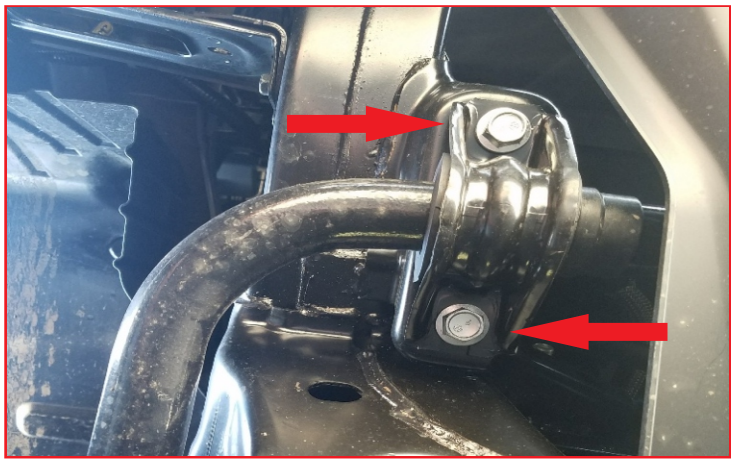


Remove ABS wire from their steel brackets. Remove the brake lines from the knuckle. Remove the cotter pin from the upper ball joint, and loosen but don not remove the ball joint nut.

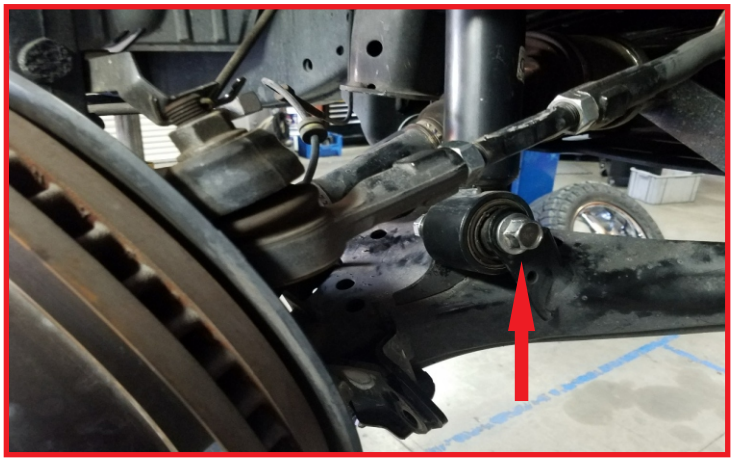


Remove the three upper strut mounting nuts.

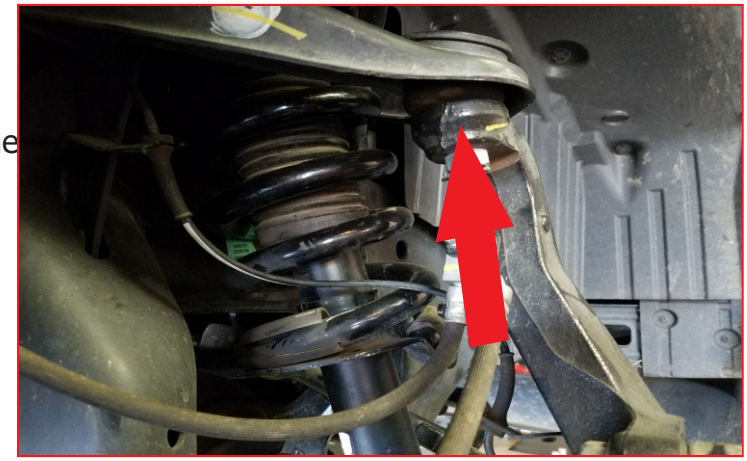
Disconnect driver and passenger side sway bar from the frame rails, and let hang out of the way.



Remove the lower strut mounting hardware.



Support the lower control with a suitable jack, With the upper ball joint nut loose, strike the ball joint boss with a dead blow hammer to dislodge the taper (indicated from the red arrow). Once the taper is dislodged remove the upper ball joint hardware, and separate the UCA from the knuckle.



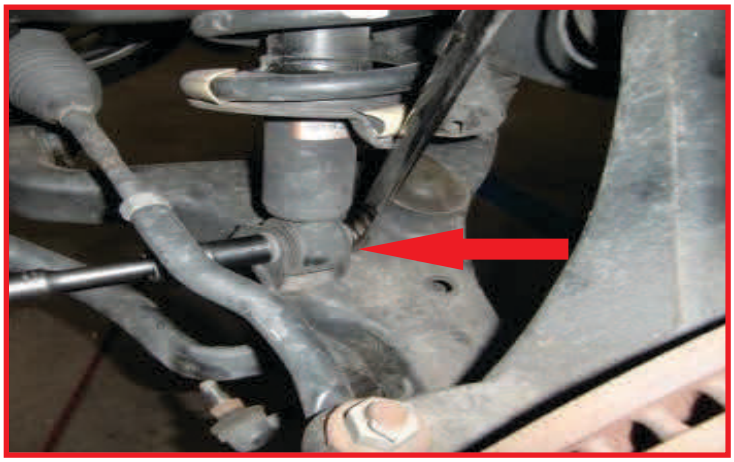
Loosen but do not remove the lower control arm (LCA) hardware at the frame. Lower the LCA while supporting the knuckle and remove the strut from the vehicle. Take care to not over extend or stretch the ABS-rubber brake lines. Adjust as necessary.

Attach the ReadyLIFT strut extension to the top of strut using the factory hardware to fasten, Torque to 30 ft lbs.

The strut assembly will be clocked 180 degrees for reinstallation.

Reattach the strut to the strut tower in the vehicle using provided M10 flange nut. Do not tighten at this time.

Raise the LCA, reconnect the strut to the lower control arm using the factory hardware. Do not tighten at this time.

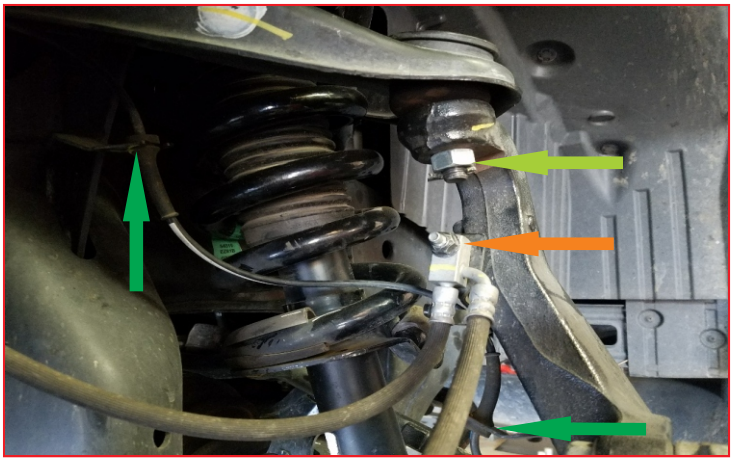


Reattach the upper ball joint to the knuckle using factory hardware. Torque to 65 ft-lbs.

Reinstall the cotter pin.

Reattach the ABS wire to the knuckle.

Reattach the brake lines to the knuckle using factory hardware. Torque to 5 ft-lbs.



Repeat the same process on the opposite side of the vehicle.

Once both sides are complete, reattach the sway bar to the frame rails using factory hardware. Torque to 45ft-lbs

Lower the vehicle to the ground.

Torque the lug nuts to the wheel manufacture specs.

Jounce the vehicle to get the suspension to settle to new ride height.

Torque the UCA to 80ft-lbs, upper strut mount to 30 ft-lbs, lower strut mount to 125 ft-lbs.

Center the LCA cam bolts, torque to 100 ft-lbs initial (final torque to be done by alignment Tech.

Reattach the vehicles power source at the ground terminal.

Have the vehicle alignment set by a reputable shop to the recommended alignment specs provided on the last page of this instruction booklet.

⚠WARNING

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

	Driver	Passenger	Tolerance	Total / Split
Camber	**+0.0**	**+0.0**	**+/- 0.5**	**+0.0**
Caster	**+5.5**	**+5.5**	**+/- 0.5**	**+0.0**
Toe	**+.10**	**+.10**	**+/-0.05**	**+.20**

Learn more about leveling kits on our website.