



SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)

**WARNING TO END USER, INSTALLER
AND SELLER OF THIS PART!**

By installing this part you are accepting full responsibility and liability for proper wheel and tire fitment after installation.

It is the installer's responsibility to properly align the vehicle before use. Using a wheel tire fitment combination that results in any contact from the tire and/or wheels with the new installed ReadyLIFT® upper control arm or inner fenders at any point including full steering lock will void the ReadyLIFT® warranty and may result in failure of the ball joints. **Failure to do so may cause damage to your vehicle and/or injury or death to the driver and passengers.**

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY



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Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)

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

ReadyLIFT® Suspension Inc. 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 Inc. 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.

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 Inc. 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, or as referenced in the torque specification list provided in these instructions.

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.

Vehicle ride height chart

Driver Front:		Driver Rear:		Pass. Front:		Pass. Rear:	
Stock	Lifted	Stock	Lifted	Stock	Lifted	Stock	Lifted

Bolt Size Millimeters	Torque Specs in FT/LB	
	Metric Grade 8.8	Metric Grade 10.9
6mm	6	8
8mm	16	22
10mm	40	45
12mm	54	70
14mm	89	117
16mm	132	175
18mm	182	236

Bolt Size SAE	Torque Specs in FT/LB	
	Grade 5	Grade 8
5/16	15	20
3/8	30	35
7/16	45	60
1/2	65	90
9/16	95	130
5/8	135	175
3/4	185	280

READY LIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)

Bill of Materials

The Bill of Materials represents the component contents of this kit. All hardware is of the highest grade and the components are manufactured to exacting specifications for a trouble free installation. Use the attached torque specifications chart when final tightening of the nut and bolts are done.



1. Raise the vehicle and support the frame with jack stands.



2. Remove the wheels and tires.



3. Remove the front plastic debris plate.



4. Disconnect the ABS sensor at the frame.

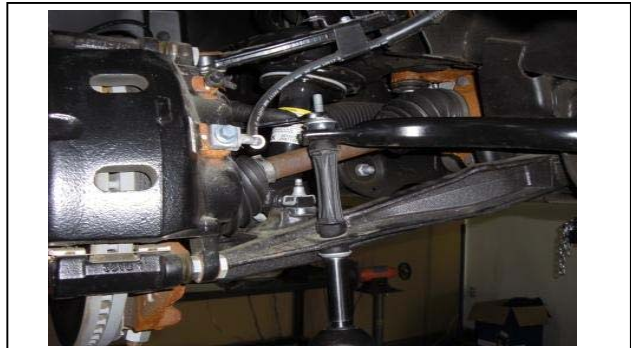
READY LIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



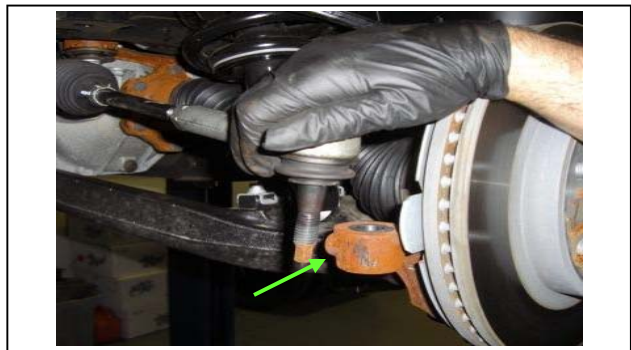
5. Unbolt the ABS bracket from the upper control arm.



6. Disconnect and remove both sway bar end links.



7. Remove the outer tie rod nut.



8. Strike the spindle with a hammer to break loose the tie rod.



9. Remove the lower strut mounting hardware and the nut clips.



10. Remove the clips from on top of the upper strut mounting nuts.



11. Remove the upper mounting nuts.



12. Remove the strut assembly from vehicle.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



13. Loosen, but do not remove the upper ball joint nut.



14. Strike the spindle as shown to break loose the ball joint, then disconnect.



15. Use a pry bar to push down on the upper control arm, remove the nut.



Note:
4wd's see
step 21 for
axle re-
moval in-
structions

16. Carefully separate the ball joint from the spindle.



17. Unbolt the upper control arm marking the cam location.



18. Remove the upper control arms.

Steps 19-36 are for 4wd vehicles. If you have a 2wd go to step 37.



19. Unplug the differential solenoid.



20. Disconnect the u-joint at the differential and slide back.

READY LIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



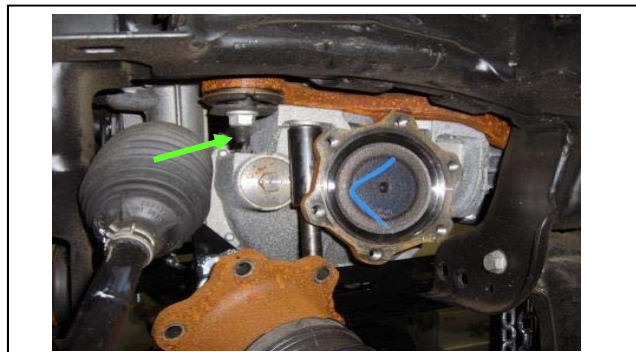
21. Unbolt the CV axle bolts at the differential.



22. Unbolt the rear cross member bolts and remove.



23. Support the differential with a jack and unbolt the passenger side.



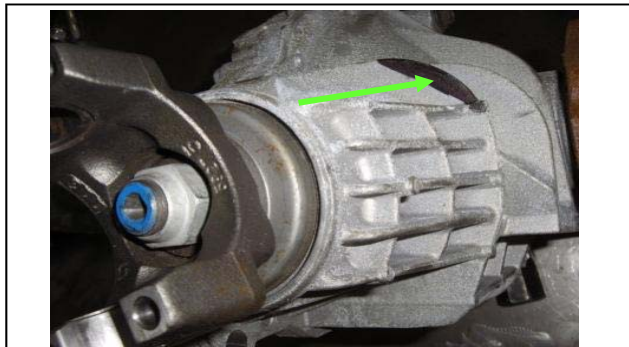
24. Remove the drivers side mounting bolts and unplug the vent line.



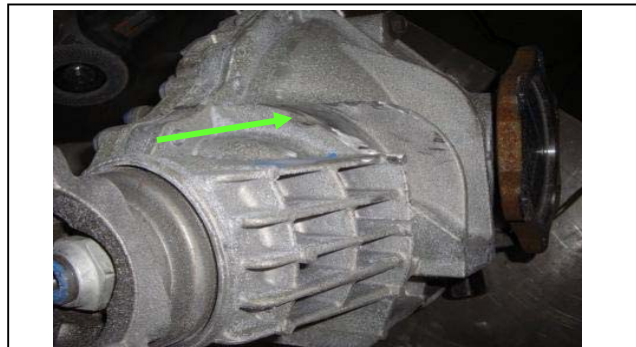
25. Carefully lower the differential from vehicle.



26. Secure the differential to perform the modification.



27. Mark the differential, as shown, indicating material to be removed.



28. Use a grinder to remove the material marked previously.

READY LIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



29. Remove the passenger side differential mounting bracket.



30. Secure in a vise and remove the mounting studs with hammer.



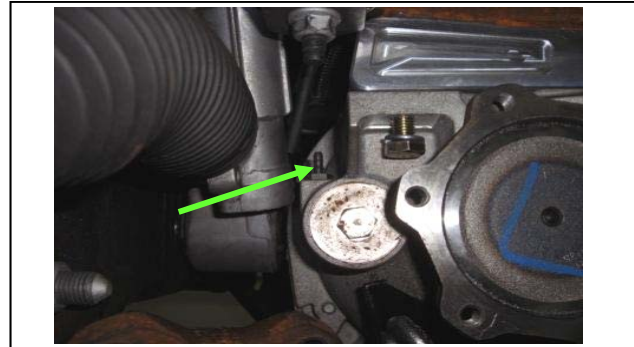
31. Re-install the bracket and attach the billet spacer as shown.



32. Attach both sides with the socket head hardware.



33. Position the differential into the vehicle, checking for clearance.



34. Attach with new hardware, re-connect the differential vent line.



35. View of the passenger side bolted in with the new hardware.



36. Re-connect the differential solenoid.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



37. Re-install the rear cross member as original.



38. Install upper control arms removing the plastic alignment cams.



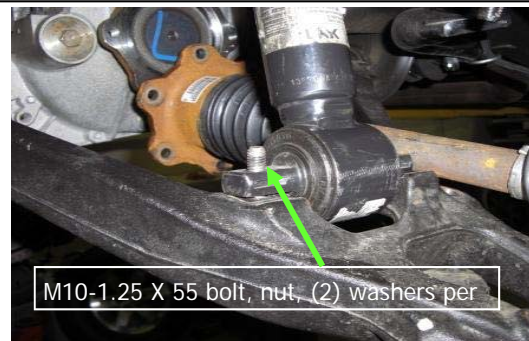
39. Place the new strut extension spacer onto the strut.



40. Attach and tighten with the OE hardware.



41. Re-install the strut assembly with the new hardware.



42. Attach the lower strut mount with new shorter hardware, **no clips**.



43. Raise spindle, attach upper ball joint, tighten, & insert cotter pin.



44. Connect outer tie rod end and sway bar end links and tighten.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



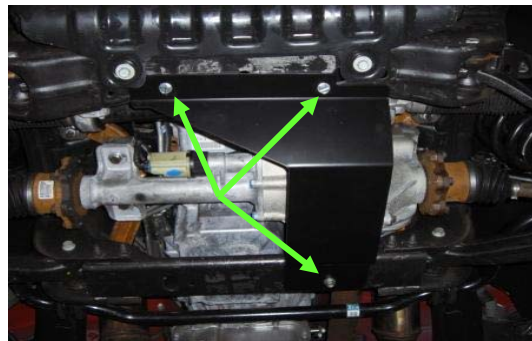
45. Re-attach the CV axles to the differential (6 bolts per side).



46. Re-connect the ABS plug near the frame.



47. Attach the ABS/brake line bracket to the upper control arm.



48. Install the new differential skid plate w/ 3 self tapping bolts.

Note: The following installation instructions cover both the 2/4WD 1500 pick-ups and the 2/4WD Avalanche, Tahoe, Suburban, Yukon, Yukon XL, and Escalade/EXT. This kit will work on vehicles with AutoRide, **NOT AutoLeveling**, unless you are willing to make modifications. ReadyLIFT® does not supply parts and or methods to accommodate vehicles with this option.

49.



50. Unclip the ABS/traction control lines at the frame.



51. Disconnect and remove the rear shocks from the vehicle.



52. Install the shock extensions to the upper shock mount as shown.

READY LIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



53. While supporting the axle, remove the u-bolts from axle.



54. Lower the axle and remove the factory block, **do not reuse**.



55. Lower the axle more in order to install the new lift block.



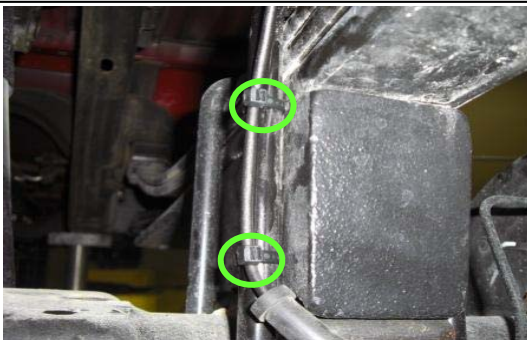
56. Raise the axle, align and attach the new u-bolts and hardware.



57. Re-install the shock with the extension attached and tighten.



58. Lube the ABS wire and slide the rubber mount to gain more slack.



59. Attach the ABS wire to the u-bolts with the provided zip ties.



60. The differential brake line bracket may require bending up.

READY LIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)

Note: The following are for SUV applications with rear coil springs.



61. Disconnect the ABS/TC line at the axle to avoid damage.



62. Disconnect and remove the sway bar end links and shocks.



63. At the differential, install the spacer and hardware as shown.



64. Lower the axle and remove the coil springs and isolators.



65. Mark the center of the bump stop pad and drill a 11/32 hole.



66. Use a self-tapping bolt and attach bump stop extension.



67. Place the upper coil spacer nut plate above coil housing.



68. Attach the coil spring spacer to nut plate and tighten.

READYLIFT®

SUSPENSION INC.

Installation Instructions (69-3285, 69-3295, 69-3485, 69-3495)



69. Re-install the isolators and coil springs and raise axle.



70. Re-install the shocks with extensions as shown and tighten.



71. Install the new longer sway bar end links and tighten.

Reinstall the wheels & tires and lower to the ground. Re-check all work performed, check for proper clearance at full turn and while in reverse. **ANY CONTACT BETWEEN TIRE AND UPPER CONTROL ARM WILL CAUSE PREMATURE FAILURE OF THIS KIT.** Torque all hardware to spec. Test drive and re-torque u-bolts and wheels. the vehicle **MUST** be properly aligned to validate warranty.

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Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory 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 brake hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers and void your warranty. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. **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 **mandatory** to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is **mandatory** 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.

Vehicle Re-Torque and Safety Inspection

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.