Installation Instructions 69-4204

IF YOUR ReadyLIFT® PRODUCT IS MISSING A OR HAS A DAMAGED 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

****Please retain this document in your vehicle at all times****

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT® manufactures. The ReadyLIFT® product warranty only extends to the original purchaser of any ReadyLIFT® product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts. Our Limited Lifetime Warranty excludes the following ReadyLIFT® items; bushings, bump stops, ball joints, tie rod ends, heims joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship. This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.

Product purchased directly from ReadyLIFT® has a 30 day return policy on uninstalled products from the date of purchase. Uninstalled product returns must be in the original ReadyLIFT® packaging. Customer is responsible for shipping costs back to ReadyLIFT®. **Returns without RGA# will be refused.** Contact ReadyLIFT® directly about any potentially defective parts prior to removal from vehicle. If the part in question is deemed warrantable an RGA# will be assigned and can be returned for repair or replacement. Replacement parts required prior to warranty claim completion must be purchased. Upon receipt and verification of deemed warranty parts claim, a credit or refund can then be processed to complete warranty claim transaction.

ReadyLIFT® products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT® product. ReadyLIFT® is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT® reserves the right to change, modify or cancel this warranty without prior notice.

Revised: Feb 18, 2015

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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:	
Stock	Lifted

Driver Rear:	
Stock	Lifted

Pass. Front:	
Stock	Lifted

Pass. Rear:	
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

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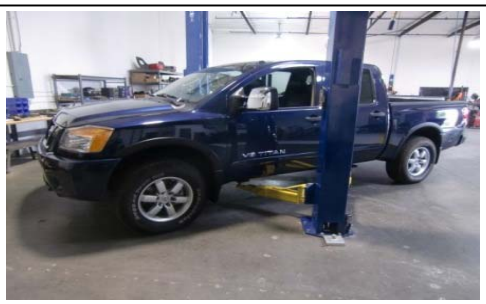
Bill of Materials

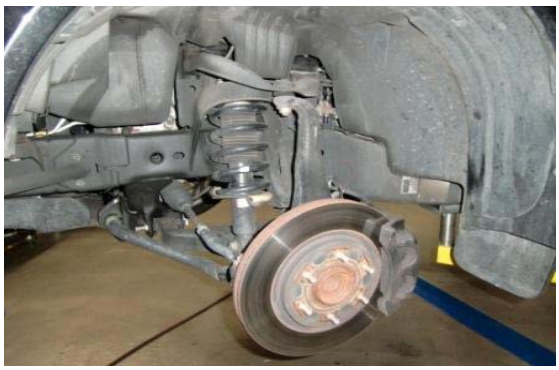
Description	Qty
M10-1.50 Flange Nut	6
Front Camber Kit	1
1.5” Leveling Strut Top	2
Strut Top Bushing	2
M10-1.5 x 35mm Allen Head Stud	6

Description	Qty
1” Rear Block Kit w/U-Bolts	1
M14-2.0 x 80mm Bolt	2
M14-2.0 Nyloc Nut	2
M14 Flat Washer	4

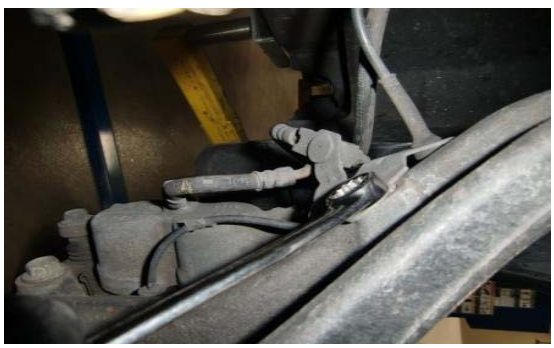
The Bill of Materials represents the component contents of this kit. All hardware is of the highest grade and the components are manufactured to exacting specifications for a trouble free installation. Use the attached torque specifications chart when final tightening of the nut and bolts are done.



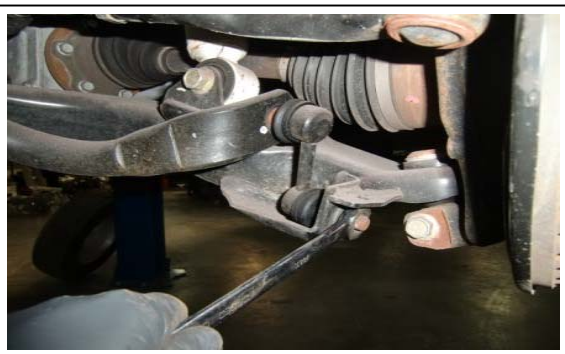
1. Measure from the ground to the fender well, across the center of the wheel, for all four wheels. Record the data in the space provided on page two. Place the vehicle on level ground and lift it up from the frame.



2. Remove the front wheels from the vehicle.



3. Remove the ABS/ brake line bracket from the backside of the spindle.



4. Disconnect the sway bar end links from the sway bar on both passenger and drivers sides.

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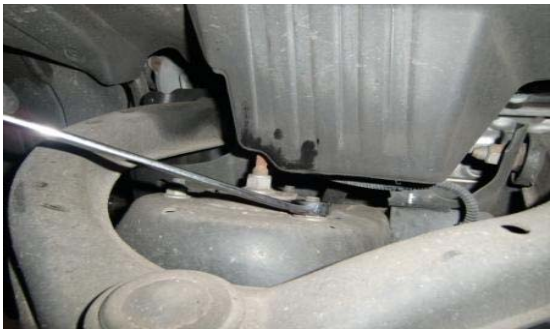
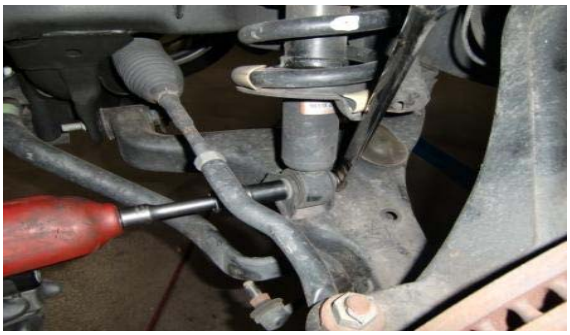
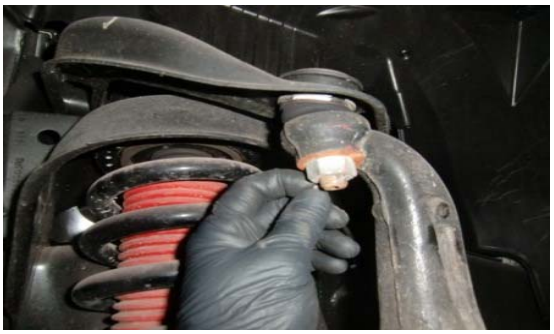


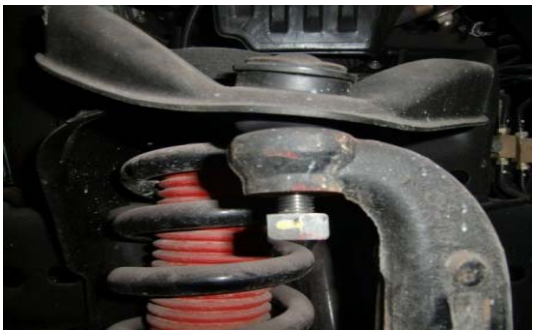
5. Remove the three upper strut nuts.



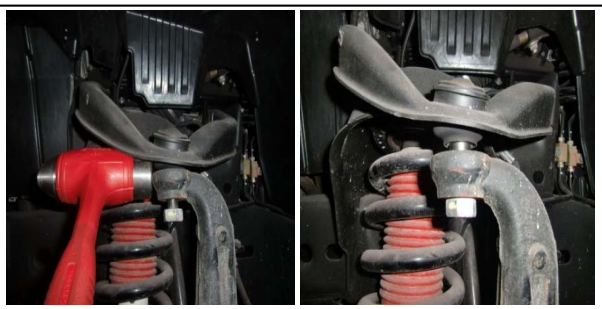
6. Remove the nut and bolt from the lower strut mount.



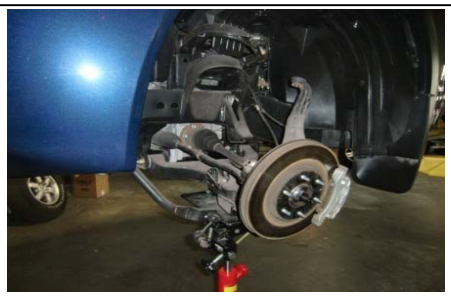
7. Remove the cotter pin from the upper control arm ball joint.



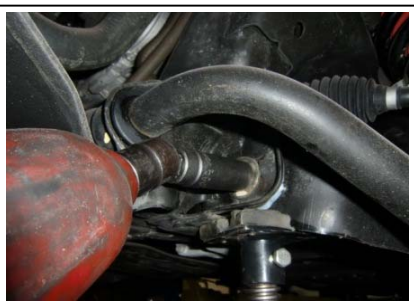
8. Loosen the upper ball joint nut, do not remove.



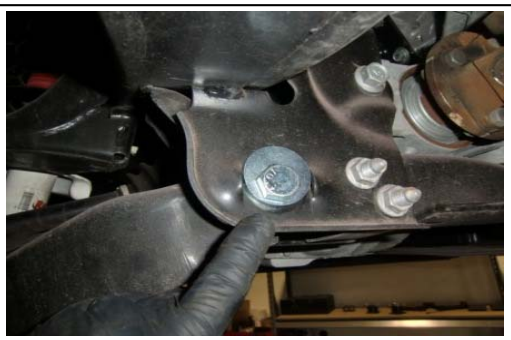
9. Separate the upper ball joint from the spindle. A hammer may be necessary.



10. With the lower control arm supported, disconnect the upper control arm from the spindle, then carefully lower the jack to drop the suspension. Remove the strut from the vehicle.



11. Remove the lower control arm bolts one at a time, to allow for installation of alignment cams.



12. Install the provided alignment cam bolts as shown.

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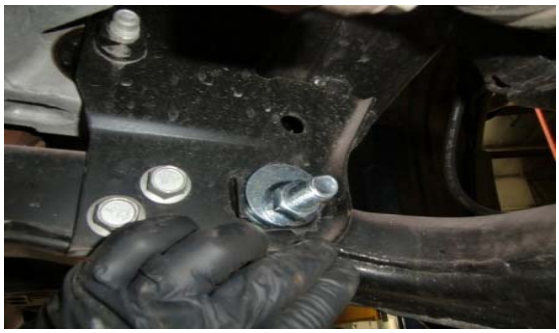


13. Tighten the alignment cam nuts in a neutral position.

Insert the front alignment cams with the nut facing towards the front of the vehicle.

Insert the rear cam bolts with nuts facing towards the rear of the vehicle.

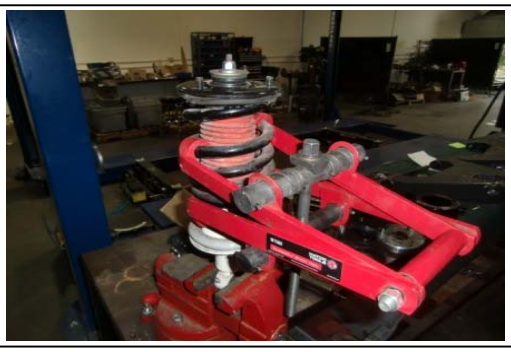
Adjust the nut position to move the lower control arm. Tighten down by the head of the bolt.

When the vehicle is on the ground the cams will need to be loosened and re-torqued to allow the factory bushings to settle at ride height, preventing binding.

14.

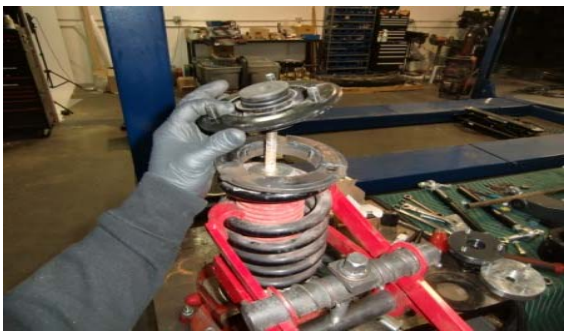
If necessary, use penetrating oil on the center stud to help with nut removal on next step.

15.



16. Use a coil spring compressor to safely remove the spring from the strut.

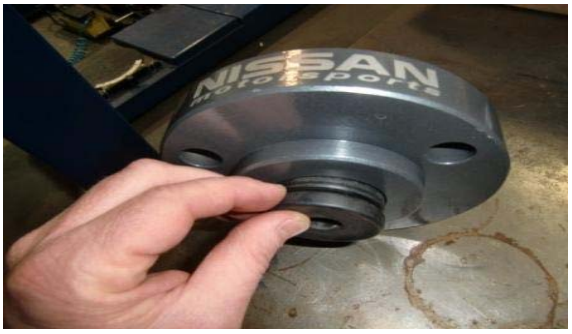
17. Carefully remove the upper coil-over center nut.



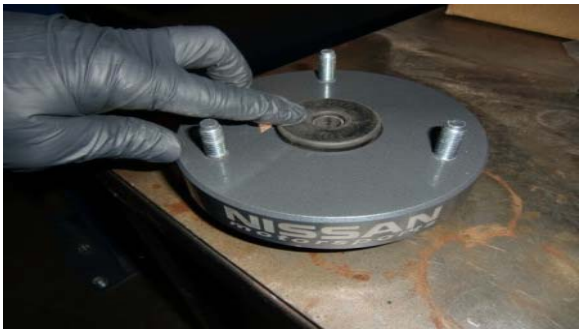
18. Remove the upper hat assembly, leave the isolator on the spring.

19. Remove (2) bushings and center sleeve, sleeves not reused.

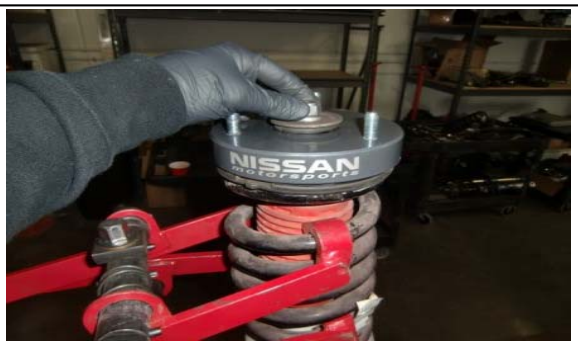
20. **Important**: New longer sleeve must be used.



21. Install the new center sleeve with the OE bushings as shown.

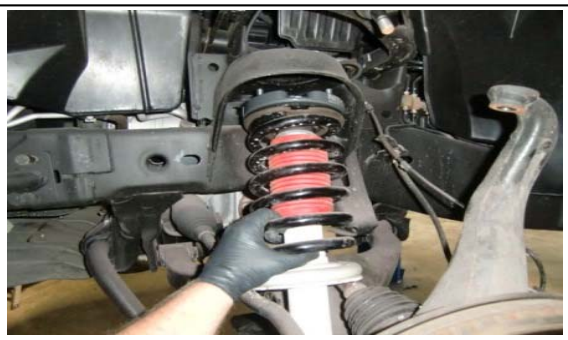


22. Insert the sleeve through the top and bottom bushings.

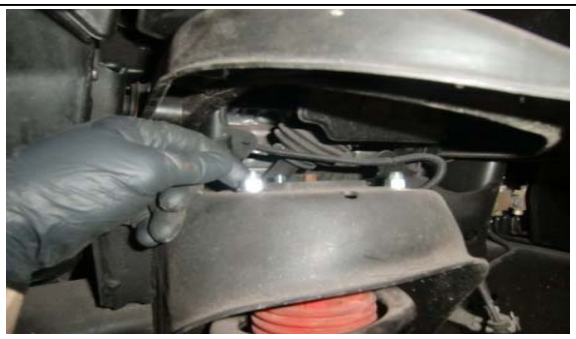


23. Reinstall the upper assembly back on top of the strut.

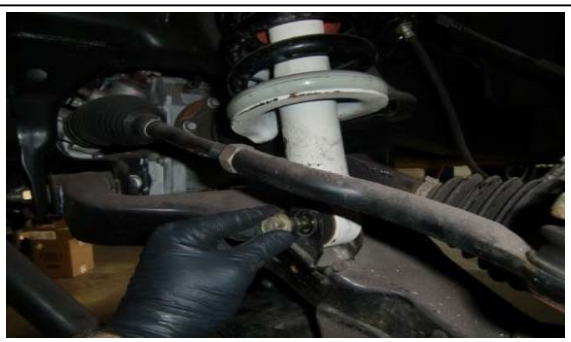
24. Tighten the OE hardware to spec.



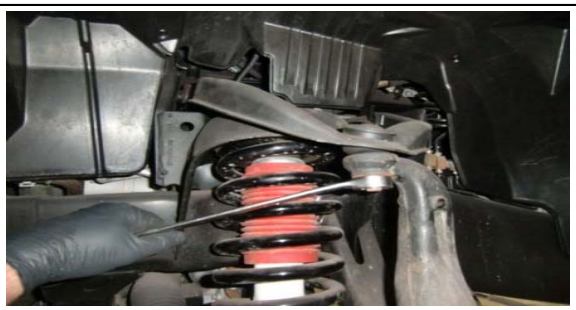
25. Re-assemble the coil-over and reinstall in the vehicle.



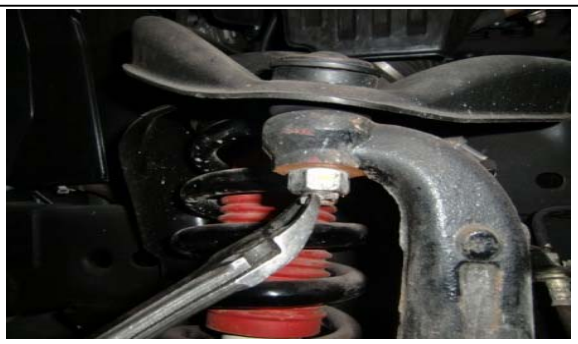
26. Install the upper strut with provided nuts.



27. Reinstall the lower strut to the lower control arm with OE hardware.



28. Raise the suspension and reattach the upper control arm to the spindle using the OE hardware.



21. Install the new provided cotter pin.

Repeat these steps on the opposite side of the vehicle.

Reattach ABS/brake line brackets and tighten upper and lower coil-over mount hardware to factory specs.

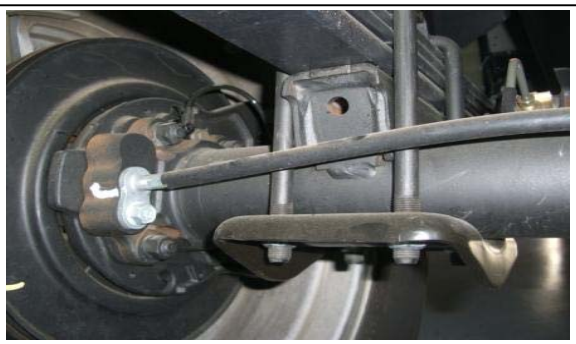
When completed, reattach the sway bar end links on both sides of the vehicle simultaneously.

Reinstall wheels/tires on vehicle, lower to the ground and torque to factory specs.

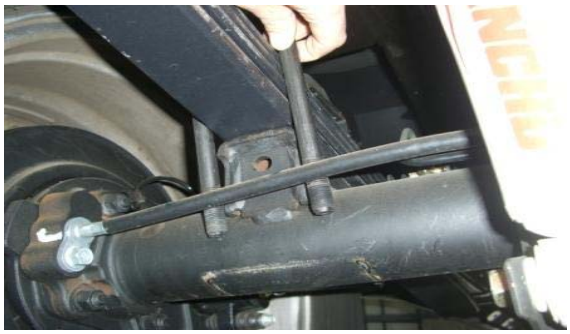
Alignment must be performed.

22.

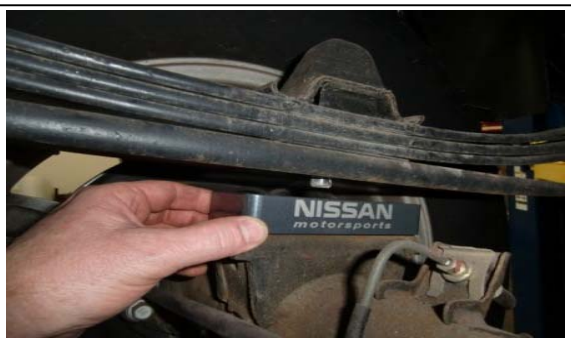
23. Disconnect the rear shock hardware and remove from the vehicle.



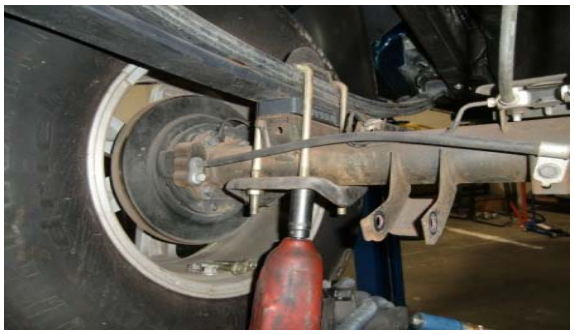
24. Support the rear axle, then remove the u-bolts and hardware.



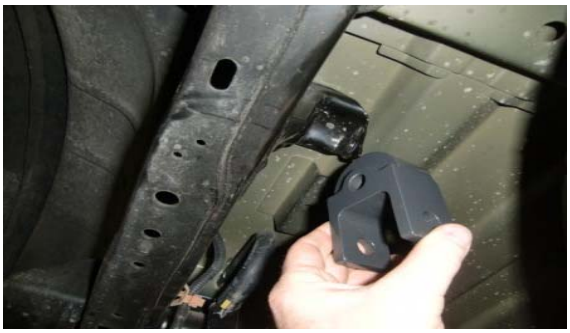
25. Remove the OE u-bolts, hardware and mounting plate.



26. Lower the axle and install the lift block into position.



27. Install the new u-bolts, hardware, and OE mounting plate.



28. Install the provided shock extensions with the OE hardware.

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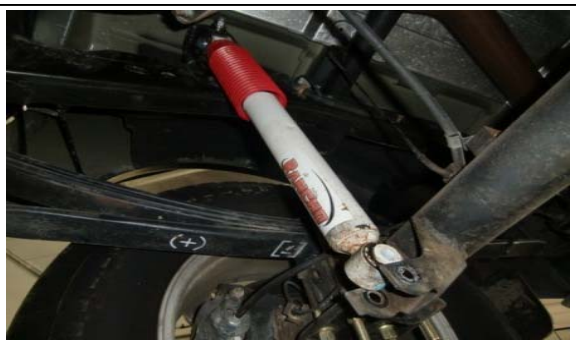
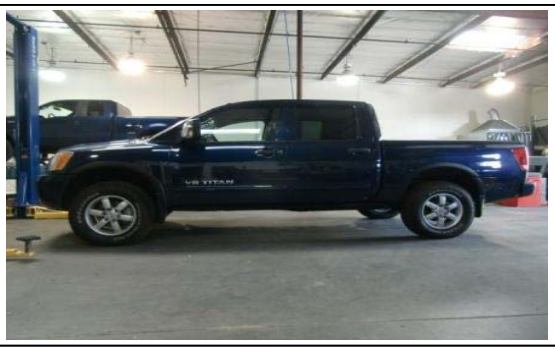
29. Reinstall the shock into the shock extension with provided hardware.



30. Raise the rear axle and reconnect the lower shock hardware.



30.

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 brakes 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. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. Re-adjust headlamps.

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

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.