



Installation Instructions (69-6408) (69-6409)

IF YOUR ReadyLIFT® PRODUCT IS MISSING A OR HAS A DAMAGED PART, PLEASE CONTACT CUSTOMER SERVICE DIRECTLY.

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY

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



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Please read Instructions thoroughly and completely before beginning installation.
Installation by a certified mechanic is 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 35" x 12.50" tire with 20" x 9" wheel and a offset of -6. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used with the 2.5" lift and 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 Front:	Driver Rear:	Pass. Front:	Pass. Rear:
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BILL OF MATERIALS

Front Coil Spring	2	Bump Stop	2	Front Brake Line Bracket	2
Rear Coil Spring	2	M8 x 20mm Bolt	4	1/4" x 3/4" Bolt	2
Front Shock Extension	2	M8 Flat Washer	4	1/4" Flat Washer	2
M12 x 75mm Bolt	2	M8 Flange Nut	4	Rear Brake Line Bracket	2
M12 Flat Washer	4	End Link	2	M6 x 20 Bolt	2
M12 Lock Nut	2	End Link	2	M16 Flat Washer	4
M8 x 20mm Bolt	2	1/2" x 2 3/4" Bolt	4	M16 Lock Nut	2
M8 Flat Washer	4	1/2" Flat Washer	4	Track Bar Bracket	1
M8 Lock Nut	2	1/2" Fender Washer	4	Crush Tube	1
Rear Shock Extension	2	1/2" Lock Nut	4	M14 x 75mm Bolt	1
M10 x 70mm Bolt	4	Parking Brake Bracket	1	M14 Flat Washer	2
M10 Flat Washer	4	M6 x 20mm Bolt	2	M14 Lock Nut	1
Bump Stop	2	Front Brake Line Bracket	2	M12 x 30mm Bolt	1
M10 x 60mm Bolt	2	1/4" x 3/4" Bolt	2	M12 Flat Washer	2
M10 Flat Washer	2	1/4" Flat Washer	2	M12 Lock Nut	1
M10 Lock Nut	2				

If your kit includes shocks, Please ignore the shock extension steps and install the shocks in their place using factory torque specs.

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.

Notes:

- Installation by a professional mechanic is highly recommended.
- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- Vehicles with a two piece rear driveline may require a carrier bearing drop support bracket, call technical assistance for details.
- 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.

Record the stock vehicle measurements on both the front and the rear, this will provide a guideline on vehicle rake and lift height.

Measure from the center of the wheel up to the bottom edge of the fender well opening and record on the chart provided on page 2.

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 arms. Support the axle with a suitable jack.

Front Install

Repeat for both driver and passenger side

Remove the front wheels.

Remove the lower shock bolt. If installing shocks, remove the upper shock hardware. (Fig 1)

Remove the brakes lines from the frame and axle mounts. (Fig 2, 3)

Remove the front sway bar end links.

Loosen the front track bar at the axle and frame. (Fig 4)

Mark the front driveshaft and pinion for reinstallation later.

Remove the front driveshaft from the axle and let hang out of the way. (Fig 5)

Lower the axle enough to remove the front springs. (Fig 6)

If installing a ReadyLift adjustable track bar, do so now but leave loose.





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Remove the factory upper control arms. (Fig 7)

Locate the ReadyLift upper control arm and set length using the center of the fixed end to the center of the adjustable end to 19 1/4".

Install the ReadyLift upper control arms with the adjustable end at the frame using the **factory hardware**. Do not tighten at this time. (Fig 8)

Remove the factory lower control arms. (Fig 9)

Install the ReadyLift lower control arms with the bend to the center of the vehicle using the **factory hardware**. Do not tighten at this time. (Fig 10)

Locate the front bump stop pads and place onto the axle pad. Center punch a mark onto the axle pad. (Fig 11)

Drill out the axle pad with a 11/32" drill bit. Run supplied self tapping bolt into hole and remove. (Fig 12)

Hold the bump pad inside the spring and install as a unit into the vehicle.

Raise the axle enough to keep the springs in place.

Install the bump pad using **3/8" self tapping bolts**. Torque to **10 ft-lbs**. (Fig 13)

Install the ReadyLift front sway bar end links (shorter pair) using **1/2" x 2 3/4"** bolts, washers, fender washers, and lock nuts. Fender washer on the end link side. Torque to **50 ft-lbs**.

Install the ReadyLift front brake line extensions onto the frame using the **factory hardware**.

Gently pull down on the metal brake line to gain the slack needed to install to the ReadyLift extension. Install using **1/4" bolts, and washers**.





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If installing shocks, do so now and ignore shock extension step.

Torque the upper mount to 30 ft-lbs and lower hardware to 50 ft-lbs.

Install the ReadyLift lower shock extension to the axle using M12 x 75mm bolts, washers, lock nuts, M8 x 20mm bolts, washers, lock nuts, and the lower shock to the extension using the factory hardware. Torque M12, factory hardware to 50 ft-lbs, and M8 hardware to 20 ft-lbs. (Fig 14, 15)

Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specifications. Jounce the vehicle to get the suspension to settle to ride height.

Turn the wheels until pointing straight ahead. Loosen the steering link adjuster and rotate until the steering wheel is level. This needs to be done prior to driving vehicle, otherwise it could set off dash warning lights.

Install the front driveshaft using factory hardware and thread locker in the same orientation as removed. Torque to 80 ft-lbs.

Torque the upper control arm hardware to 75 ft-lbs, lower control hardware to 125 ft-lbs, sway bar end link hardware to 75 ft-lbs, track bar hardware to 125 ft-lbs, and steering link adjuster hardware to 20 ft-lbs.

Rear Install

Repeat for both driver and passenger side

Block the front wheels, raise the rear of the vehicle and support with jack stands in front of the lower control arms. Support the axle with a suitable jack.

Remove the wheels.

Remove the brake line mount at the frame.

Remove the ABS harness clips on the axle and frame. (Fig 16)

Remove the parking brake line from the vehicle body. (Fig 17)





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Remove the track bar from the frame and loosen at the axle. (Fig 18)

Remove the top of the rear shocks from the vehicle. If installing shocks, remove the lower hardware.

Remove the rear sway bar end links and discard. (Fig 19)

Lower the axle down enough to remove the rear coil springs. (Fig 20)

Support the pinion of the axle and remove the upper control arms. (Fig 21)

Install the ReadyLift upper control arms with long end at the frame and bend towards the center of the vehicle using the **factory hardware**. Do not tighten at this time. (Fig 22)

Remove the lower control arms. (Fig 23)

Locate the ReadyLift lower control arms and set length using the center of the fixed end and adjustable end to 19 3/4".

Install the ReadyLift lower control arms with the fixed end at the frame and the adjustable end at the axle using the **factory hardware**. Do not tighten at this time. (Fig 24)

Install the ReadyLift heavy duty track bar bracket to the driver side axle housing using the provide hardware and axle u-bolt. Bracket fits into the stock track bar mount on the axle and u-bolt secures the bracket to the axle tube. Installation of the track bar into the bracket may need to be done when the vehicle is on the ground. (Fig 25, 26)

Install the ReadyLift bump pad extensions to the axle with the offset to the front of the vehicle using **5/16" x 1" bolts, washers, and lock nuts**. Torque to **10 ft-lbs**. (Fig 27)

Install the ReadyLift rear springs and factory isolators and raise the axle up to hold springs in place.





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Install the ReadyLift rear extended length sway bar end links (longer pair) using **1/2" x 2 3/4" bolts, washers, fender washers, and lock nuts**. Fender washer on the end link side. Torque to **50 ft-lbs**.



Install the upper shock with ReadyLift extensions using **M10 x 70mm bolts, and washers**. Torque to **20 ft-lbs**. (Fig 28)



Install the ReadyLift brake line extension to the frame using the **factory hardware**, and the factory brake line to the extension using **M6 x 20mm bolts, washers, and lock nuts**. Torque all to **5 ft-lbs**.

Install the ABS harness to the axle moving the furthest clip into the front mounting hole on the control arm pocket. Cut the middle clip off the ABS harness as it will not be reused. Install the ABS harness at the frame using the original clip and hole. (Fig 29)



Install the ReadyLift parking brake extension to the vehicle using the **factory hardware**, and the parking brake bracket to the extension using **M6 x 20mm bolts, washers, and c-lock nuts**. Torque all hardware to **5 ft-lbs**. (Fig 30)

Install the wheels and lower the vehicle to the ground.

Torque the lug nuts to the wheel manufacture specifications. Jounce the vehicle to settle the suspension to ride height.

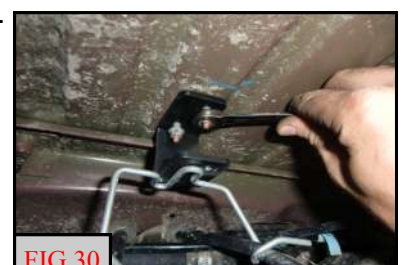


Torque the upper control arms, lower control arms, track bar, and track bar extension M14 hardware to **125 ft-lbs**, and the track bar bracket M12 hardware to **50 ft-lbs**.



Add a drop of thread locker to the control arm jam nuts and tighten.

Have a reputable alignment shop set the alignment checking for camber, castor, and thrust angles. The front upper control arms are adjustable for castor and pinion angle. The rear lowers are adjustable for pinion angle.





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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 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 THE DRIVER AND/OR OTHERS*****

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.

*****RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT THE EACH SERVICE INTERVAL THERAFTER.*****