

READYLIFT[®]

SUSPENSIONS

69-6827 Rubicon 2.5" / 69-6835 Wrangler 3.5" Lift Kit

IF your ReadyLIFT[®] product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately. For warranty issues, please return to the place of installation and contact ReadyLIFT.



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 37" - 12.5" (69-6827 kit), and 35" - 12.5" (69-6835 kit) tire with 18" x 9" wheel and a offset of 0. 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" 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.

IMPORTANT NOTE:

To run the max tire size of 37" tall, the front bumper wings on the Rubicon may need to be removed for full articulation under full lock turning. Rear tires may rub the lower plastic body mount guard under full articulation.

This kit install is done by doing the rear installation first. This is due to reusing the factory rear end links on the front of the vehicle.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Front Spring	2
Front Shock Extension	2
Front Bump Stop	2
Rear Shock Extension	2
Rear Spring	2
Rear Bump Stop	2
Driver Rear Brake Line Bracket	1
Pass Rear Brake Line Bracket	1
E-Brake Cable Bracket	1
Shock Extension Crush Sleeve	4
Rear Nut Plate	2
10" Sway Bar End Link Kit	1

1/2" x 2.75" Hex Head Bolt	6
1/2" x 1.25" Hex Head Bolt	4
1/2" C-Lock Nut	10
1/2" Flat Washer	18
1/2" Fender Washer	2
3/8"- 16 x 1.75" Allen Head Bolt	2
3/8" Serrated Flange Nut	2
1/4" 20 x .75" Hex Head Bolt	7
1/4" C-Lock Nut	7
1/4" Flat Washer	14
1/2" x 2.5" Allen Head Bolt	2

WARNING

Before starting 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.

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.

*****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.

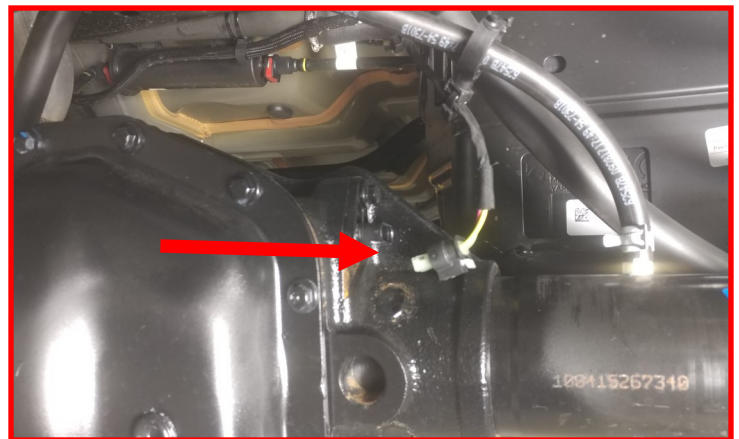
Otherwise, park vehicle on a clean flat surface and block the front wheels for safety.

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 rear of the vehicle and support with safety jack stands at each jack point indicated by the service manual. Remove the rear wheels. All steps are to be completed on both sides of the vehicle unless instructed.

ELECTRIC LOCKER EQUIPPED MODELS ONLY: Disconnect the electrical connector on the differential. Remove all the plastic clips from the e-brake cable up to the frame cross member.



ELECTRIC LOCKER EQUIPPED MODELS ONLY: Remove the two harness clips from the frame cross member. You can clip these off the wire harness but is not necessary.



Remove the e-brake cable clamp from the body. Let cables hang. Make sure they are not resting on the locker harness that lays across the frame cross member. When lowering the axle, these cables will become taut and can pinch on the harness.



Remove the rear brake line bracket at the axle and frame rail.



Remove the rear lower shock from the axle.



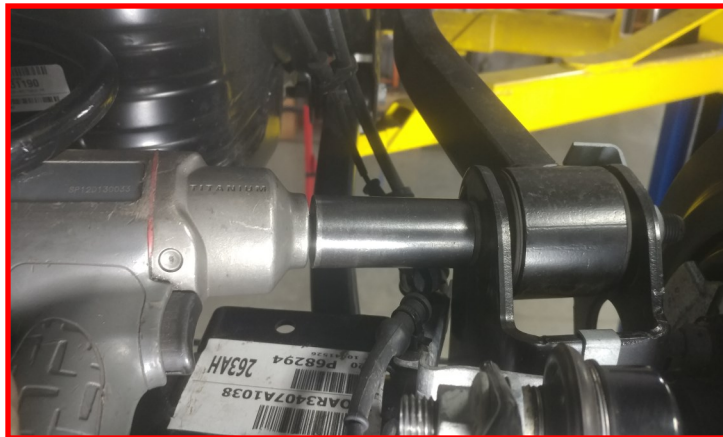
Remove the rear lower sway bar end link from the axle.



Remove the rear upper sway bar end link from the sway bar.



Loosen but do not remove the rear upper control arms at the axle and frame.



Loosen but do not remove the rear lower control arms at the axle and frame.



Loosen but do not remove the rear track bar at the axle and frame.



Lower the axle enough to remove the stock spring and rubber isolator. Install the ReadyLIFT spring and factory isolator. Raise the axle enough to hold the springs in place.



Locate the sway bar end link kit.



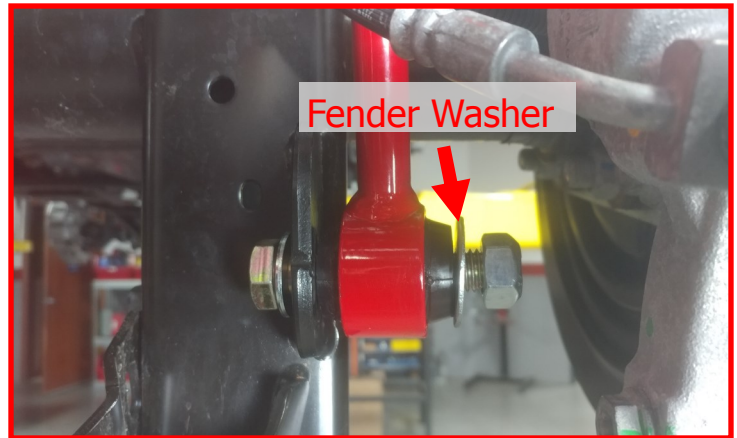
Install the urethane bushings and sleeves into the end links using the supplied grease pack. Use a light amount of grease on the bushing and press into the end link. Use a fair amount of grease on the inside of the bushing and press the sleeve into the bushing.



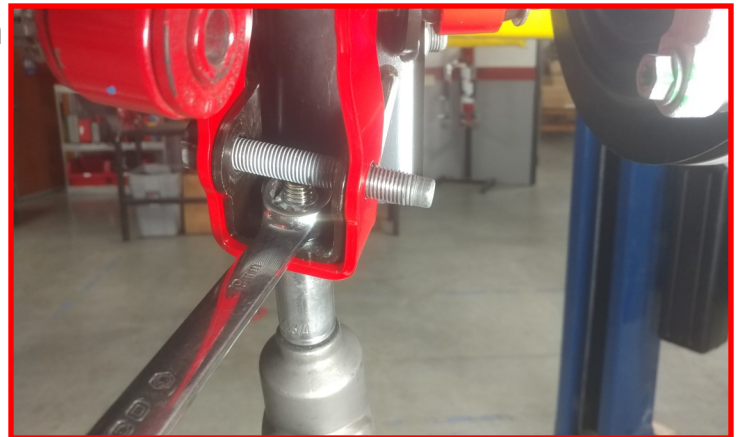
Install the ReadyLIFT sway bar end link to the sway bar using the **factory lower hardware**. Make sure to have the washer to the outside of the end link. Do not tighten at this time.



Install the ReadyLIFT sway bar end link to the axle using the provided **1/2" x 2.75" bolt, fender washer, flat washer and nut**. Make sure to have the fender washer to the outside of the end link. Do not tighten at this time.



Install the ReadyLIFT rear shock extension using provided **1/2" x 1.25" bolt, washers, and nut**. Use the factory bolt to line up the holes while tightening the 1/2" hardware. Once tight, remove the factory hardware.



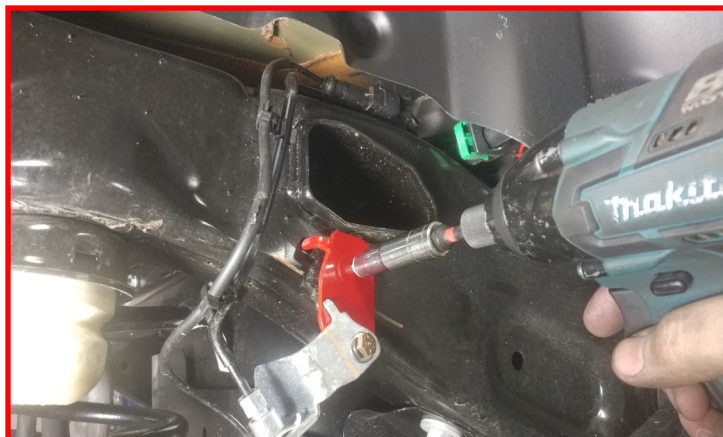
Install the ReadyLIFT **crush sleeve and the factory hardware** in the lower hole. Do not tighten at this time. Install the lower shock using the provided **1/2" x 2.75" bolt, washers and nut**. Do not fully tighten at this time.



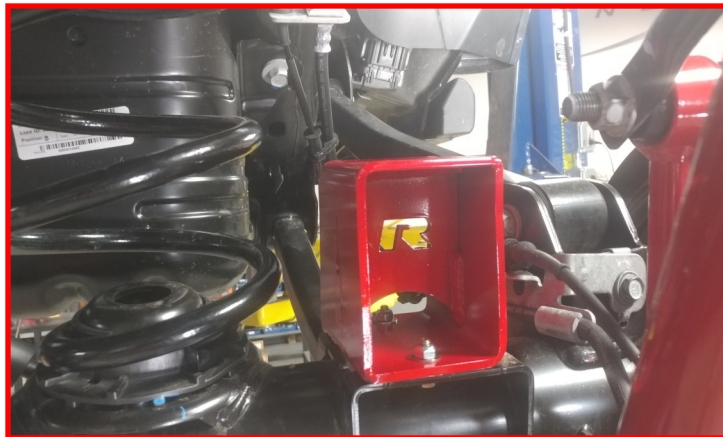
Install the brake line bracket to the axle using the **factory hardware**. Torque to **5 ft-lbs**.



Install the ReadyLIFT brake line bracket to its corresponding side using the provided **1/4" x .75" bolt, washers and nut**. Gently rotate/bend the metal brake line until you can line up the locking tab and bolt hole. Install using the **factory hardware**. Torque all to **5 ft-lbs**.



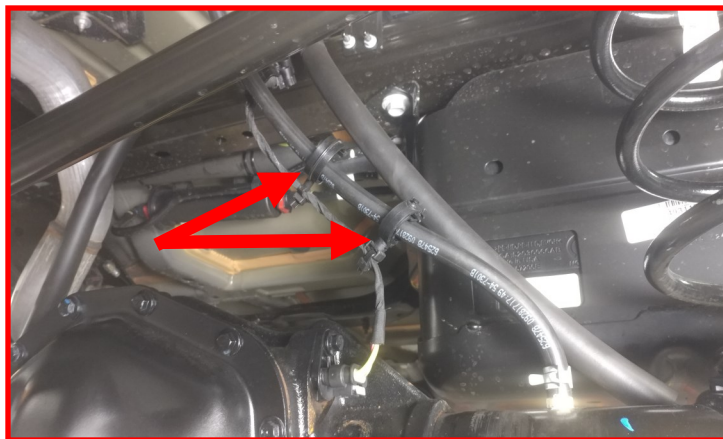
Install the ReadyLIFT rear bump stops to the axle using the provided **1/4" x .75" bolts, washers, and nuts**. Torque to **5 ft-lbs**. (69-6835 kit number bump stops do not have R logo and are only 2.5" tall)



Install the ReadyLIFT e-brake cable to the body using the **factory hardware** and the factory e-brake bracket to the ReadyLIFT bracket using the provided **1/4" x .75" bolt, washers, and nut**. Torque all to **5 ft-lbs**.



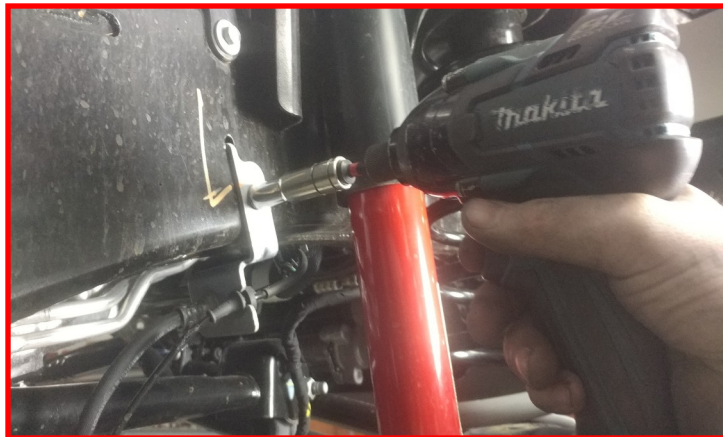
ELECTRIC LOCKER EQUIPPED MODELS ONLY: Connect the electrical connector to the pumpkin and run the harness next to the diff vent tube. Clip all remaining clips to the diff vent tube.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle a few times to settle the suspension to the new ride height. Torque the upper control arms to **110 ft-lbs**, lower control arms and track bar hardware to **135 ft-lbs**, and shock and sway bar end link hardware to **50 ft-lbs**.

Park vehicle on a clean flat surface and block the rear wheels for safety. Raise the front of the vehicle and support with jack stands at each jack point indicated by the service manual. Remove the front wheels.

Remove the front brake line bracket at the frame rail.



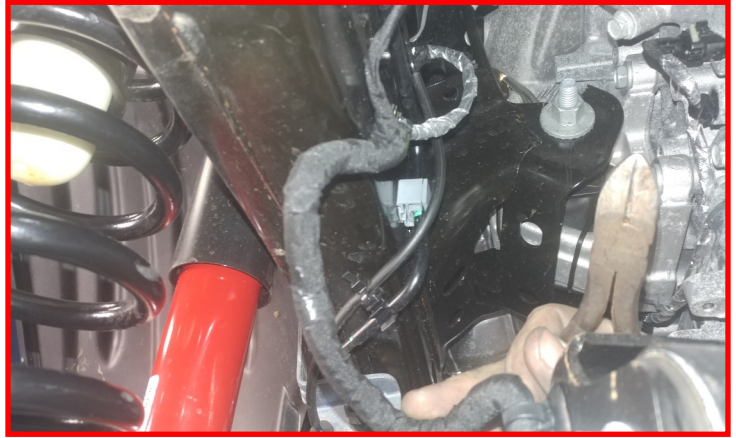
Remove the front brake line bracket at lower control arm.



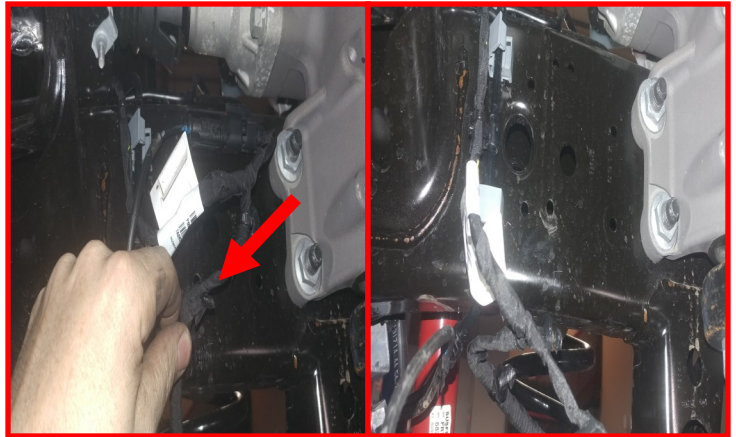
ELECTRIC LOCKER EQUIPPED MODELS ONLY: Locate the passenger side locker harness at the frame rail. Cut the zip tie holding the "service loop" allowing the harness to extend.



ELECTRIC LOCKER EQUIPPED MODELS ONLY: Shown with harness extended.



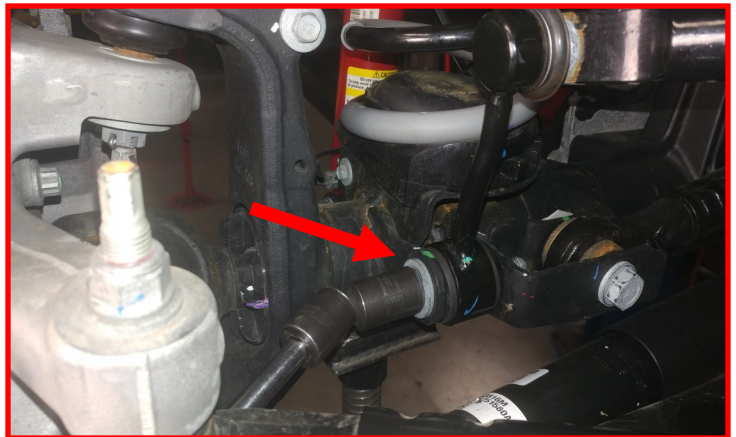
Locate the wire harness on the driver side frame rail and pull all clips out of the frame. Allow the harness to hang out of the way.



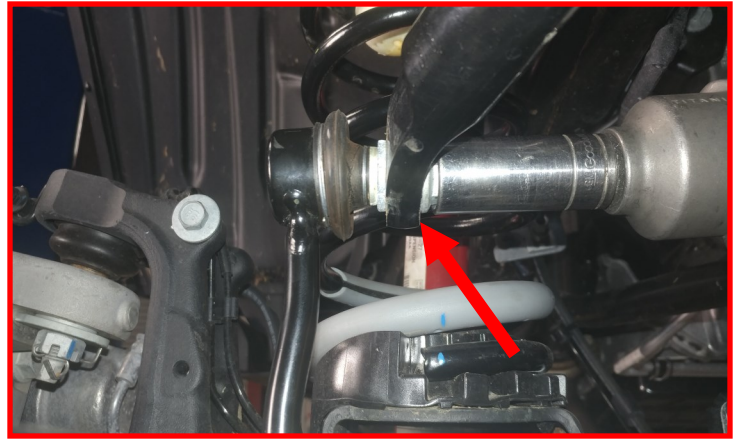
Using a suitable cutting device, clip the outside "Christmas tree" nipple off the electrical connector.



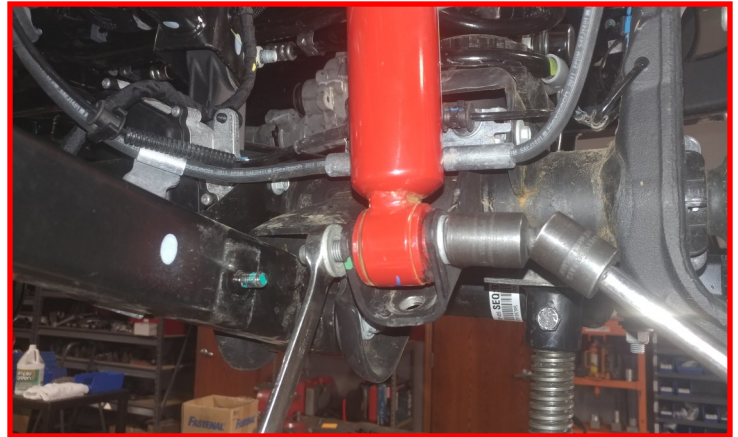
Remove the sway bar end links from the axle. Save the hardware.



Remove the front sway bar end link from the sway bar. Discard as it will not be re-used.



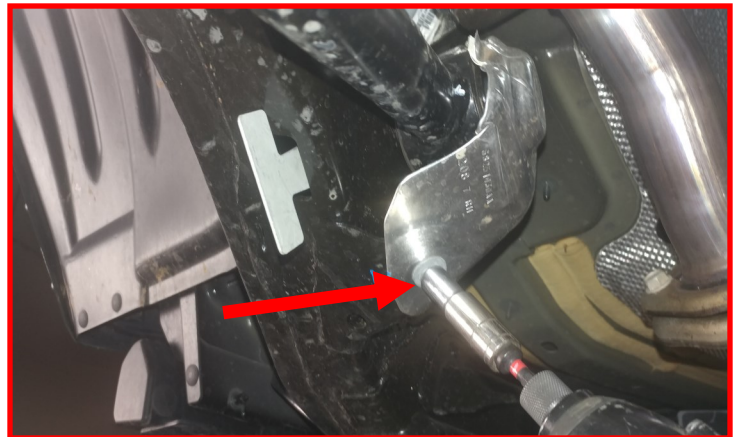
Remove the front lower shock from the axle.



Loosen but do not remove the front lower control arms at the axle and frame.



Remove the lower heat shield bolt from the front upper control arm pocket at the frame.



Gently bend the heat shield out of the way and loosen but do not remove the front upper control arm bolts.



Loosen but do not remove the front upper control arms at the axle.



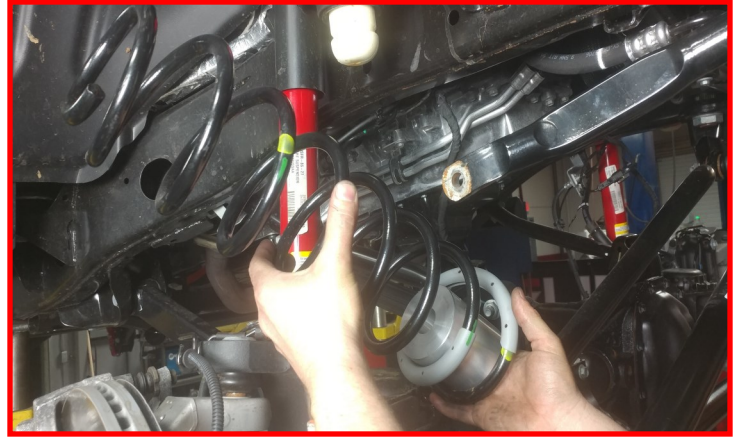
Mark the front drive shaft to pinion flange for reinstallation later.



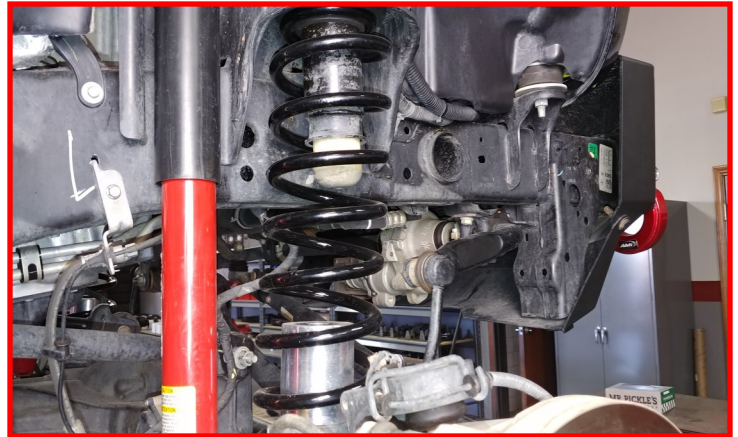
Remove the front drive shaft from differential.



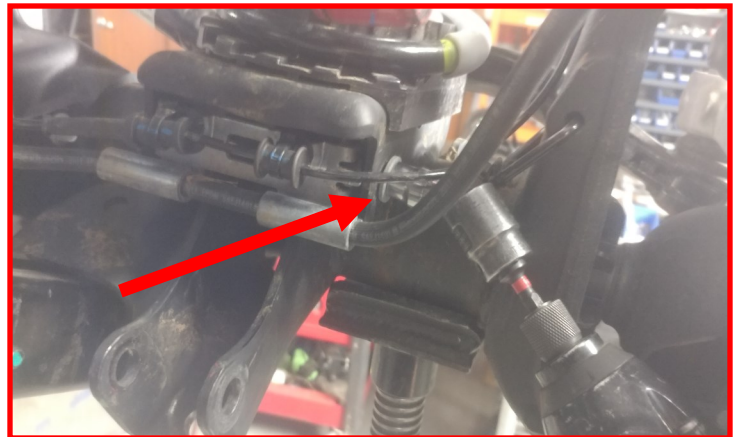
Lower the axle enough to remove the springs. Make sure to not over extend the brake lines or any other electrical harnesses. Insert the front bump stop **3/8" x 1.75" Allen bolt** into the front bump stop. Insert the front bump stop into the coil spring.



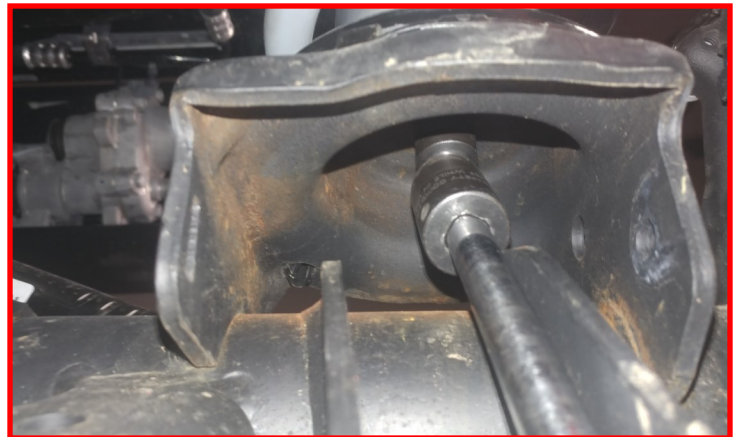
Install the coil spring and bump stop at the same time to the frame and axle making sure to clock the spring so that the dead end of the coil sits in the lock on the axle pad. Raise the axle enough to hold the springs in place.



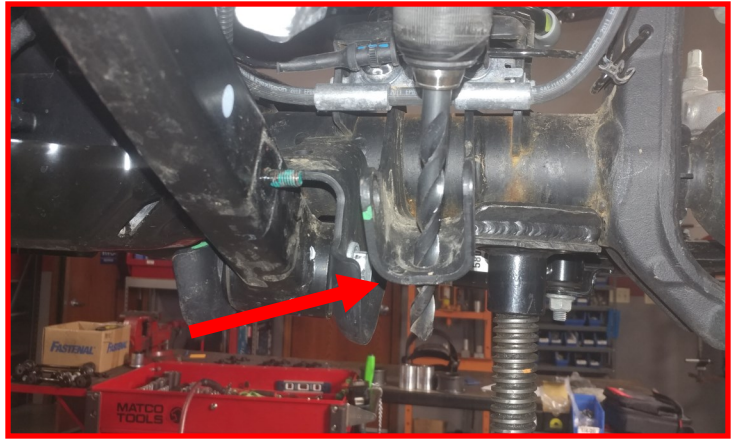
Remove the brake line bracket on the axle for access to install the bump stop nut on the passenger side for access to install the bump stop.



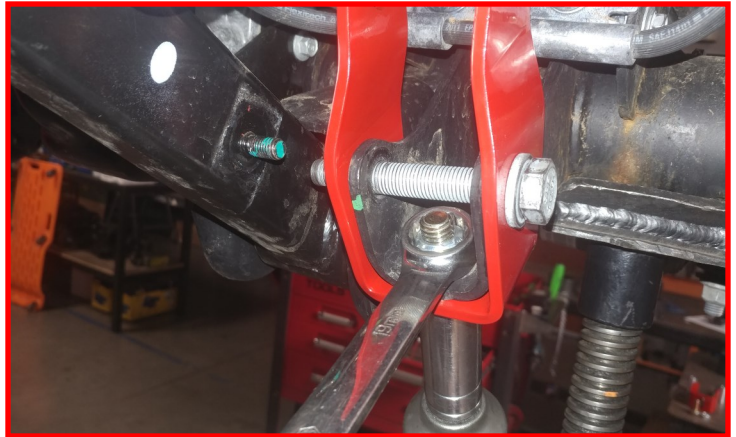
Install the provided **3/8" serrated flange nut** to the **3/8" Allen bolt** from the under side of the spring perch. Torque to **35 ft-lbs**.



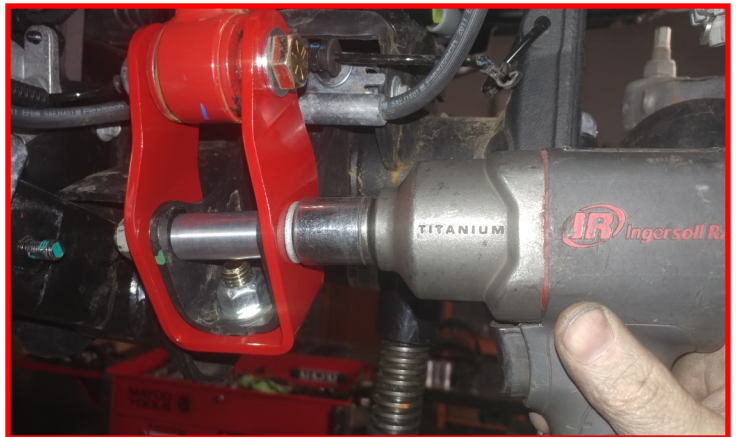
Locate the lower shock mounts on the axle and using a **1/2" drill bit**, drill out the hole in the bottom of the mount.



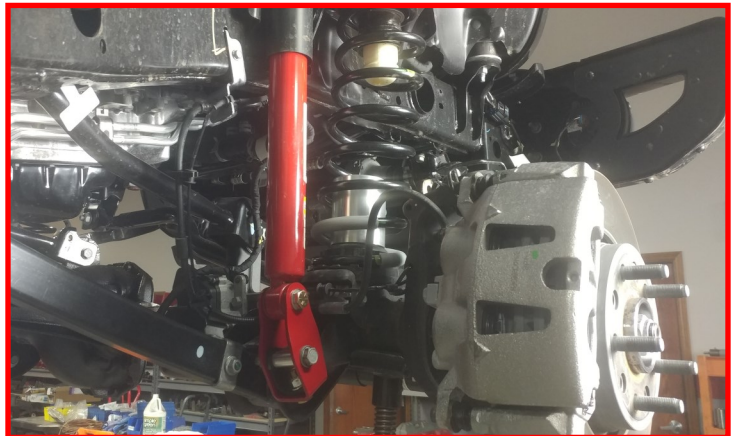
Install the ReadyLIFT front shock extension using provided **1/2" x 1.25" bolt, washers, and nut**. Use the factory hardware to line up the holes while tightening the **1/2" hardware**. Once tight, remove the factory hardware.



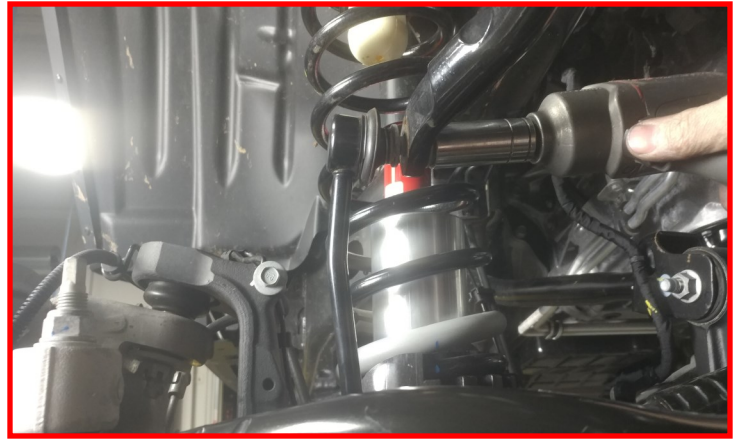
Install the ReadyLIFT **crush sleeve and the factory shock bolt** in the lower hole. Do not tighten at this time. Install the lower shock using the provided **1/2" x 2.75" bolt, washers and nut**. Do not fully tighten at this time.



Install the brake line brackets to the lower control arm and frame rail using the **factory hardware**. Torque to **5 ft-lbs**.



Install the factory rear end links to the sway bar and axle using the **factory hardware**. Torque to **45 ft-lbs**.



Install the electrical connector that was previously cut to the lower hole in the frame rail. The rest of the harness will hang.



Install the front drive shaft making sure to line up the previous mark using a **drop of thread locker and factory hardware**. Torque to **40 ft-lbs**.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle a few times to settle the suspension to the new ride height. Torque the upper control arms to **110 ft-lbs**, lower control arms and track bar hardware to **135 ft-lbs**, and shock and sway bar end link hardware to **50 ft-lbs**. Reinstall the upper control arm heat shields. Torque to **5 ft-lbs**.

Reconnect the vehicles power source at the ground terminal.

Pre-set the toe / straighten the steering wheel before driving to avoid any dash lights from setting. Have the alignment set to factory specs 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.