



Installation Instructions 66-1026

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 0 offset. 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.

VEHICLE HEIGHT MEASUREMENTS

Driver Front:	Driver Rear:	Pass. Front:	Pass. Rear:
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BILL OF MATERIALS

Strut Extension	2
M10 Flange Nut	6
Bump Stop	2
Bump Stop Extension	2
Bump Stop Extension Back Plate	2
5/16" Flat Washer	2
5/16" x 18 Lock Nut	2
12mm x 100mm Bolt	2
12mm Flat Washer	4
12mm Lock Nut	2
Right Upper Control Arm	1
Left Upper Control Arm	1
Ball Joint	2
Ball Joint Spacer	2
Crush Sleeves	4
Control Arm Bushings	8
Grease Tube	2

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.

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 jack stands at each frame rail behind the lower control arms.

Repeat for both driver and passenger side

Remove the front wheels.

Remove the ABS clip from the upper control arm. (Fig 1)

Disconnect the ABS electrical connector at the splash shield.

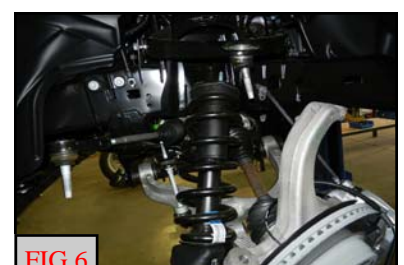
Remove the brake line bracket at the frame and gently pull the metal brake line through to gain slack on the rubber line. (Fig 2)

Remove the sway bar end links from the sway bar. (Fig 3)

Remove the tie rod end from the knuckle. Strike the tie rod boss on the knuckle with a dead blow mallet to dislodge the taper. (Fig4)

Support the lower control arm with a suitable jack.

Loosen the upper ball joint nut. Strike the ball joint boss on the knuckle with a dead blow mallet to dislodge the taper. Once the taper is loose, remove the upper control arm. (Fig 5, 6)



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Remove the strut from the frame and control arm. (Fig 7,8)

Install the ReadyLift strut spacer using the **factory hardware**. Torque to 25 ft-lbs.

Install the completed strut assembly into the vehicle using **10mm flange nuts** at the frame and **factory hardware** on the lower control arm. Do not tighten at this time. (Fig 9)

Remove the factory upper control arm from the frame. (Fig 10)

Install the ReadyLift control arm using the factory hardware. Do not tighten at this time. (Fig 11)

Install the ReadyLift upper control arm bump pad to the ReadyLift frame extension but do not tighten. The bump pad needs to be clocked once on the vehicle. Install the extension and back plate to the frame using **12mm x 100mm bolts, washers, and c-lock nuts**. Torque to **45 ft-lbs**. (Fig 12)

Raise the lower control arm up until the upper ball joint can be fully installed into the knuckle. Once seated properly, install the 1/4" thick spacer and castle nut onto the ball joint. Torque to **70 ft-lbs**. Insert cotter pin. Set the bump pad under the control arm so that it makes contact on the center of the tube. Torque to **10 ft-lbs**.

Install the tie rod end. Torque to **70 ft-lbs**.

Install the sway bar end link hardware. Torque to **30 ft-lbs**.

Install the brake line bracket. Torque to **5 ft-lbs**.

Connect the ABS harness electrical connector and install back into factory locations. Install clip onto ReadyLift control arm. (Fig 13)

Install the front wheels and lower the vehicle to the ground.

Jounce the front suspension to settle to ride height.



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Torque the lower control arm mounts to **200 ft-lbs**, the upper control arm mounts to **120 ft-lbs**, the lower strut hardware to **90 ft-lbs**, and upper strut mount to **25 ft-lbs**.

Reconnect the ground terminal on the battery.

Have a reputable alignment shop set the alignment to the recommended specifications.



Final install and checks

Recheck that all hardware is of proper torque values and all electrical connections are hooked up. Start vehicle and verify that all dash warning lights are off. Cycle the steering wheel from lock to lock to check for any interference of steering intermediate shaft, steering extension, steering u-joint. wheels, tires, brake lines, hoses, wires, ect and ensure adequate clearance through out the suspension cycle. Adjust as necessary.

Install all warning tags and decals as directed:

1. Rear view mirror hanging warning card: Hang from rear view mirror to warn driver of vehicle modification.
2. Lifted truck warning decal: Apply decal to the upper left hand corner of the inside of the windshield facing the driver.

Give all installation instructions, warranty information, and all remaining literature to the end user to keep with vehicle records.



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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.*****

Recommended Alignment Specs

Camber	-0.3	-0.3	Tolerance	+/- 0.5
Caster	+3.5	+3.5	Tolerance	+/- 0.5
Toe	+1.0	+1.0	Total	+20