



## Installation Instructions 66-3071

**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

<b>Driver Front:</b>	<b>Driver Rear:</b>	<b>Pass. Front:</b>	<b>Pass. Rear:</b>
<u>Stock</u>   <u>Lifted</u>	<u>Stock</u>   <u>Lifted</u>	<u>Stock</u>   <u>Lifted</u>	<u>Stock</u>   <u>Lifted</u>

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

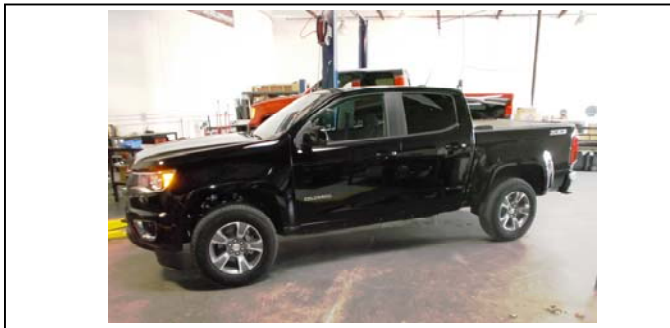


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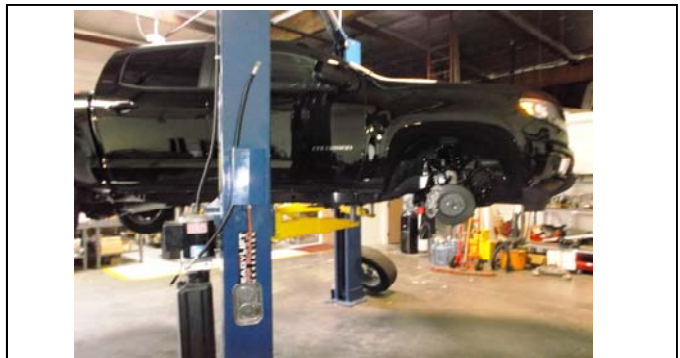
# Bill of Materials

Description	Qty
Leveling Spacers	2
10mm x 1.5mm nuts	6

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. Put the vehicle onto level ground. Measure from the ground to the center of the fender well at all four wheels. Record the data in the space provided on page 2.



2. Lift the vehicle by the frame. Then remove the front wheels using a 22mm socket.



3. Loosen the factory sway bar at the frame using a 10mm socket.



4. Remove the sway bar end links from the vehicle. Using a 15mm socket on top and a 13 mm socket on bottom.

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5. Remove the tie rod ends from the steering knuckle using a 21mm socket.  
Note: You may need to use a hammer to separate the ball joint from the knuckle.



6. Remove the brake line bracket from the frame using a 13mm socket.



7. Separate the upper control arm from the steering knuckle using an 18mm socket. Note: the upper control arm will be under tension.



8. Loosen the lower control arms at the frame using a 24mm socket. Then unbolt the strut from the lower control arm using a 21mm socket.



9. Unbolt the top of the strut using an 18mm wrench. Then drop the lower control arm to make clearance for the removal of the strut. Note: DO NOT over extend the cv-axle joints, doing so will damage/ break them.



10. Lift the sway bar out of the way, then remove the strut from vehicle.



11. Loosen the upper control arm using a 13/16" socket and wrench. Let it rest on the droop stop, then retighten the upper control arm and torque it down to 90ft lbs.



12. Add the spacer to the strut, put thread locker on the studs, then reinstall the strut into the vehicle. Use the provided hardware to mount the top of the strut with a 14mm wrench.

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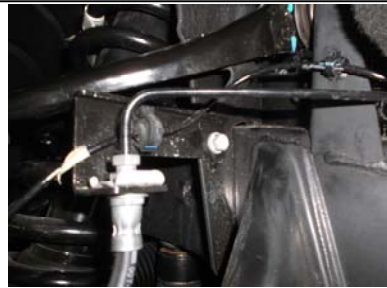
13. Raise the lower control arm and reinstall the bottom of the strut using a 21mm socket. Torque down.



14. Reinstall the upper control arm into the steering knuckle using an 18mm socket. Torque down.



15. Reinstall the tie rods into the knuckle using a 21mm and 10mm wrench.



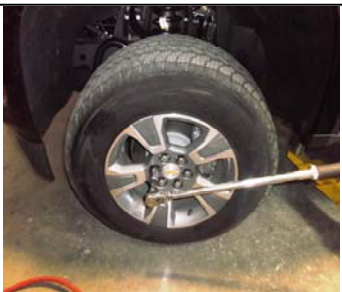
16. Reinstall the brake line brackets to the frame using a 13mm socket. You may need to lightly bend the brake line brackets to clear the upper control arm when at full droop.



17. Reinstall the sway bar end links using a 13mm socket for the bottom and a 15mm socket for the top.



18. Retighten the sway bar at the frame using a 10mm socket.



19. Reinstall the wheels using a 22mm socket, lower the vehicle to the ground and torque the lug nuts to 100 ft lbs.



20. With vehicle on the ground, torque the lower control arms down using a 24mm socket. Double check all work performed on the vehicle. Then immediately have the vehicle aligned.

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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 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.

