



## Installation Instructions 66-2215

**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**

**(800)549-4620**

**MON-FRI 7AM-5PM PST**

**OR**

**EMAIL: INFO@ReadyLIFT.COM**

**WEBSITE: ReadyLIFT.COM**

**\*\*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. Please call **800-549-4620** to get an RGA# for any return. 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.



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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

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**Driver Rear:**

Stock | Lifted

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**Pass. Front:**

Stock | Lifted

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**Pass. Rear:**

Stock | Lifted

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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
Aluminum Lift Spacers	2
M10-1.5 Flange Nuts, 10.9	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. Park the vehicle on a clean, flat surface, set the parking brake, and block the rear wheels for safety.

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

3. Disconnect the vehicle power source at the ground terminal.

\*\*\*2011 and newer models equipped with EPAS (Electronic Power Assist Steering), disconnect the power steering control module to avoid arching of the contacts in the internal power relay from a hammer blow or impact wrench.\*\*\*

4. Raise the front of the vehicle and support with jack stands at each frame rail behind the lower control arms.

5. Remove the front wheels. (Fig 1)

6. Disconnect the ABS connectors in the engine compartment. Driver side is by the air box and the passenger side is next to the battery. (Fig 2, 3)



Fig 1



Fig 2



Fig 3

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7. Remove the brake line brackets and ABS wires from the knuckle and frame using 8, and 10mm sockets. Make sure to hang ABS wire out of the way in a safe location so as not to damage the wire when removing the strut. (Fig 4, 5)

\*\*\*If installing on a 2wd model, ignore all steps referring to axle and vacuum hub assembly.\*\*\*

8. Disconnect vacuum line from the vacuum actuator. (Fig 6)

9. Remove the axle nut cover, and remove the axle nut using a 15mm socket. (Fig 7, 8)

10. Place a suitable jack under the lower control arm for support. Remove the tie rod end nut using a 21mm socket. Strike the tie rod boss with a dead blow hammer to dislodge the taper and remove the tie rod end from the knuckle. (Fig 9)

11. Loosen but do not completely remove the upper ball joint nut using a 18 mm socket. Strike the ball joint boss with a dead blow hammer to release the taper from the knuckle.

12. Supporting the knuckle, remove the ball joint nut completely. Gently swing the knuckle out and away from the frame while pulling the axle out of the hub assembly. **Be extra careful not to damage the vacuum actuator in the process. The actuator is made of plastic on the inside and is easily broken or damaged.** Also watch the brake lines and ABS wires for hanging or binding. Do not allow the knuckle to pull on the brake lines tight. Make sure there is enough slack when lowering the control arm down. (Fig 10, 11)

13. Remove the sway bar end link and lower strut mounting nuts from the lower control arm using a 18mm socket. Lower the control arm with the jack to release the strut. (Fig 12, 13)

14. Remove the upper strut mounting nuts using a 18mm socket. Remove strut assembly from vehicle. (Fig 14, 15)

15. Install the strut spacer onto the strut using the supplied 10mm flange nuts. Torque to **30 ft-lbs.** Though this step is not necessary, to ease reassembly to lower control arm, clamp the lower mounting pin in a suitable vice and remove the studs from the pin. Take care not to damage the threads. Rotate the strut 180 degrees from the factory orientation and install the strut with the offset studs to outside of the vehicle as stamped onto the spacer using the factory hardware. Do not tighten at this time. (Fig 16, 17)



Fig 4



Fig 5



Fig 6



Fig 7



Fig 8



Fig 9



Fig 10



Fig 11



Fig 12



Fig 13



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16. Raise the lower control arm assembly to the strut and install the lower pins into the control arm. You will have to use the factory nuts to “press” studs back into the pin. Tighten the nuts until the stud is seated completely into the pin. Once seated, loosen again so the nuts can be properly torqued. If you have not removed the studs in the previous step, it will take some effort to line everything up but it will go together. Install the lower strut mount and sway bar end link to the lower control arm using **factory hardware** and 18mm socket. Torque to **110 ft-lbs.**



Fig 14



Fig 15

17. Tighten the upper strut mounting hardware using a 18 mm socket. Torque to **30 ft-lbs.**



Fig 16



Fig 17

18. Using the jack, raise the control arm and knuckle up towards the upper ball joint while lining the axle up through the hub assembly being careful not to damage the vacuum actuator. Continue to raise the lower control arm until the upper control arm can be attached to the knuckle using the factory hardware. Do not tighten at this time. (Fig 18, 19)

19. **\*\*\*Very important\*\*\*** To avoid damage to the vacuum actuator, these steps must be done with major **caution**. Hold the axle and rotate the hub assembly while pulling outwards on the axle to engage the splines in the actuator to the splines on the axle. Once the splines are engaged, the axle will “pop” through the hub assembly. When the axle is seated you will be able to see the shoulder of the axle through the hub. If this shoulder is not visible, keep rotating the hub until it is. The shoulder will be 2mm under the mounting surface of the nut in the hub when properly seated. Install the axle using the **factory hardware** and 15mm socket. Torque to **20 ft-lbs.** (Fig 20,21)



Fig 18



Fig 19

20. Torque the upper ball joint nut to **85 ft-lbs.**



Fig 20



Fig 21

21. Install the tie rod end to the knuckle using **factory hardware** and 21mm socket. Torque to **110 ft-lbs.**

22. Install all brake line brackets and ABS lines to the knuckle and frame using **factory hardware** and 8, 10 mm sockets. Torque to **5 ft-lbs.**

21. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the manufactures specifications.





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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

	D	P
<u>Camber</u>	<u>0.0</u>	<u>0.0</u>
<u>Caster</u>	<u>3.0</u>	<u>3.0</u>
<u>Toe</u>	<u>0.10</u>	<u>0.10</u>