



Installation Instructions 69-1342

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

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY

(800)549-4620

MON-FRI 7AM-5PM PST

OR

EMAIL: INFO@ReadyLIFT.COM

WEBSITE: www.ReadyLIFT.COM

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

ReadyLIFT® Off Road Suspension Limited Warranty

Limited Warranty details for ReadyLIFT® Off Road Suspension.

The ReadyLIFT® Off Road Suspension Limited Lifetime Warranty covers defective materials or defective workmanship for the life of the product to the original purchaser and only on the original vehicle which the product was installed. The ReadyLIFT® Off Road Suspension Limited Lifetime Warranty excludes the following wearable items: bushings, bushing sleeves, bump stops, top-out stops, spherical bearings (uniballs), heim joints (rod ends), and misalignment spacers (upper control arm and steering). These items are considered wear items and are covered for 90 days from the original purchase date, therefore these items will not be considered defective because of wear. Wear is subject to use of product, use of vehicle, driving conditions, weather conditions, cleanliness of product/components, and maintenance/up-keep. The degree of wear and overall lifetime of each wear item is subject to afore mentioned conditions and circumstances. ReadyLIFT® Off Road Suspension will only warranty wear items in the case of workmanship and defects for the period of 90 days following the date of purchase. Please note that all products should be inspected by a professional technician before installing any part/kit onto the vehicle. In addition, all products should be installed by a qualified technician. Please contact ReadyLIFT® Off Road Suspension if there is any question as to the quality of workmanship of each component or its installation procedure. Contact ReadyLIFT® Off Road Suspension directly about any potentially defective parts prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given an RGA number and asked to return the part freight prepaid. If the part is found to be warrantable, at the sole discretion of ReadyLIFT® Off Road Suspension, it will be repaired or replaced and returned to you. **The limited warranty expressed by ReadyLIFT® Off Road Suspension supersedes that of any claims made by authorized and unauthorized dealers of ReadyLIFT® Off Road Suspension products.**

www.ReadyLIFT.com



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Please read Instructions thoroughly and completely before beginning installation.

Installation by a certified mechanic is recommended.

ReadyLIFT® Off Road 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® Off Road 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 12.5” tire with 20” x 9” wheel and a 5” backspacing. 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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This 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 nuts and bolts are done.

Description	Qty
Radius Arm Drop Bracket (Driver)	1
Radius Arm Drop Bracket (Passenger)	1
M18-2.5 X 130MM G10.9 Bolts	2
M18-2.5 C-Lock G10.9 Nuts	2
M-18 Flat Washers	4
Front Spacers 4.5"	2
Front Bump Stops	2
Rear Lift Block	2
U-bolt	4

Description	Qty
Front Shock Extensions	2
M14-2.0 X 75MM G10.9 Bolts	2
M14-2.0 C-Lock G10.9 Nuts	2
M14 Flat Washers	4
Front Brake Line Relocation Brackets	2
5/16-18 X 1" G8 Bolts	2
5/16-18 C-Lock G8 Nuts	2
5/16 Flat Washers	4
U-bolt Hardware pack	1

Safety Warning

Before you start installation:

ReadyLIFT® Off Road 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 GM Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- Installation requires cutting and welding of the vehicle frame.
- Vehicles with a two piece rear driveline may require a carrier bearing drop support bracket, call technical assistance for details.
- Vehicles achieving more than 5" of rear lift may require rear driveline modifications, 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.

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1. Place the vehicle on level ground. Engage the parking brake and block the rear wheels for safety.



2. Record stock vehicle ride height 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 chart provided on page 2.

FRONT INSTALL

Repeat for both driver and passenger side

3. Raise the front of the vehicle and support with jack stands at each frame rail behind the lower radius arms. Remove the front wheels.

(Fig 1)



4. Locate the 2 brake line/ABS brackets attached to the axle and remove brackets.

(Fig 2, 3)



5. Locate the brake line/ABS bracket on the inside of the frame rails and remove.

(Fig 4)



6. Loosen but do not remove the lower shock mounting bolts.

(Fig 5)



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7. Place a jack under the axle for support. Remove the radius arm bolts.

(Fig 6)



Fig 6

8. Rotate the axle to release radius arms from the mounting location.

(Fig 7)



Fig 7

9. Support the transmission cross member with a suitable jack stand. Working on one side at a time, unbolt and remove two transmission cross member bolts.

(Fig 8)



Fig 8

10. Install radius arm drop bracket for the side that you are working on using the **factory hardware**. Do not tighten at this time. Repeat last 2 steps for the opposite side.

(Fig 9)



Fig 9

11. Rotate the axle and install the radius arms into the drop brackets using **18mm x 130mm bolts, washers and c-lock nuts**. Do not tighten at this time.

(Fig 10)



Fig 10

12. Torque the cross member bolts to **165 ft-lbs**. Torque the factory 18mm hardware to **285 ft-lbs**. Leave the radius arms loose. They will be torqued once the vehicle is on the ground.

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13. Mark the driveshaft to pinion location. Remove the front drive-shaft from the axle. Let hang out of the way.

(Fig 11)



14. With the axle fully supported, remove the lower shock bolts.

15. Remove the sway bar from the frame. Let hang out of the way.

(Fig 12)



16. Loosen both track bar mounting bolts.

(Fig 13)



17. Lower the axle enough to remove the front springs. Make sure to not over extend the brake/ABS lines.

(Fig 14)



18. It is necessary to trim the tab off the coil spring isolator for re-install. Use a cutting tool and remove the tab.

(Fig 15)



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19. Reinstall the rubber isolator onto the coil springs. Install the coil spring spacers between the springs and frame with the offset of the spacer towards the frame and the springs and rubber isolators pointed as shown in the pictures. The passenger side will be clocked to the front of the vehicle and the driver side will be clocked towards the rear. Raise the axle until the springs are held in place. This step is important for the coil spring bow to be correct with suspension movement.

(Fig 16, 17)

20. Install the shock extensions onto the shock using **14mm x 75mm bolts, washers, c-lock nuts**. Raise the axle enough to install the extension onto the axle using the **factory hardware**. Torque all hardware to **90 ft-lbs**.

(Fig 18)

21. Reinstall the drive shaft to the axle lining up the previous marks using the factory hardware and 15mm socket. Torque to **90 ft-lbs**.

22. Reinstall the sway bar to the frame using the **factory hardware**. Torque to **45 ft-lbs**.

23. Install brake line drops to the brake line bracket using **5/16" x 1" bolts, washers and c-lock nuts**. Do not tighten at this time. Attach brake line and drop bracket to the inside frame rail using the **factory hardware**. It will be necessary to gently pull down on and bend the metal brake line on the driver side to gain the slack needed. The passenger side bracket will angle around the frame gusset. Reinstall the brake line to axle brackets using **factory hardware**. Torque all hardware to **10 ft-lbs**.

(Fig 19, 20, 21, 22)



Fig 16

PASS. SIDE FACING FRONT



Fig 17

DR. SIDE FACING FRONT



Fig 18



Fig 19



Fig 20



Fig 21



Fig 22

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24. Remove the factory bump stops. Install extended bump stops. To aid in install, lube the mounting end with a soap and water mix.

(Fig 23, 24)



Fig 23



Fig 24

25. Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs.

26. Torque the track bar and radius arm bolts to **200 ft-lbs.**

27. Set the wheels straight, break loose the drag link jam nuts. Rotate the adjuster until the steering wheel is straight with the wheels and retighten.

(Fig 25)



Fig 25

REAR INSTALL

Block the front wheels for safety and raise the rear of the vehicle. Place jack stand under the frame rails in front of the spring hangers.

1. Place a jack under the axle for support.

2. Remove the lower shock bolts.

(Fig 1)



Fig 1

3. With the axle fully supported, loosen but do not remove the u-bolts on one side of the vehicle.

(Fig 2)



Fig 2

4. Remove the u-bolts completely from the opposite side of the vehicle.

5. Lower the axle enough to insert one of the lift blocks and raise the axle until the lift block is seated in the locating pin.

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6. Install the longer u-bolts and hardware. Run snug but do not fully tighten at this time.

7. Repeat steps for opposite side of vehicle.

(Fig 3)

7. Install the lower shock hardware. Torque to **90 ft-lbs.**

9. Lower the vehicle to the ground.

10. Torque the u-bolts to **100 ft-lbs.**

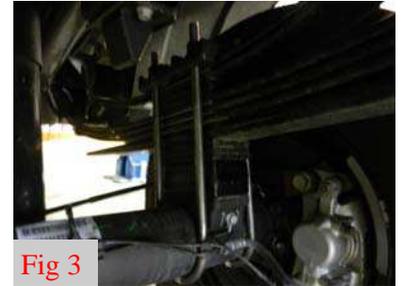


Fig 3





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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. 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 specs included.

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