



SUSPENSION INC.

Installation Instructions Dodge Ram 2500

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, heim 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.



Installation Instructions Dodge Ram 2500

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 - 12.50R20 tire with 20" x 9" wheel and a offset of - 6mm. 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:
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



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Bill of Materials

Table with 2 columns: Part Name and Quantity. Rows include Driver Radius Arm Bracket (1), Passenger Radius Arm Bracket (1), Track Bar Bracket (1), Front Coil Spacer (2), Rear Coil Spacer (2), Bump Stop (2), Shock Extension (2), Brake Line Bracket (2), M18 X 88MM Bolt (1), M18 X 130MM Bolt (2), M18 Lock Nut (3), M18 Flat Washer (6), M14 X 75MM Bolt (2), M14 Lock Nut (2), M14 Flat Washer (4), 3/8" X 1" Bolt (2), 3/8" Lock Nut (2), 3/8" Flat Washer (4), 5/16" X 1" Bolt (2), 5/16" Lock Nut (2), 5/16" Flat Washer (4).

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.

Installation Instructions Dodge Ram 2500

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.



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

Remove the front wheels. (Fig 1)



Remove the 2 brake line / ABS brackets attached to the axle. (Fig 2, 3)

Remove the brake line / ABS bracket on the inside of the frame rails. (Fig 4)



Loosen but do not remove the lower shock mounting bolts. (Fig 5)

Place a jack under the axle for support. Remove the radius arm bolts. (Fig 6)



Rotate the axle to release radius arms from the mounting location. (Fig 7)

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.



Installation Instructions Dodge Ram 2500

Install radius arm drop bracket for the side that you are working on using the **factory hardware**. Do not tighten at this time. Repeat steps for the opposite side. (Fig 8)



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



Torque the cross member bolts to **100 ft-lbs**, and the factory 18mm hardware to **200 ft-lbs**. Do not tighten the radius arms at this time.

Mark the driveshaft to pinion location. Remove the front driveshaft from the axle. Let hang out of the way. (Fig 9)



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

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



Remove the track bar at the frame and loosen at the axle. (Fig 10)

Install the ReadyLift track bar bracket and anti-crush sleeve using **M18 x 88mm bolt, washers, lock nut, 3/8" x 1", bolts, washers, and lock nuts**. This bracket is designed to go inside and outside of the factory mount. Slide the bracket into the frame pocket, install the 3/8" x 1" bolt, washers, and lock nut into the inner most hole, then install the other 3/8" x 1" bolt, washers, and lock nut in the outer hole. Install the crush sleeve in the bracket up to the original track bar hole. Install the M18 x 88mm bolt, washers, and lock nut. It is designed to be a tight fit and you may have to "run" this bolt into the mount. Install the track bar using the **factory hardware**. Do not tighten at this time. (Fig 11, 12)



Installation Instructions Dodge Ram 2500

Lower the axle enough to remove the front springs. Make sure to not over extend the brake / ABS lines. (Fig 13)



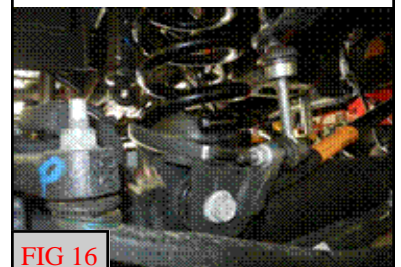
Remove the rubber isolator. It is necessary to trim the tab off the isolator. (Fig 14)



Install the rubber isolator onto the coil springs, and the ReadyLift coil spring spacers between the springs and frame with the offset of the spacer towards the front of the frame. The dead coil of the springs need to be pointed as shown in the pictures. 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 15, 16)



Install the shock extensions onto the shock using **14mm x 75mm bolts, washers, 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 17)



Reinstall the drive shaft to the axle lining up the previous marks using the **factory hardware** and a drop of thread locker. Torque to **50 ft-lbs**.



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

Install brake line extensions to the brake line brackets using **5/16" x 1" bolts, washers and 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 18, 19)



Installation Instructions Dodge Ram 2500

Remove the factory bump stops. Install extended bump stops. To aid in install, lube the mounting end with a soap and water mix. (Fig 20)

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

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

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 rear lower control arm links.

Place a jack under the axle for support.

Remove the parking brake bracket from the lower arm on the driver side. (Fig 21)

Remove the upper sway bar end links. (Fig 22)

Remove the lower shock bolts. (Fig 23)

Loosen both track bar mounting bolts but do not remove.

Loosen the upper and lower control arm bolts.

Lower the axle just enough to remove the springs and install the coil spring spacers. Raise the axle back up to reinstall all previously removed factory parts. Do not tighten at this time. (Fig 24)

Lower vehicle to the ground. Jounce vehicle to settle springs to ride height.

Torque the lower shock bolts to 90 ft-lbs, sway bar end links to 45 ft-lbs, parking brake bracket 5 ft-lbs, and track bar mounting bolts to 100 ft-lbs, and the upper and lower control arm bolts to 200 ft-lbs.



FIG 19



FIG 20



FIG 21



FIG 22



FIG 23



FIG 24

Installation Instructions Dodge Ram 2500

***Note: Some models have a torque shock located on the differential. This kit does not interfere with fit and function of this shock.

*** (Fig 25)



Steer the front wheels straight ahead and adjust the steering wheel adjuster sleeve until the wheel is straight. If this is not done prior to driving, the ABS and traction control lights can be activated.

Take the vehicle to a reputable alignment shop and have the alignment set to factory specs.

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.



Installation Instructions Dodge Ram 2500

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.*****