

READYLIFT[®]

SUSPENSIONS

69-52311 2022 Toyota Tundra 3" SST

IF your ReadyLIFT[®] product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately. For warranty issues, please return to the place of installation and contact ReadyLIFT.

(877) 759-9991

MON-FRI 7AM-4PM PST

OR

EMAIL: support@readylift-ami.COM

WEBSITE: ReadyLIFT.COM

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

READYLIFT "NO HASSLE" PRODUCT WARRANTY

This unique "no hassle" product warranty proves our commitment to the quality of every product the ReadyLIFT produces. ReadyLIFT product warranty only extends to the Original Purchaser of any ReadyLIFT product. If it breaks, we will give you a new part.

READYLIFT "NO HASSLE" WARRANTY PROCEDURES

Any ReadyLIFT products containing missing or defective components will be covered under warranty by ReadyLIFT. Please call 800-549-4620 to initiate a warranty claim. Rest assured our customer service team will urgently address the matter and expedite the replacement parts. In the event of a defective product, ReadyLIFT may request a return of the defective product (at ReadyLIFT's expense) so the quality team can analyze the nature of the defect. Returning defective product will not delay the replacement part delivery.

ReadyLIFT leveling kit, block kits, and lift kit products are NOT intended for off-road abuse. Any abuse or damage as a result of off-road use voids the warranty of the ReadyLIFT product. Exception: ReadyLIFT Jeep SST and Terrain Flex Lift Kits are designed for normal off-road use to compliment the Jeep vehicle's off-road capability. All Jeep Lift Kit products are covered under warranty when used in recreational off-road environments.

Warranty does not apply to discontinued, clearance or outlet products. Wearable components including but not limited to, shocks, ball joints, heim joints, bushings, and steering extensions, are covered for up to 1-year. Labor, installation, surcharges or any other applicable fees from the original purchase are non-refundable. ReadyLIFT is not responsible for any consequential damage to the vehicles.

ReadyLIFT reserves the right to change, modify, or cancel this warranty without prior notice.



READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

READYLIFT® IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

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; damage, injury and/or death can occur if these instructions are not followed.

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 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.

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.

SAEJ2492 Warning

By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these 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.

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.

This suspension system was developed using a 35 x 12.5 tire with 18x9 wheel and a offset of 12mm. 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 10.5" wide.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. 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.

IMPORTANT NOTE:

Kit not compatible with aftermarket lift struts or other lift systems. Use of additional lift components will damage vehicle.

Kit is not compatible with factory air suspension or TRD Pro configurations.

Toyota recommends the addition of lift axles if the vehicle will be used in 4wd.

OE AXLE PART NUMBERS:

- 1. PT362-3432B - DRIVER**
- 2. PT362-3431B – PASSENGER**

PRE-INSTALLATION MEASUREMENTS:

It is imperative that you record the following measurements and factory components in the tables below. ReadyLIFT tests and records as much data from each application as available at the time of product development. Vehicle manufacturers may change components or add models with different options. Recording and not exceeding the fender-to-hub-center ReadyLIFT calls out will ensure the lift on the vehicle is correct.

These measurements will affect the performance of this lift kit. Failure to ensure proper stock conditions may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in an incorrect wheel alignment. This will wear tires incorrectly. Incorrect alignment will cause poor vehicle handling issues including but not limited to under steer. Over lifting will also cause a shock top off condition resulting in poor ride quality accompanied by pops and clunks which are symptoms of prematurely wearing components.

Failure to adjust head lamps may cause dangerous driving conditions for you and other drivers on the road. Record the head lamp position before the installation of this lift or leveling kit and adjust to original factory position after the completion to ensure a safe and enjoyable experience.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

****MEASUREMENT IS TO BE PERFORMED FROM CENTER OF HUB TO FENDER EDGE STRAIGHT UP FROM HUB.****

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS		HARDWARE	
DESCRIPTION	QTY	DESCRIPTION	QTY
Front Strut Spacer	2	Front Strut Spacer	
Rear Spring Spacer	2	M10-1.25 Serrated Flange Nut, Zink	8
Front Bump Stop Extension	2	Upper Ball Joint	
Rear Shock Extension	2	M12-1.75 Serrated Flange Nut, Zink	2
Upper Control Arm Left (Driver)	1	Upper Control Arm	
Upper Control Arm Right (Passenger)	1	M8-1.25 C-Lock nut	2
Front Differential Drop - Left Side (Driver)	1	M8 Flat Washer	2
Front Differential Drop - Right Side (Pass)	1	Front Diff Drop - Left Hand Side	
Front Diff Drop Spacer	4	M14-1.5 x 60mm Socket Cap Screw, Gr 12.9	1
0.87" OD x 0.56" ID x 2.65" Crush Sleeve	2	M14-1.5x 60mm HEX HEAD BOLT, GR 10.9	1
1.52" OD x 0.85" ID Polyurethane Bushing	4	M14 Flat Washer	2
End Link Spacer	2	Front Diff Drop - Right Hand Side	
Brake Line Relocation Bracket Left (Driver)	1	M16-1.5 C-Lock Nut	3
Brake Line Relocation Bracket Right (Pass)	1	M16 Flat Washer	3
Rear Brake Line Spacer	4	Brake Line Relocation Brackets (Left and Right)	
Rear Brake Line Relocation Bracket	1	M8-1.25 C-Lock nut	2
Hardware Pack	1	M8 Flat Washer	2
CV Axle kit	1	Rear Brake Line Relocation Bracket	
		M8-1.25 x 20 Hex Head Bolt	1
		M8 Flat Washer	1



Before starting 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.

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- A vehicle alignment is REQUIRED after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

*****Parts shown in red for picture clarification only*****

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

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 safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Starting with the front of the vehicle, all steps are to be completed on both sides of the vehicle unless instructed.

Loosen but **DO NOT** remove the four (4) (two on each side) **sway bar bolts**.



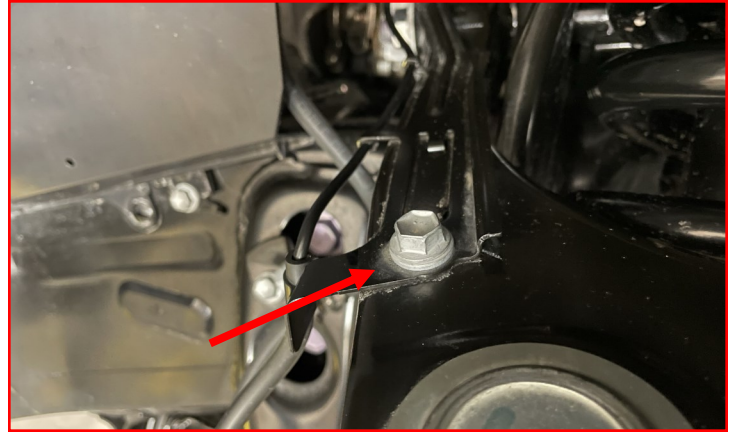
Remove the **sway bar end link bolt** from the lower control arm and slide the **end link** off of its perch.

Retain factory hardware.



Remove the **ABS wire bracket** on the upper control arm.

Retain factory hardware.



Remove the **brake line** from the bracket on the chassis.

Do not disconnect brake line hydraulic connections.

Retain factory hardware.



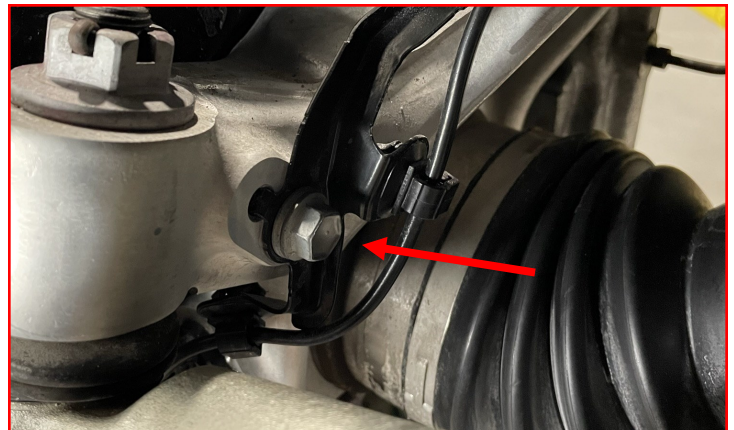
Remove both **screws** retaining the ABS wire to the middle of the knuckle.

Retain factory hardware.



Remove the **ABS wire bracket** at the bottom of the knuckle.

Retain factory hardware.

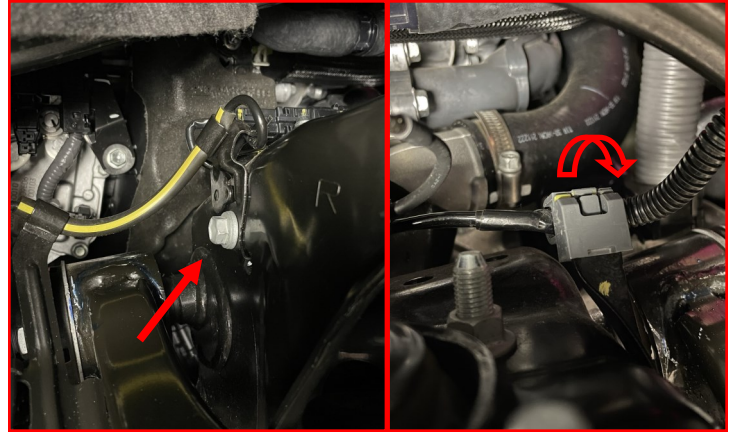


FOR AVS EQUIPPED VEHICLES

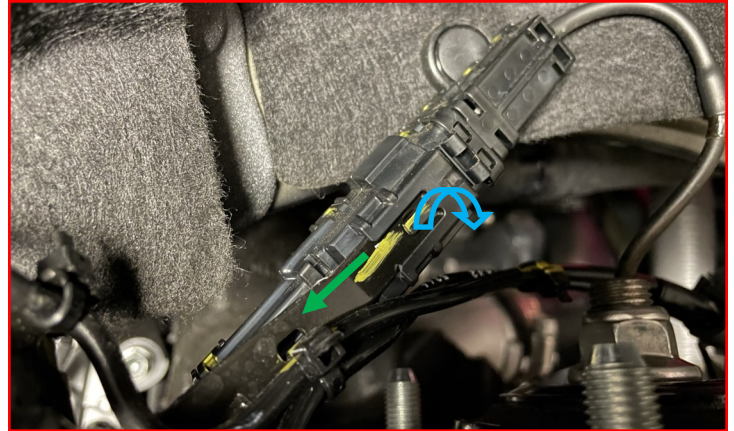
Remove the **bolt** holding the ABS bracket to the strut tower.

Release the clip holding the AVS wire to the strut tower by gently pulling the tab towards you.

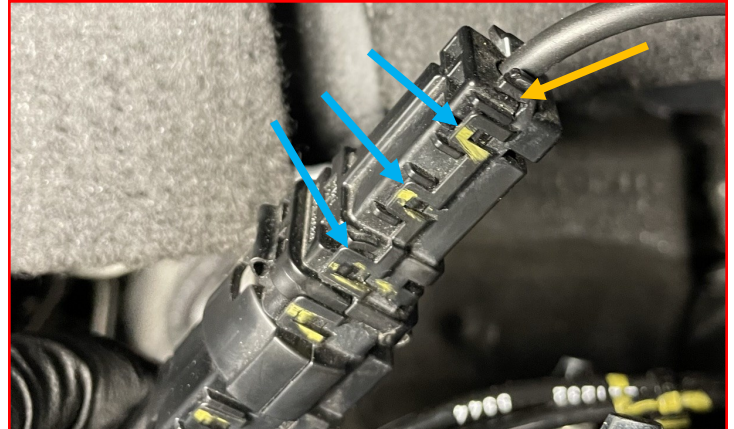
Retain factory hardware.



Release the AVS plug from the bracket by gently **pulling up** on the tab and **sliding** the bracket out of the plug.

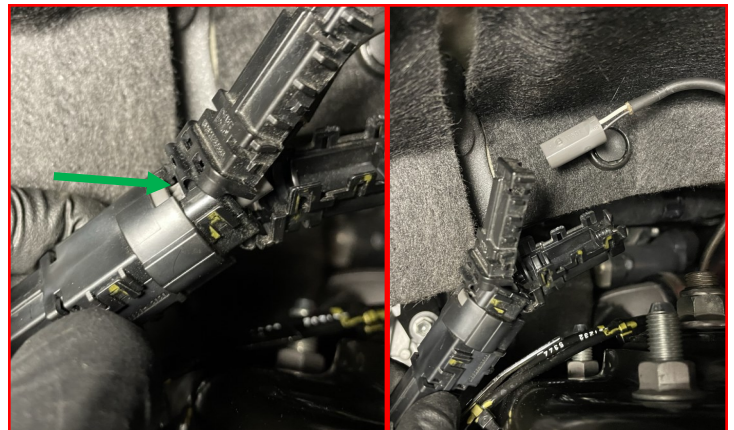


Using a small screwdriver or pick, carefully **release the six (three on each side) latches** on the plug while **prying open the plug**.



With the plug open, release the **latch** holding the plug pigtail. Remove the plug pigtail.

NOTE: Do **NOT** pull on the wires when remove the plug pigtail.



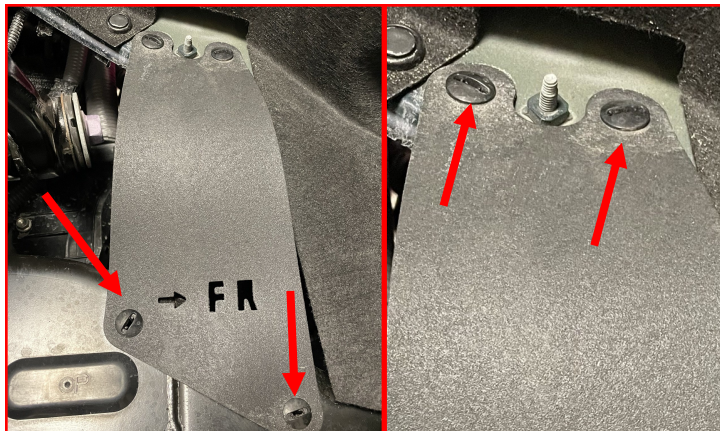
Using a trim removal tool, remove the four (4) clips for the plastic dirt shield.

Retain factory hardware.



Remove the four (4) clips for the front dust shield

Retain factory hardware.



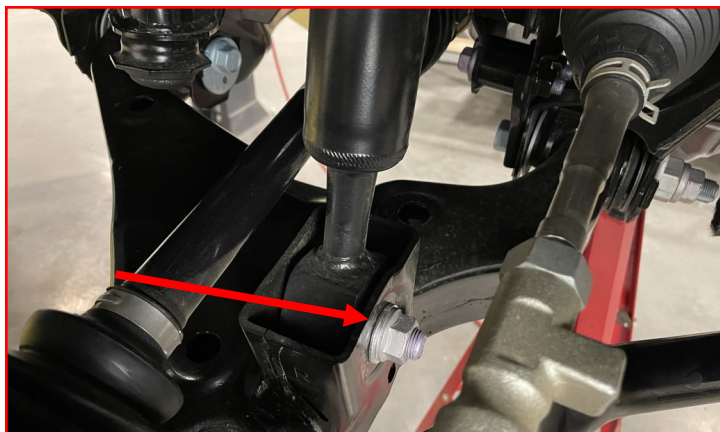
Remove the rear cover for caliper hanger hole.

Retain factory hardware.



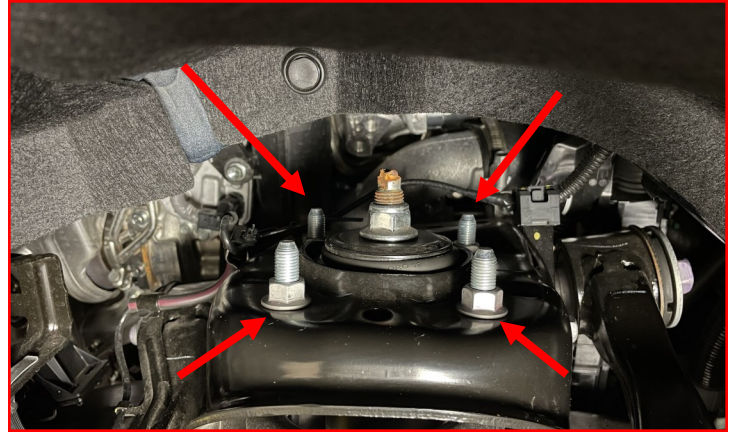
Support the lower control arm with a suitable jack.

Loosen but **DO NOT** remove the lower strut bolt.

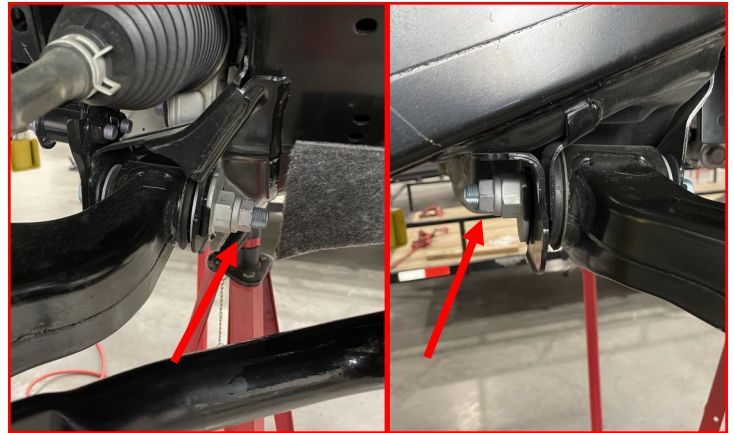


Remove the four (4) **upper strut bolts**.

Retain factory hardware.



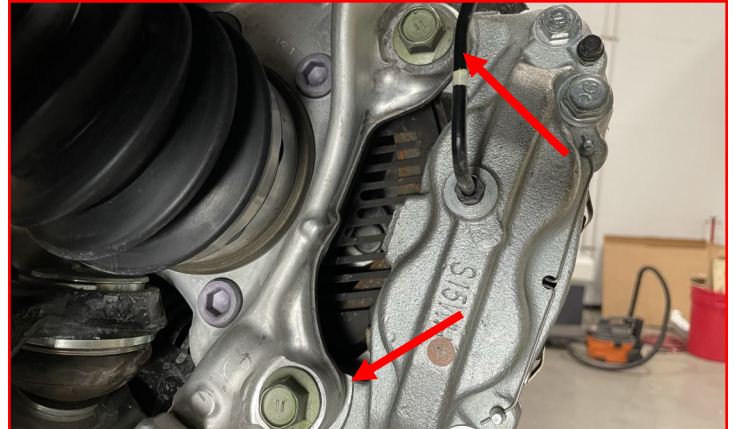
Loosen but **DO NOT** remove **inner control arm nuts**.



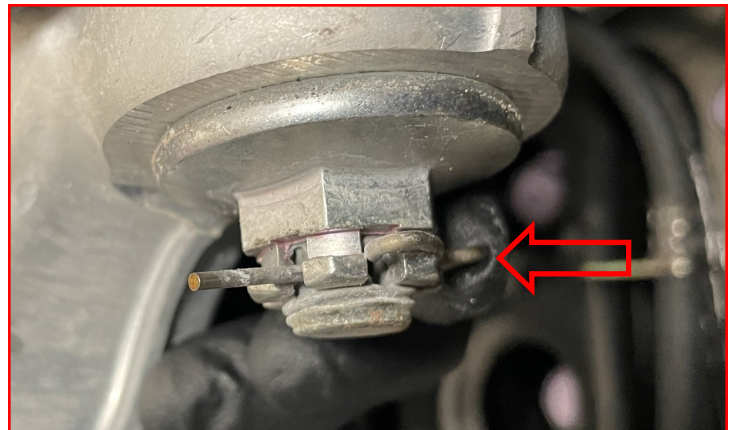
Remove the two (2) **caliper bolts**. Hang the caliper out of the way.

Remove rotor.

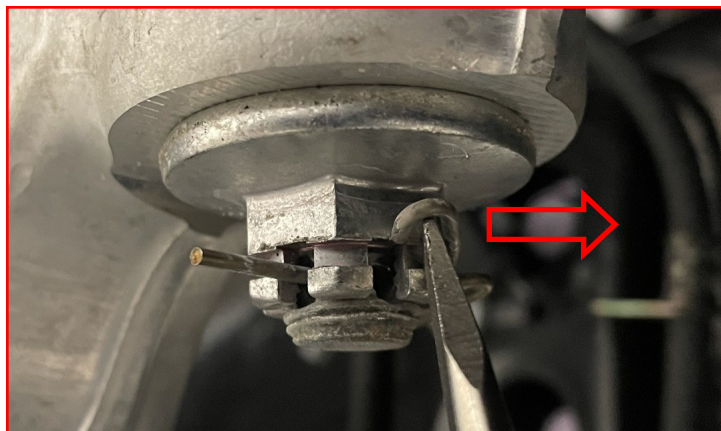
Retain factory hardware.



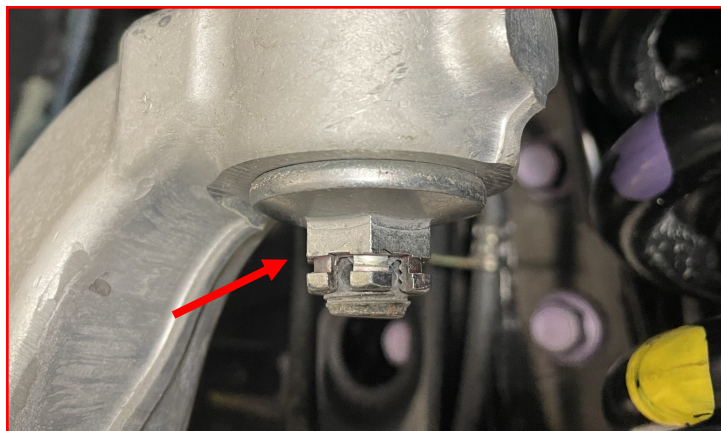
Remove the upper ball joint **retaining clip** by pushing in on the clip nub.



Release the hook from the castle nut and remove the clip.



Loosen but **DO NOT** remove the **upper ball joint nut**.



Use the appropriate tool to release the taper on the upper ball joint.

Remove the **upper ball joint nut**. Let the knuckle hang to the side.

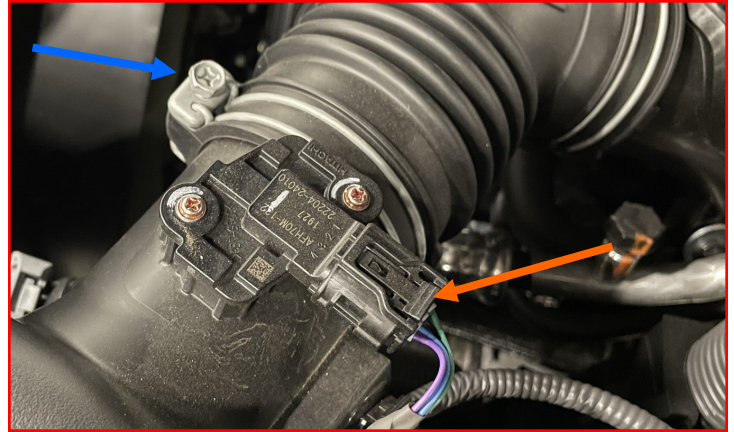


In order to remove the driver side upper control arm bolt, the following extra steps must be taken.

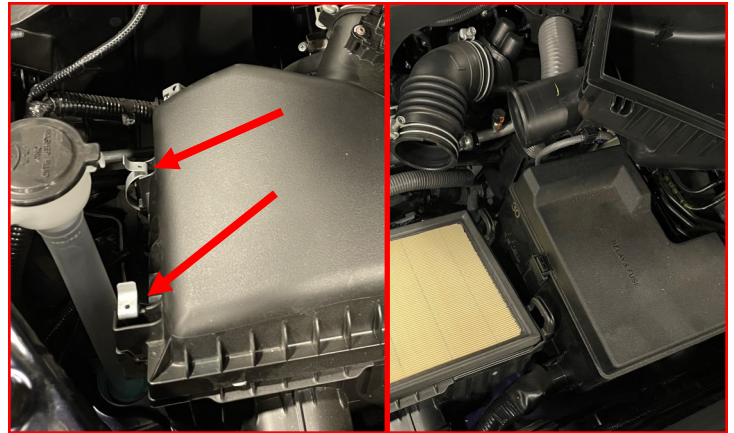
Driver side only steps are on pages 11&12.

Unplug the **MAF sensor**.

Loosen the **hose clamp** enough to slide the intake hose off of the airbox lid.



Unclip the air box cover and set aside.

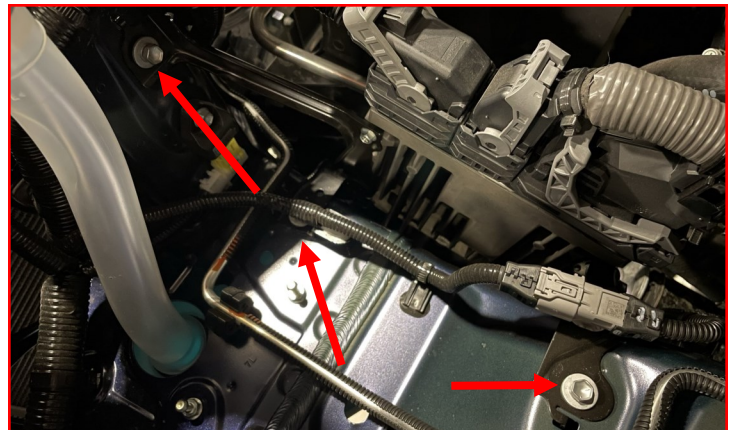


Lift the airbox out and set aside.



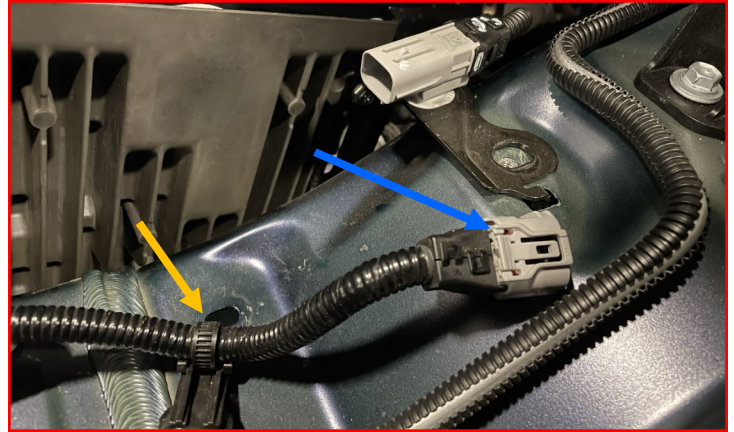
Remove the three (3) **bolts** holding the accumulator to the body.

Retain factory hardware.



Unplug the electrical plug.

Use a trim removal tool to unclip it from the body.



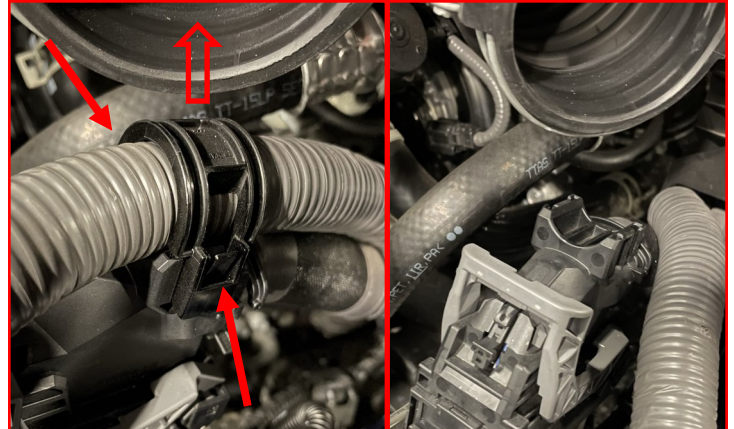
Release the leftmost accumulator plug by pressing in the tab and pulling the handle to the rear of the vehicle.

Let the plug hang out of the way.



Release the hose clip on the middle plug by pressing in on the tabs on both side and lifting up.

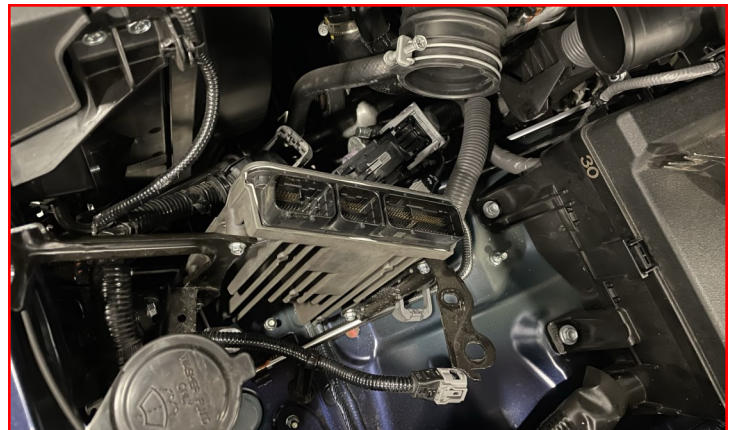
Retain factory hardware.



Remove the remaining two plugs.

Carefully lift the accumulator up into the flat area reserved for the airbox.

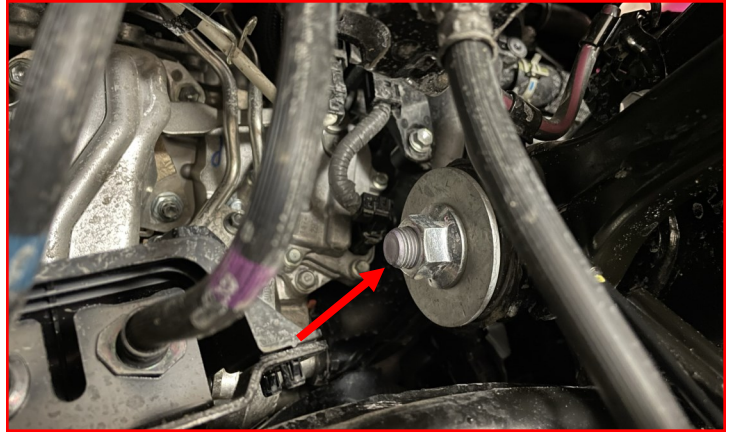
Symmetric instructions resumed on following page.



Remove the **upper control arm nut**.

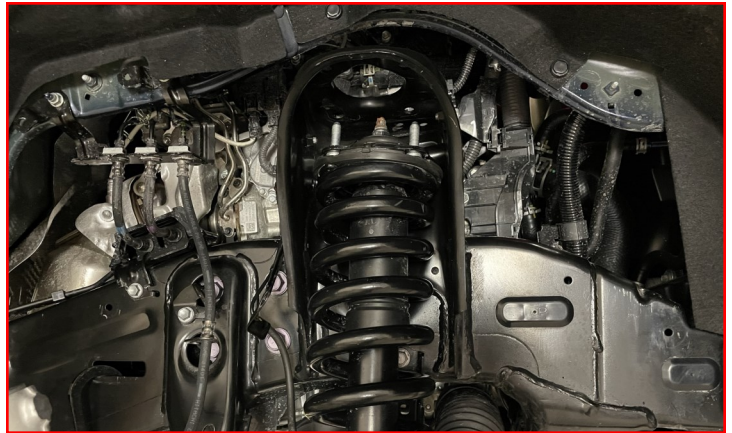
Note the orientation of the nut in respect to the washer.

Retain factory hardware.



Remove the **upper control arm bolt** and remove the **upper control arm**.

Retain factory hardware.



Remove the **lower strut bolt** and let the strut rest in the lower control arm.

Retain factory hardware.



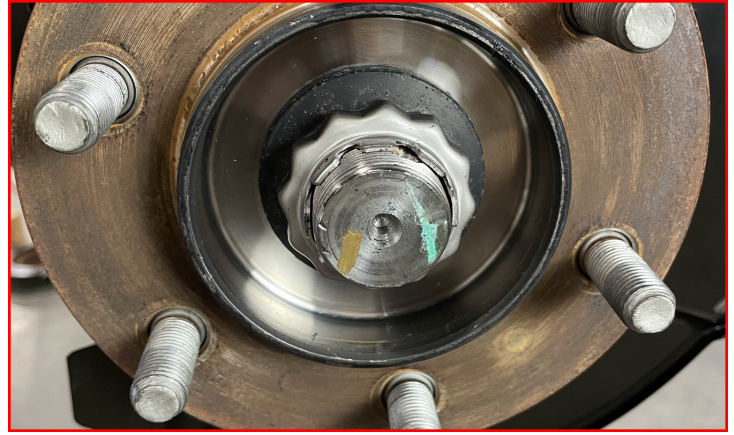
Remove the CV axle dust shield.

Retain factory cap.



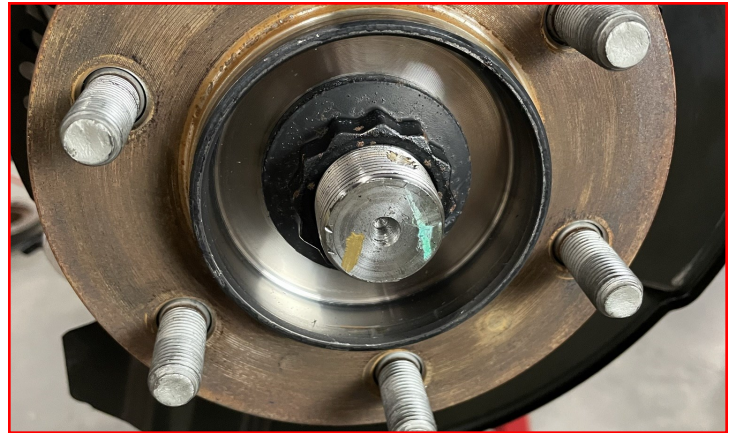
Remove the **cotter pin** and **nut retainer**.

Retain factory hardware.



Remove the **axle nut** and release the axle from the hub.

Retain factory hardware.

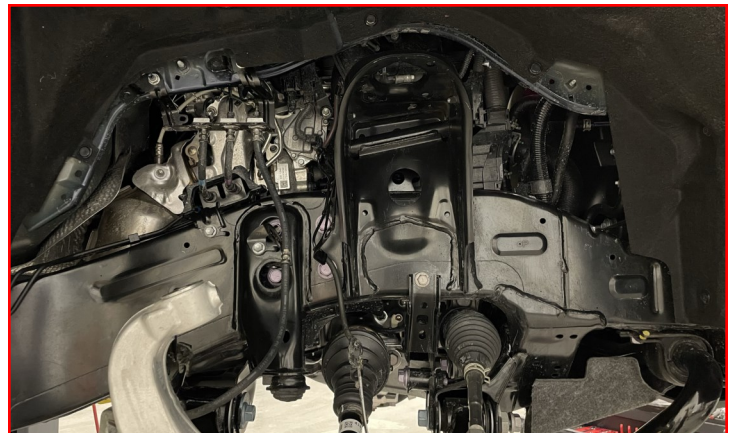


Remove the outer axle splines from the hub assembly.



Lower the control arm enough to remove the **strut assembly**.

Retain factory hardware.



Using a chisel and a dead blow hammer, strike the groove in the outward direction to dislodge the spline.



DO NOT TRY TO PRY THE AXLE FROM THE DIFF HOUSING, THIS WILL DAMAGE THE HOUSING AND SEAL.

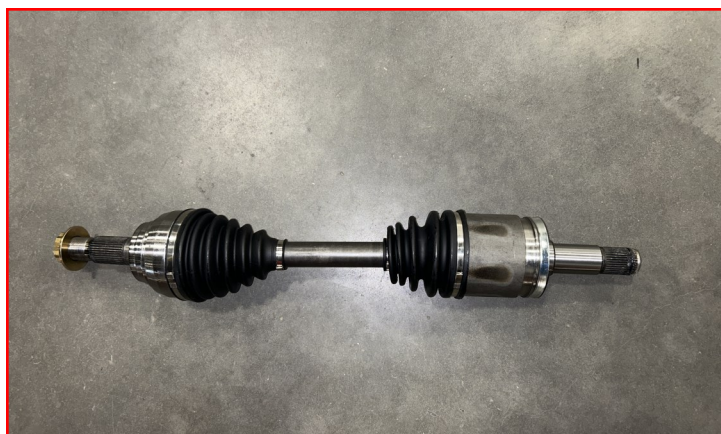


Remove the CV axle assembly from the vehicle.



Locate the replacement axle assembly. The axle are etch with the part number on the shaft. The **68-52420CVL** is the Left (driver) side and will be the shorter of the two.

The **68-52420CVR** is the Right (passenger) side and will be the longer to the two.



Insert the axle into the diff housing, be sure the splines are aligned prior to driving the axle in to place.

NOTE: THE AXLE MAY BE TOUGH TO INSTALL WITH ONE PERSON, ASK FOR HELP WHEN INSTALLING. GREASING THE RETAINER CLIP PRIOR TO INSTALL WILL AID IN THE INSTALLATION AS WELL.



Install the outer splines through the hub assembly, in the factory orientation.



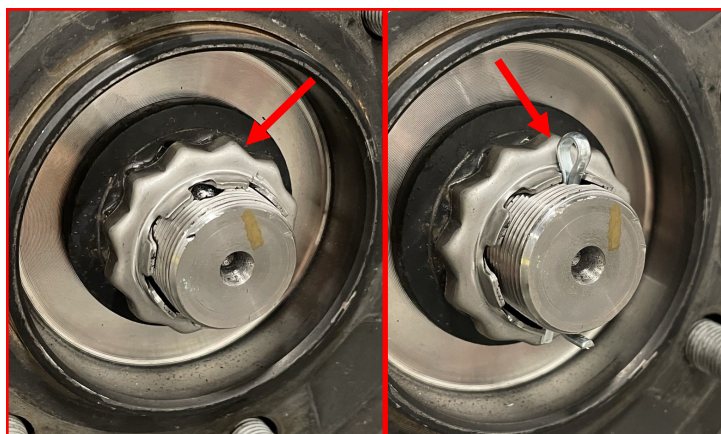
Install the supplied axle nut.

Torque the nut to factory specs.



Install the nut retainer and supplied cotter pin.

Install the factory axle nut dust shield.



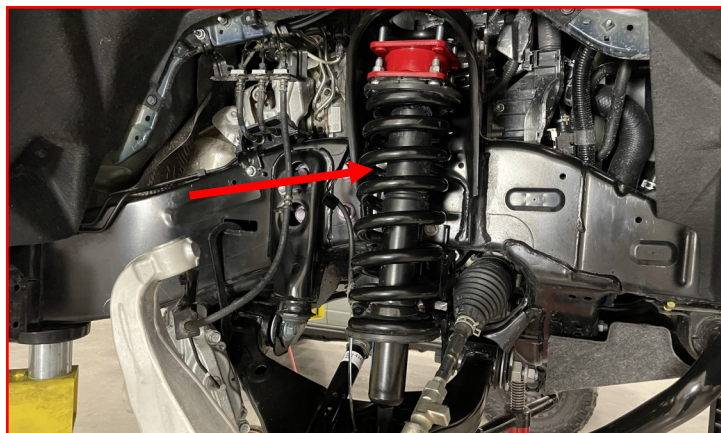
Install ReadyLift **front strut spacer** onto the strut using **factory hardware**.

Note that the **notch** faces outboard.

Torque to **40 ft-lbs**.



Place the strut and spacer assembly into the control arm.



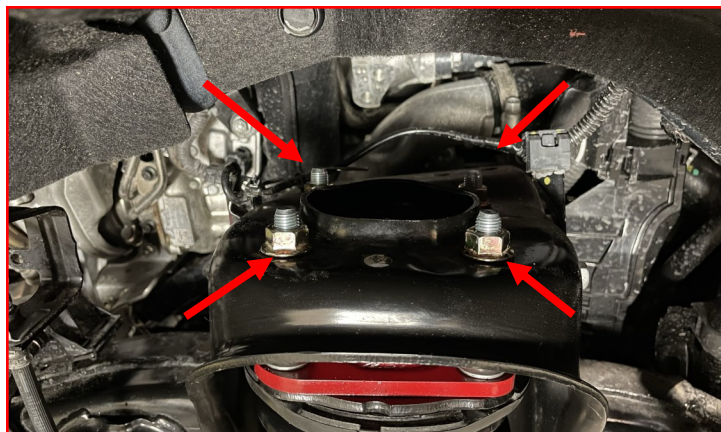
Install but **DO NOT TIGHTEN** the **factory lower strut hardware**.

Make sure the bolt is installed back to front.



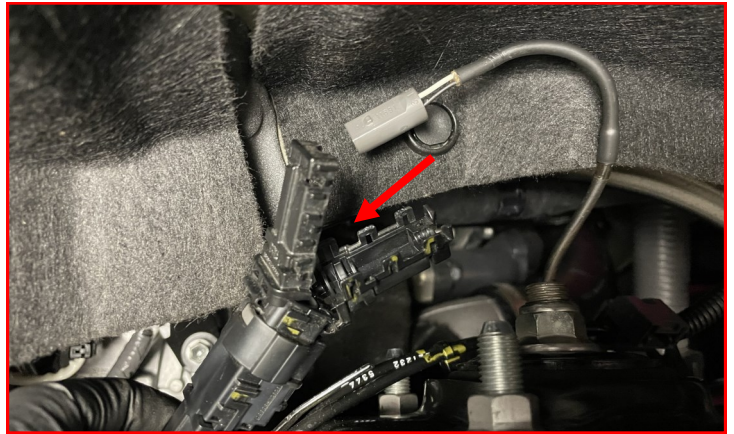
Raise the lower control arm enough to install the upper strut to the perch using the supplied **M10-1.25 serrated flange nuts**.

Torque to **40 ft-lbs**.

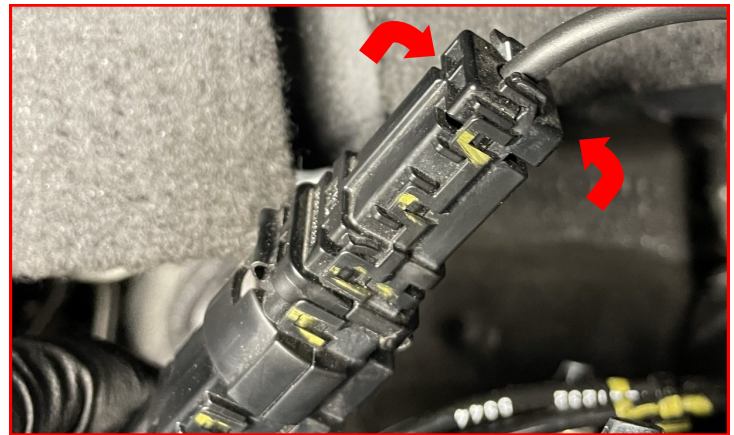


FOR AVS EQUIPPED VEHICLES

Slide the plug into the plug housing until it clicks.



Close the latch on the plug until all six (6) latches click into place.



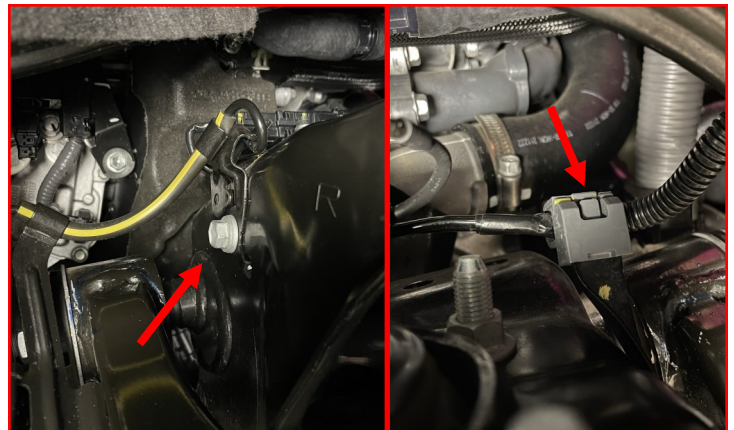
Slide the bracket into the plug housing until it clicks.



Using **factory hardware**, attach the factory ABS bracket to the strut tower.

Torque to **20 ft-lbs**.

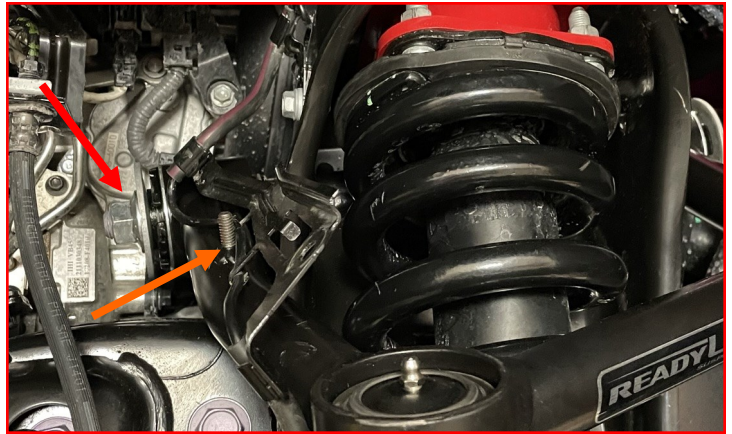
Attach the clip holding the AVS wire to the strut tower.



Using **factory hardware** (installed front to back), install the ReadyLift **upper control arm**.

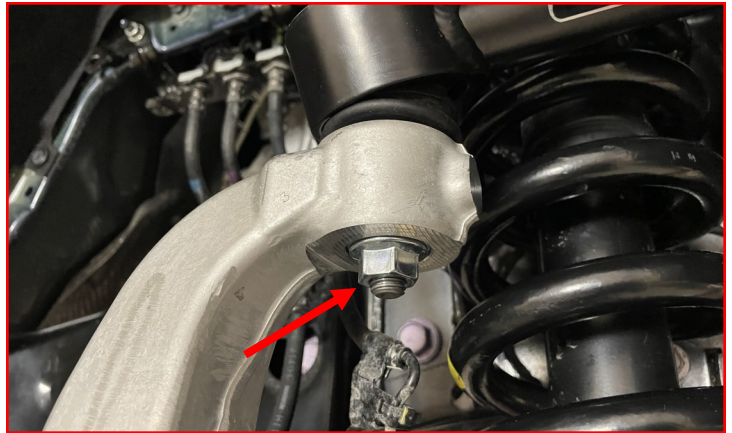
Note that the **threaded stud** should be towards the rear of the vehicle.

Torque to **factory hardware** to **120 ft-lbs.**



Lower the upper control enough to insert the ball joint stud into the knuckle using the supplied **M12-1.75 flange nut**.

Torque to **70 ft-lbs.**

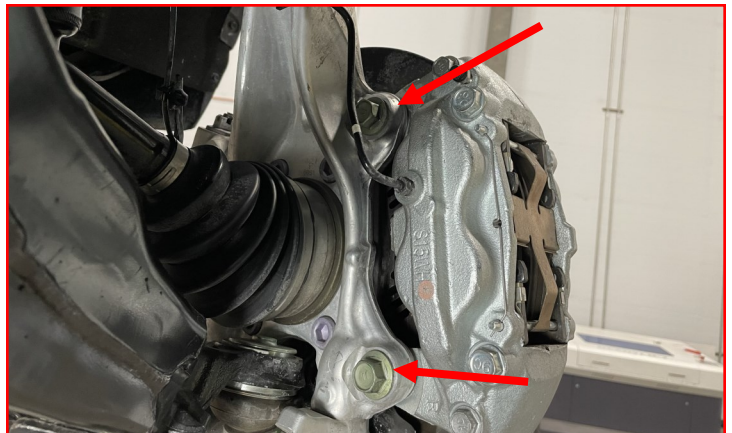


Slide the rotor onto the hub. Use a lug nut to keep it in place.



Using a small amount of medium strength thread locker, attach the caliper to the knuckle using the **factory hardware**.

Torque **factory hardware** to **110 ft-lbs.**

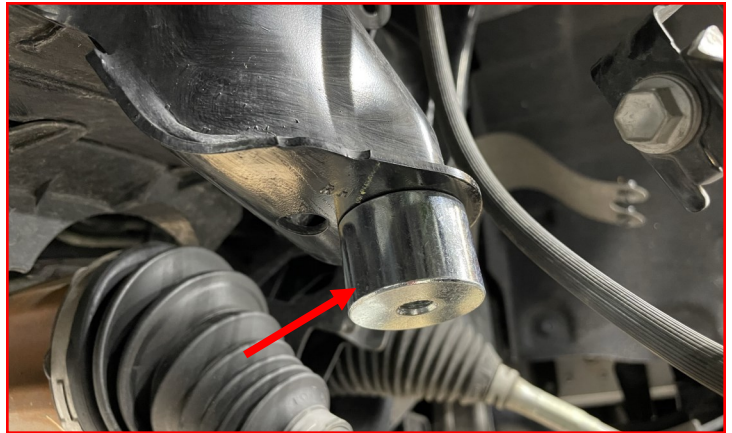


Remove the factory bump stop by unscrewing it from the chassis mount.

Retain factory hardware.



Screw in the **supplied front bump stop extension**.



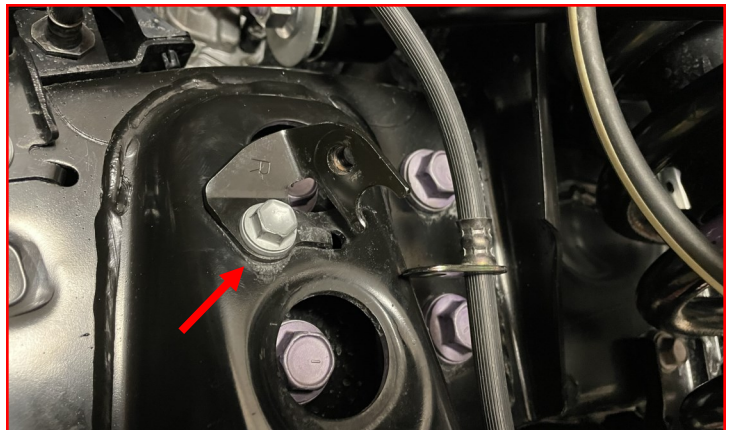
Attach the **factory bump stop** to the supplied extension.

Tighten until firmly snug.



Remove the **brake line bracket** from the chassis.

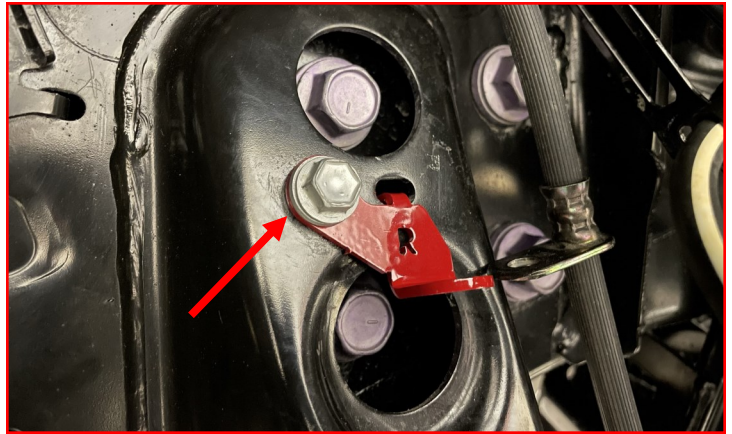
Retain factory hardware.



Using **factory hardware**, install the ReadyLift **brake line bracket**.

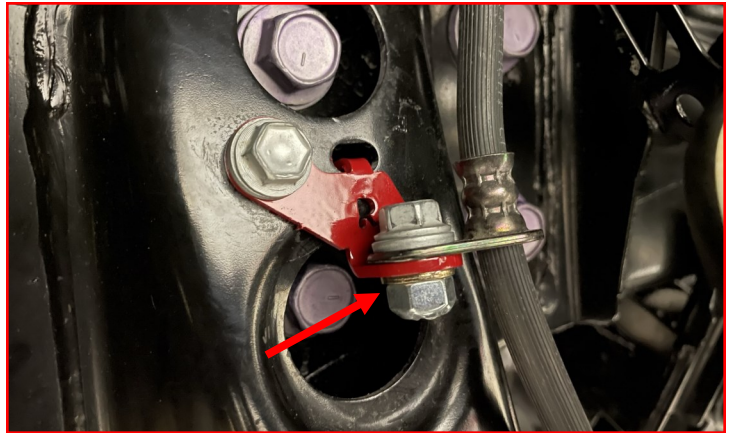
Note that they are left and right side specific.

Torque to **20 ft-lbs**.



Attach the brake line to the **brake line bracket** using **factory hardware** and the supplied **M8-1.25 locking nut** and **M8 washer**.

Torque to **20 ft-lbs**.



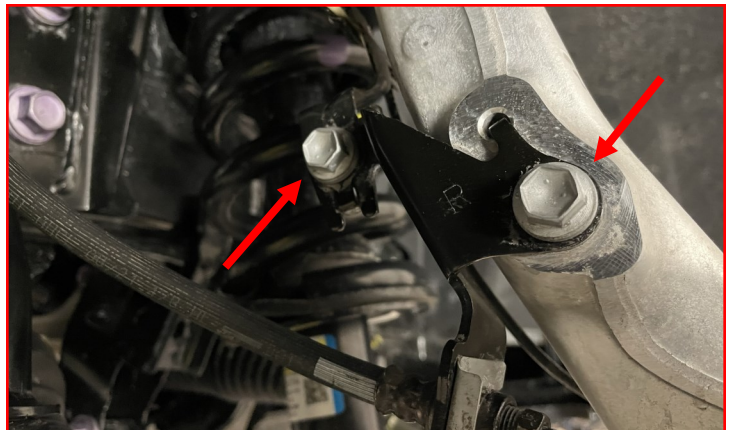
Attach the upper control arm ABS wire bracket to the upper control arm stud using the supplied **M8 locking nut** and **M8 washer**.

Torque to **20 ft-lbs**.



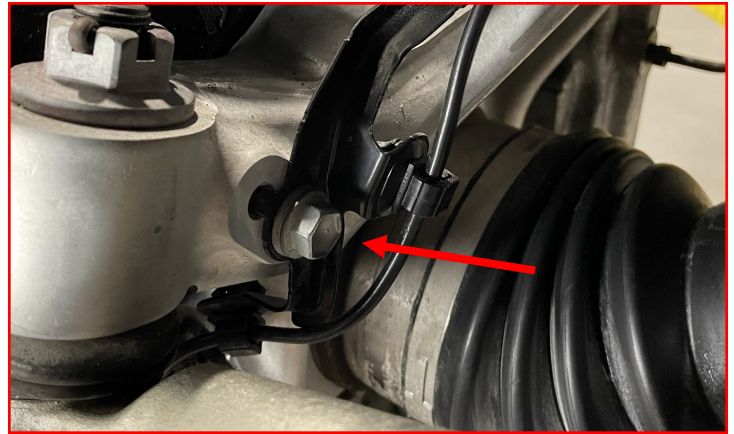
Using **factory hardware**, attach the ABS sensor wire at the middle of the knuckle.

Torque to **20 ft-lbs**.



Using **factory hardware**, attach the ABS sensor wire at the bottom of the knuckle.

Torque to **20 ft-lbs**.

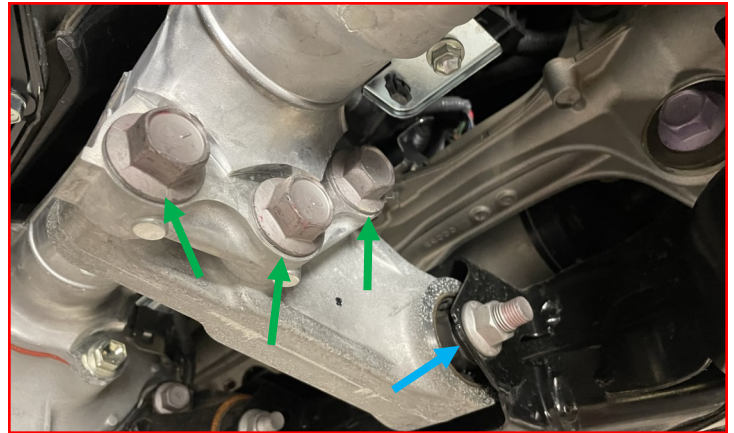


Support the front differential with a jack.

Remove the **three bolts** holding the **passenger side bracket** to the differential.

Remove the **nut and bolt** holding the bracket to the chassis and remove the bracket from the vehicle.

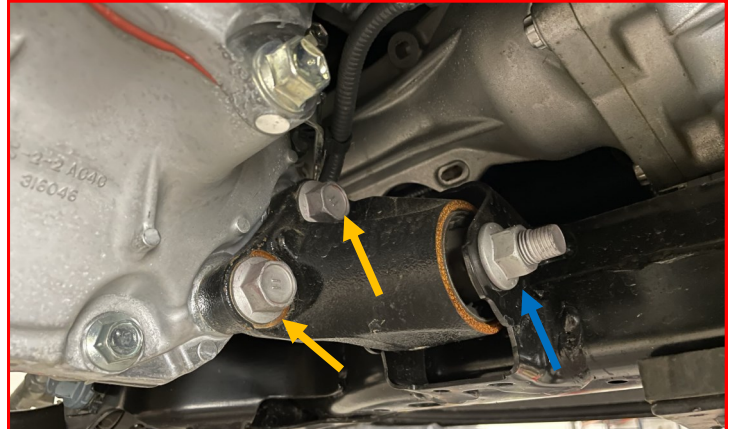
Retain factory hardware.



Remove the **two bolts** holding the **driver side bracket** to the differential.

Remove the **nut and bolt** holding the bracket to the chassis and remove the bracket from the vehicle.

Retain factory hardware.



Above the **passenger side bracket**, the differential sensor wire needs to be relocated.

Remove the **bolt** holding the wire bracket to the differential.

Retain factory hardware.



Relocate the bracket from the bottom on the mounting point to the top of the mounting point and attach using the **factory hardware**.

Torque to **20 ft-lbs**.



Locate the left side diff drop.

Install (2) **red bushing halves** into the pivot sleeve (One on either side).



Install supplied **crush sleeve** through the bushing halves. Be sure to center the crush sleeve to the bushings.

Install the **front diff drop spacers** on either side and ensure the large side of the spacer is touching the bushing.



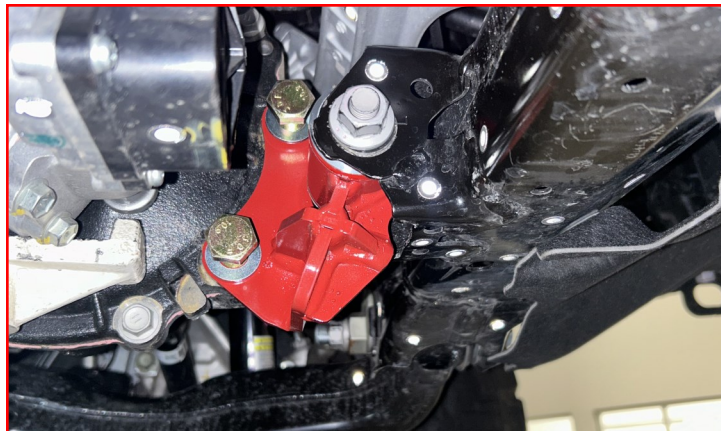
Install the diff drop into the frame side pocket in the factory orientation using the factory hardware.

DO NOT TIGHTEN AT THIS TIME.



Install the supplied M14 x 55mm hex head bolt, flat washer and thread locker.

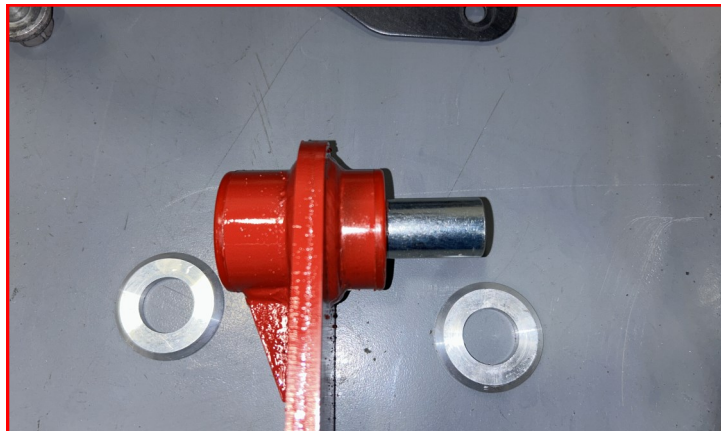
DO NOT TIGHTEN AT THIS TIME.



Locate the right side diff drop.

Install (2) **red bushing halves** into the pivot sleeve (One on either side).

Install supplied **crush sleeve** through the bushing halves. Be sure to center the crush sleeve to the bushings.

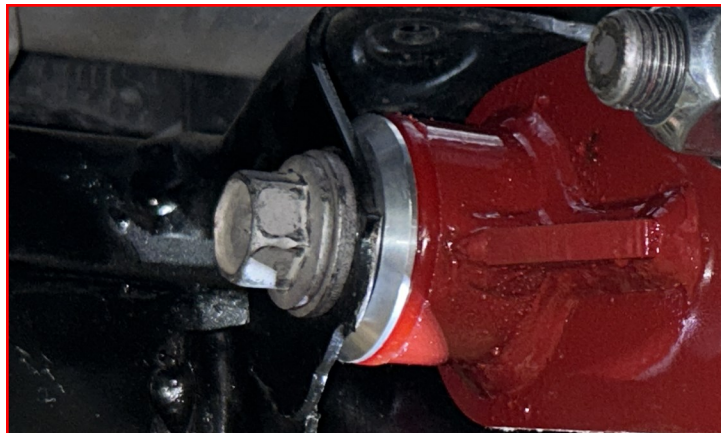


Install the **front diff drop spacers** on either side and ensure the large side of the spacer is touching the bushing.



Install the diff drop into the frame side pocket in the factory orientation using the factory hardware.

DO NOT TIGHTEN AT THIS TIME.

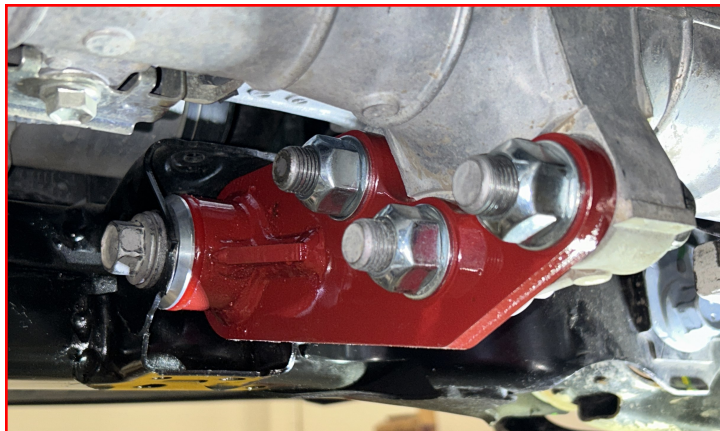


Install the factory bolts through the diff drop and diff drop bracket.



Install the supplied M16 locking nuts and washers.

DO NOT TIGHTEN AT THIS POINT



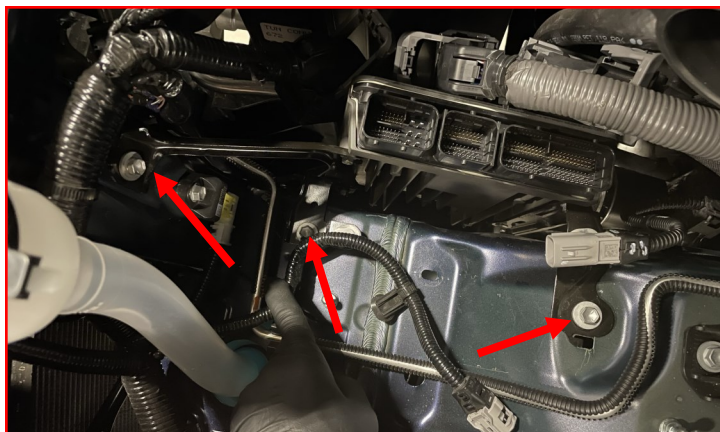
Torque the **chassis to differential drop bracket hardware** to **110 ft-lbs.**

Torque the **driver side bracket to differential hardware** to **110 ft-lbs.**

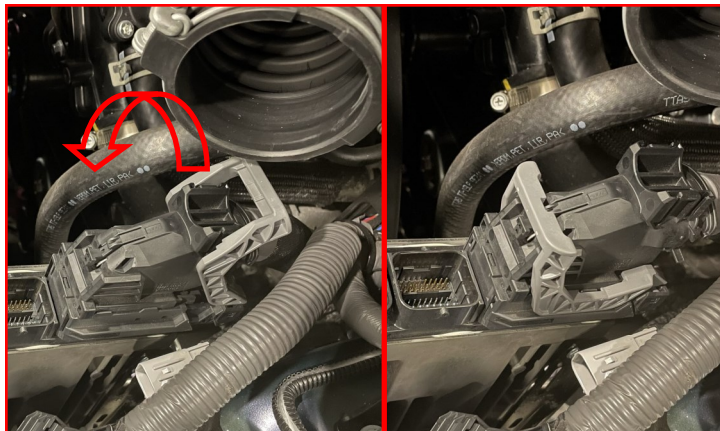
Torque the **passenger side bracket to differential hardware** to **145 ft lbs.**

DRIVER SIDE SPECIFIC ACCUMULATOR INSTRUCTIONS

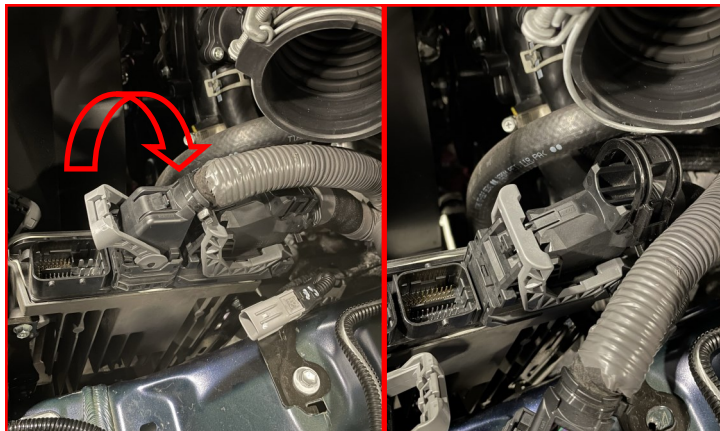
Using the three (3) **factory bolts**, attach the accumulator to the body.



Plug the right most plug into the accumulator and lock it in place by closing the handle to the left.



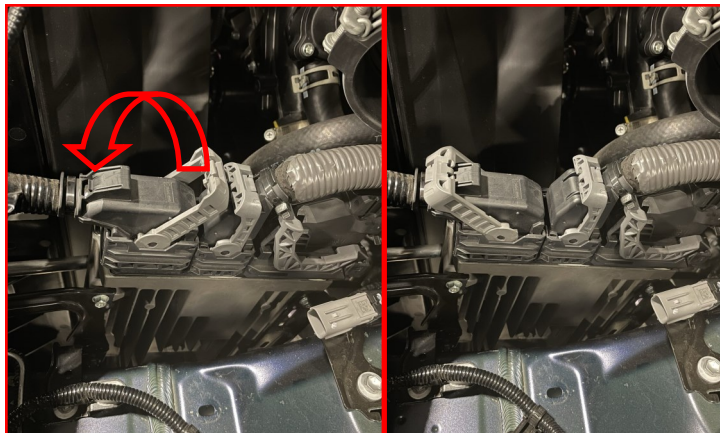
Plug the center plug into the accumulator and lock it in place by closing the handle to the right.



Clip the **factory hose clip** onto the wire housing for the center plug.

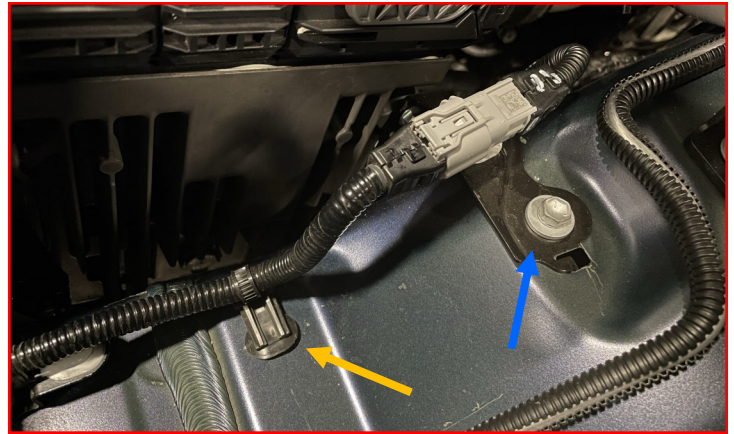


Plug the left most plug into the accumulator and lock it in place by closing the handle to the left.

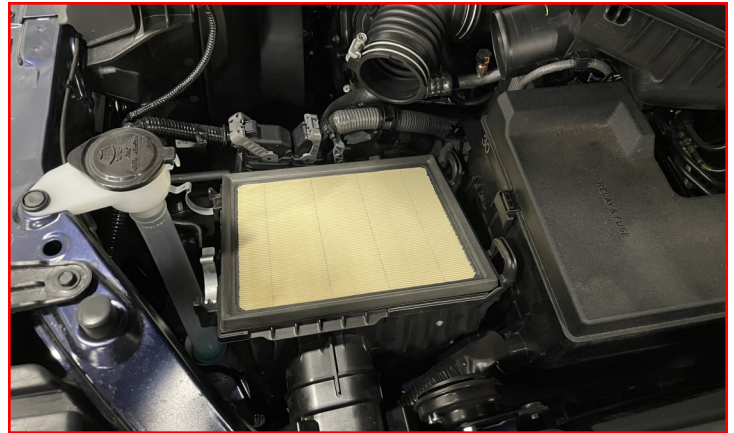


Plug the **electrical plug** back into its housing.

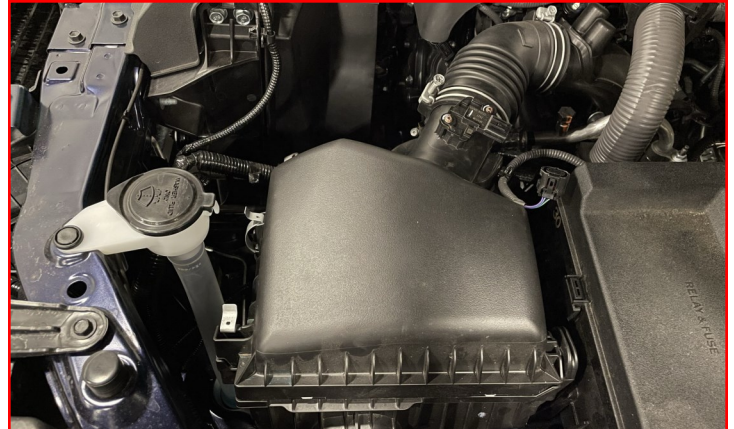
Snap the **wire clip** back into the body.



Push the air box back into place.

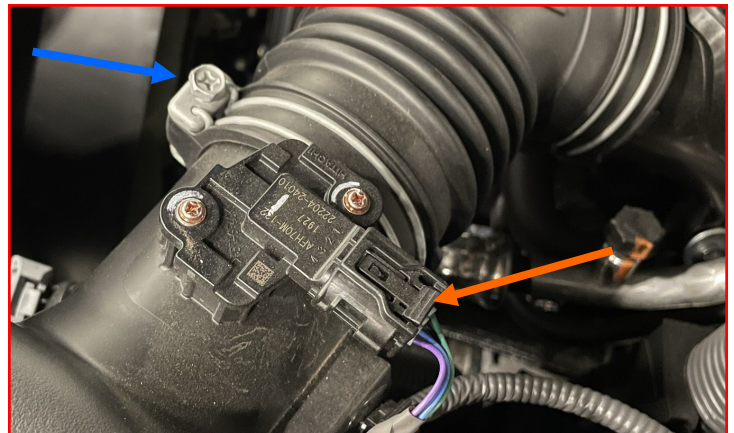


Slide the air box lid into the intake hose and clip it to the air box.



Plug the **MAF sensor** back into its housing.

Tighten the **hose clamp** until it is snug.



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

Torque the lower strut **factory hardware (2x)** to **115 ft-lbs**.

Attach the vehicle negative power source.

Slide the ReadyLIFT **end link spacer** onto the end link sleeve.



Torque the sway bar end link **factory hardware** to **80 ft-lbs**.



Torque the sway bar bracket **factory hardware** to **80 ft-lbs**.



Have the alignment set to the recommended specs at the end of the instructions.

Rear instructions continued on following page.

Rear Installation

Block the front tires and raise the rear of the vehicle using a suitable jack.

Support with jack stands at each frame rail in front of the rear bumper.

Remove the rear wheels.

Steps must be repeated on both side simultaneously.

Remove the five (5) **bolts** holding the rear brake line to the axle.

Retain factory hardware.



Remove the **bolt** (one on each side) holding the brake line to the axle.

Retain factory hardware.



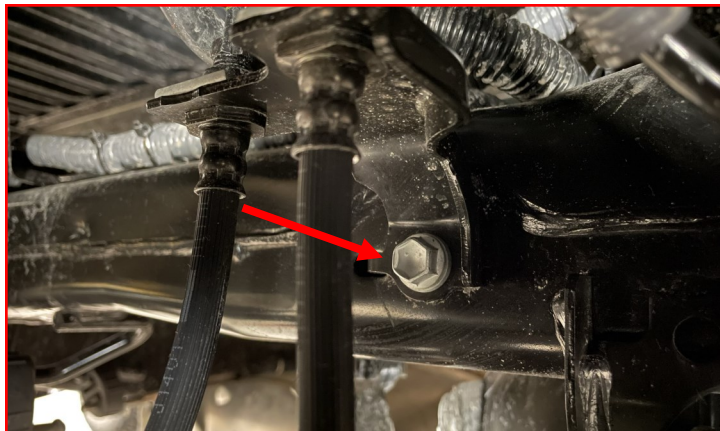
Remove the **bolt** (one on each side) holding the brake line to the body.

Retain factory hardware.



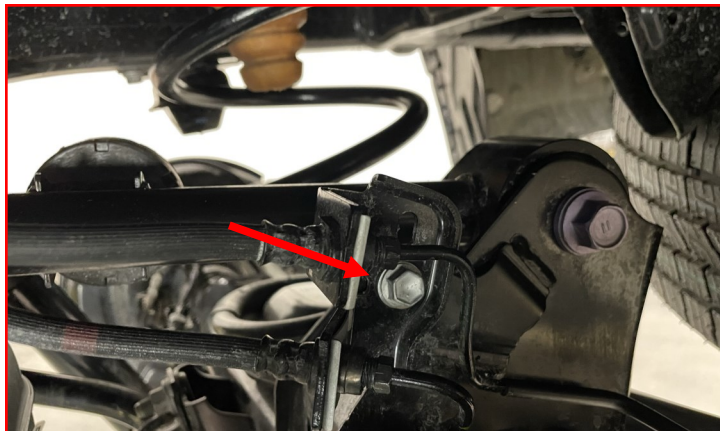
Remove the **bolt** holding the brake line to the frame.

Retain factory hardware.



Remove the **bolt** holding the brake line to the axle.

Retain factory hardware.



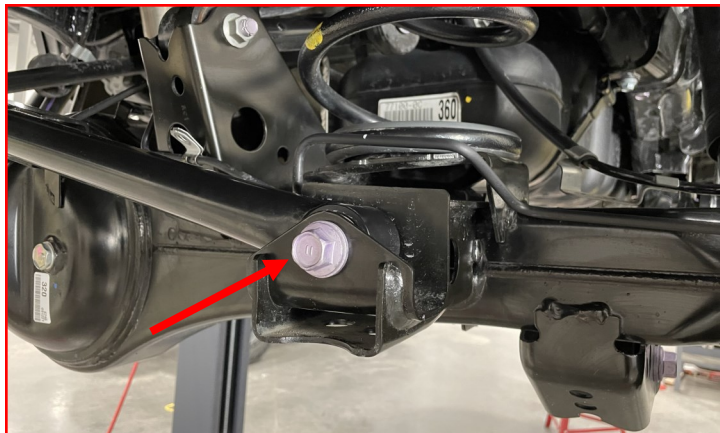
Remove the **end link nut** and let the end link hang out of the way.

Retain factory hardware.



Remove the **Panhard bar bolt** at the axle and let it rest in the mounting perch.

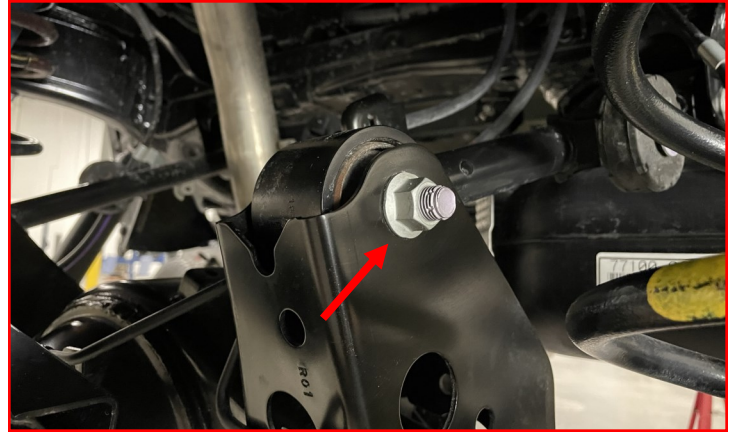
Retain factory hardware.



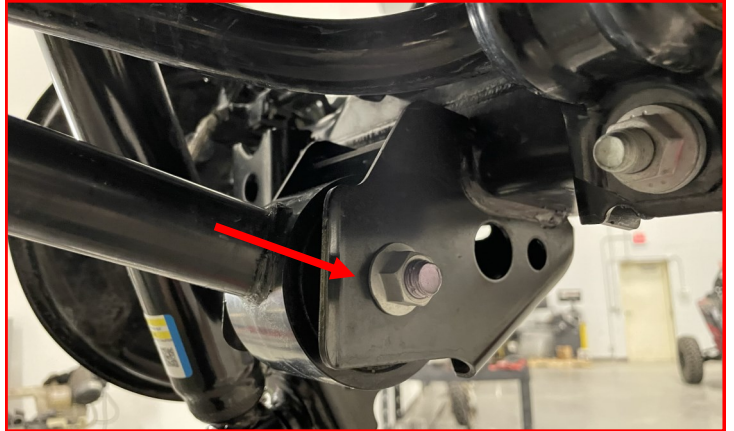
Loosen but **DO NOT** remove the **DRIVER upper control nut** at the axle.

Remove the **PASSENGER upper control bolt** at the axle.

Retain factory hardware.



Loosen but **DO NOT** remove the **lower control nut** at the axle.



Loosen but **DO NOT** remove the **lower shock bolt**.



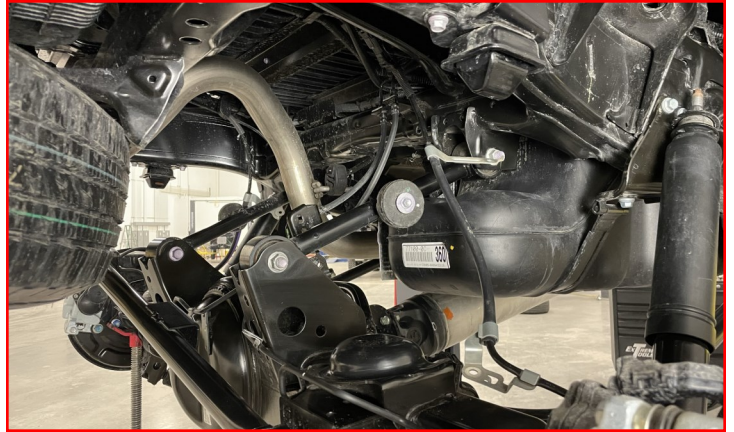
Remove the **upper shock nut** and bushing.

Retain factory hardware.



Lower the axle enough to remove the **rear springs**.

Retain factory hardware.



Place the ReadyLIFT **rear spring spacer** on the top of the factory bump stop and spring assembly as shown.

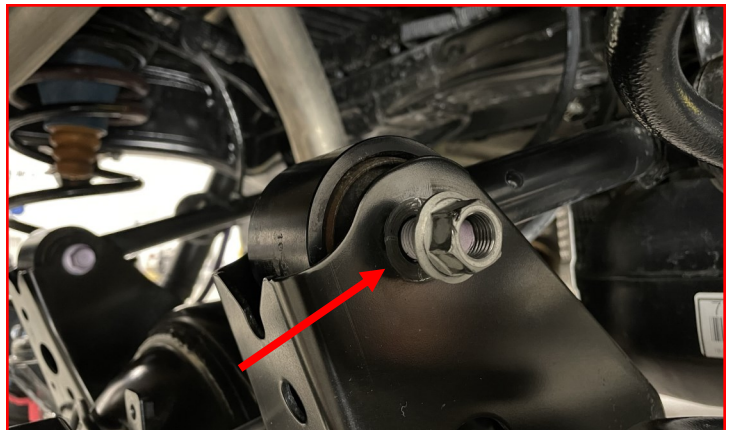


Insert the spring onto the axle.

Raise the axle and make sure the spring is properly seated on the axle and in the frame.

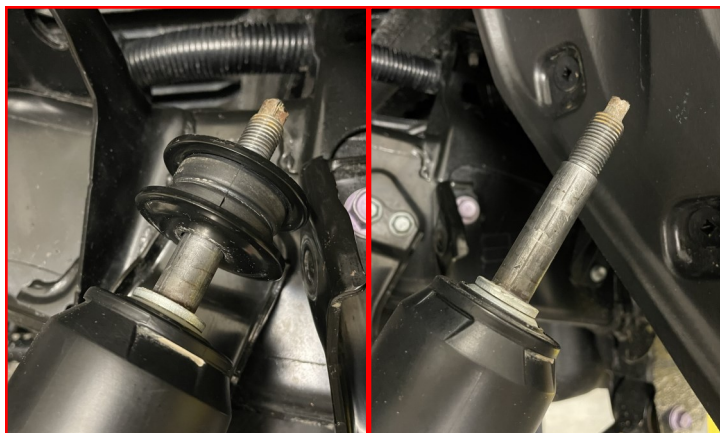


Install the **PASSENGER** upper control using **factory hardware**. **DO NOT** tighten at this time.



Remove the **lower factory strut bushing** from the shock.

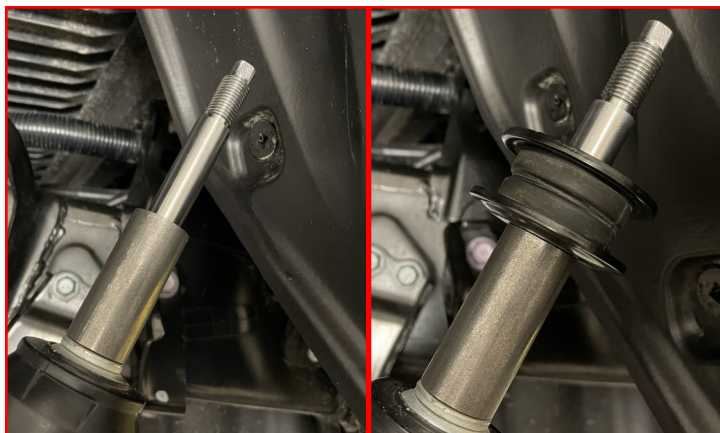
Retain factory hardware.



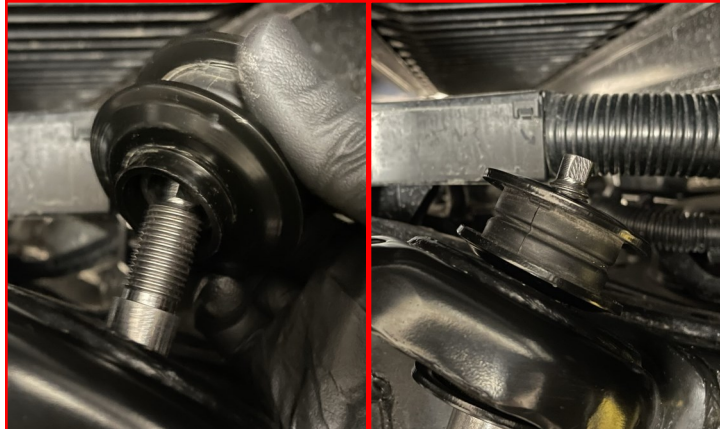
Apply a small amount of thread locker to the factory shock and install the **ReadyLIFT rear strut extension** onto the factory strut.

Apply a small amount of thread locker to the two locking screws and torque to **10 ft-lbs.**

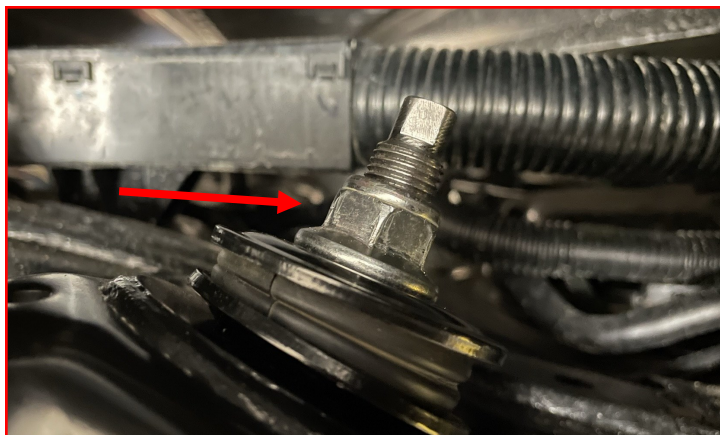
Press the **lower factory shock bushing** onto the **rear strut extension**.



Install the **upper factory shock bushing** and **nut**.



Torque the **upper shock nut** to **60 ft-lbs.**



Torque the **lower shock bolt** to 60 ft-lbs.



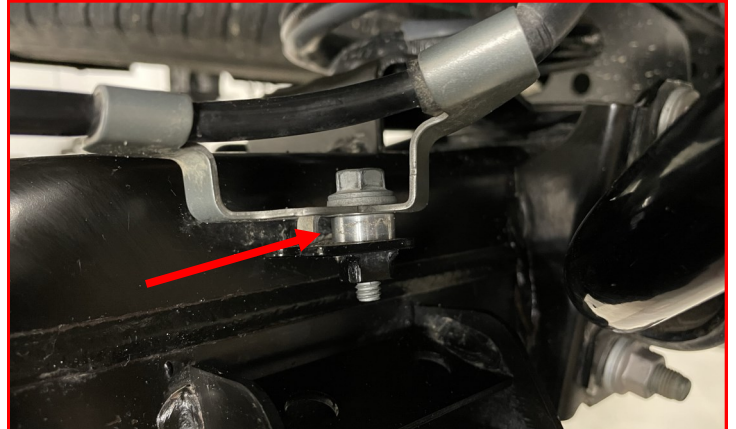
Install the five (5) **bolts** holding the rear brake line to the axle.

Torque to 20 ft-lbs.



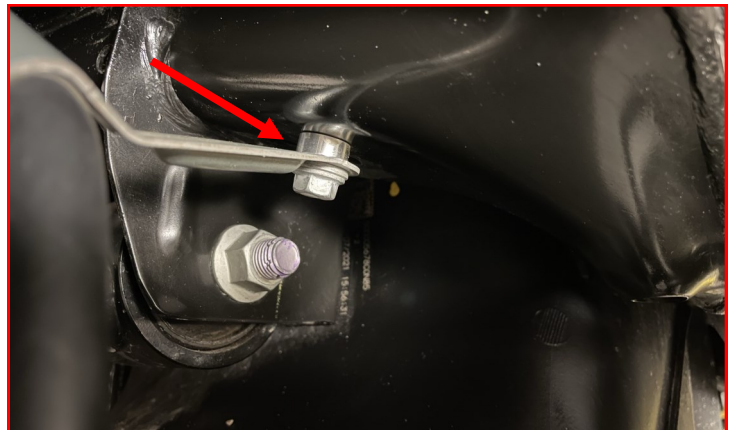
Install the **rear brake line spacer** between the brake line and the axle using the **factory bolt** (one on each side) holding the brake line to the axle.

Torque to 20 ft-lbs.



Install the **rear brake line spacer** between the brake line and the chassis using the **factory bolt** (one on each side) holding the brake line to the axle.

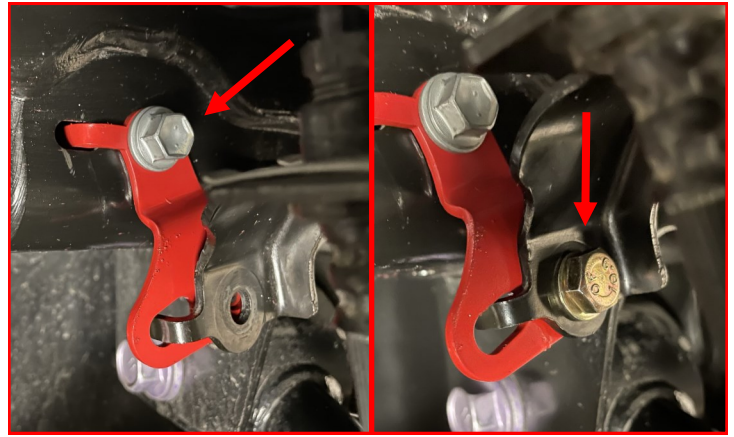
Torque to 20 ft-lbs.



Using **factory hardware**, install the **rear brake line relocation bracket** holding the brake line to the frame.

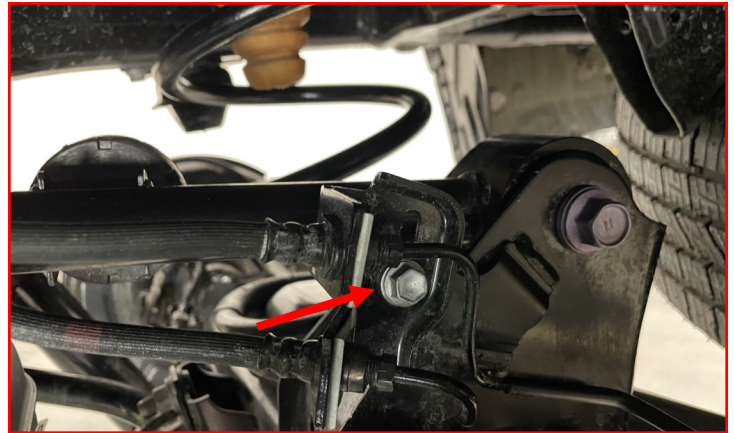
Attach the factory bracket to the **relocation bracket** using the **supplied M8 bolt and washer**.

Torque all hardware to **20 ft-lbs**.



Install the bracket (one on each side) holding the brake line to the axle using **factory hardware**.

Torque to **20 ft-lbs**.



Install the end link onto the frame using **factory hardware**.

Torque to **60 ft-lbs**.



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

Torque the lower control arm **factory hardware (2x)** to **100 ft-lbs**.

Torque the upper control arm **factory hardware (2x)** to **100 ft-lbs**.

Torque the Panhard arm **factory hardware (2x)** to **100 ft-lbs**.

WARNING

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.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer 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, adjust as necessary.

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

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

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. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

RECOMMENDED ALIGNMENT SPECS

Front	Driver	Passenger	Tolerance	Total / Split
Camber	+0.2	+0.2	+/- 0.5	+0.0
Caster	+2.6	+2.6	+/- 0.5	+0.0
Toe	+0.12	+0.12	+/- 0.05	+0.24