42-52640 2022 Toyota Tundra Max 6” Big Lift

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 out 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 out 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.

WARNING

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 alighting headlights.

For this application a 20" wheel not to exceed 9" in width with a maximum backspacing of 5 3/4" for 35" tires and 5 1/2" for 37" tires must be used. Additionally, a quality tire of radial design, not exceeding 37" tall X 12.5" wide is recommended. Please note that the use of a 35" X 12.5" tire, or bigger may require the removal of the front inner fender mud flaps (front and rear), and 37" X 12.5" will require additional trimming.

This suspension system was developed using a 37 x 12.5 tire with 20x9 wheel and a offset of 18mm. If wider tires are used, offset wheels may be necessary and trimming may be required.

The stock spare rim can be run in an emergency on the rear only - 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:

20" OR LARGER WHEELS MUST BE USED IN CONJUNCTION WITH THIS LIFT KIT! THE STOCK WHEELS CANNOT BE REUSED.

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 advanced vehicle suspensions which may include electronic shocks TRD Pro configurations.

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

DESCRIPTION	QTY
Front Crossmember	1
Rear Crossmember	1
Skid Plate	1
CV AXLE KIT (LEFT AND RIGHT CV)	1
Front Sway Bar Drop - Left	1
Front Sway Bar Drop - Right	1
Front Brake Line Bracket - Right 2	1
Front Brake Line Bracket - Right 1	1
Front Brake Line Bracket - Left 1	1
Front Brake Line Bracket - Left 2	1
Cam Block Off Plates	8
Headlight Sensor Bracket Sleeve and HSB-	1
Knuckle - Left Hand Side	1
Knuckle - Right Hand Side	1
Front Bump Stop - Left	1
Front Bump Stop - Right	1
Rear Crossmember Nut Plate	1
1/4" Front Differential Vent Hose	1
Rear Trackbar Bracket	1
Rear Sway Bar Drop - Left	1
Rear Sway Bar Drop - Right	1
6" Rear Coil Spring	2
Rear Outer Bump Stop Extension- Left	1
Rear Outer Bump Stop Extension- Right	1
Rear ABS Relocator	2
Rear ABS Bracket	2
Rear Inner Bump Stop Extension	2
Rear UCA Geometry Correction Bracket	2
Falcon 3.1 Tundra Front Left Coilover	1
Falcon 3.1 Tundra Front Right Coilover	1
Falcon 3.1 Tundra Rear Left Shock	1
Falcon 3.1 Tundra Rear Right Shock	1
Rear Shock Centering Ring	2
HARDWARE DESCRIPTION	**QTY**
Front Crossmember	
M18-2.5 X 140mm Hex Head Bolt YZ	2
M18-2.5 Top Lock Nut	2
M18 Flat Washer YZ	4
Rear Crossmember	
M18-2.5 X 160mm Hex Head Bolt YZ	2
M18-2.5 Top Lock Nut	2
M18 Flat Washer YZ	4
3/8-16 X 1in Hex Head Bolt YZ	3
3/8 Flat Washer YZ	6
Front Bump Stops	
M10-1.25X25mm Hex Head Flange Bolt YZ	8
M10-1.25 Flange Nut	8

HARDWARE DESCRIPTION CONTINUED	QTY
Front Brake Line Drop Brackets	
M8-1.25 X 25 Hex Head Bolt YZ	6
M8-1.25 Top Lock Nut	6
M8 Flat Washer YZ	12
Front Sway Bar Drop Brackets	
M12-1.75 X 50 Hex Head Bolt Fully Threaded YZ	4
M12-1.75 Top Lock Nut	4
M12 Flat Washer YZ	8
Front Skid Plate	
3/8-16 X 1in Hex Head Bolt YZ	4
3/8-16 Top Lock Nut	4
3/8 Flat Washer YZ	8
Rear Bump Stops	
M8-1.25 X 25 Hex Head Bolt YZ	6
M8-1.25 Top Lock Nut	6
M8 Flat Washer YZ	12
Track Bar Bracket	
M14-2.00 X 90mm Hex Head Bolt YZ	1
M14-2.00 Top Lock Nut	1
M14 Flat Washer YZ	2
M12-1.75X30 SOCKET HEAD CAP SCREW ZC	1
M12-1.75 TOPLOCK GRADE C ZINC	1
M12 HARDENED FLAT WASHER ZN	2
Rear ABS Brackets	
M8-1.25 X 25 Hex Head Bolt YZ	4
M8-1.25 Top Lock Nut	4
M8 Flat Washer YZ	8
Cotter Pins	
5/32 X 2in Cotter Pin	4
1/8 X 1.5in Cotter Pin	4
Rear Bump Stop Extension	
M10-1.5 X 20 Hex Head Flange Bolt YZ	2
M10 Flat Washer YZ	2
REAR GEOMETRY CORRECTION BRACKETS	
M14-2.0X100MM 10.9 HEX HEAD BOLT ZN	2
M14-2.0 10.9 LOCKING NUT ZN	4
M14 Flat Washer ZN	10
M14-2.0X30MM 10.9 HEX HEAD BOLT ZN	2
M14-1.5X30MM 10.9 HEX HEAD BOLT ZN	2

⚠ WARNING

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.

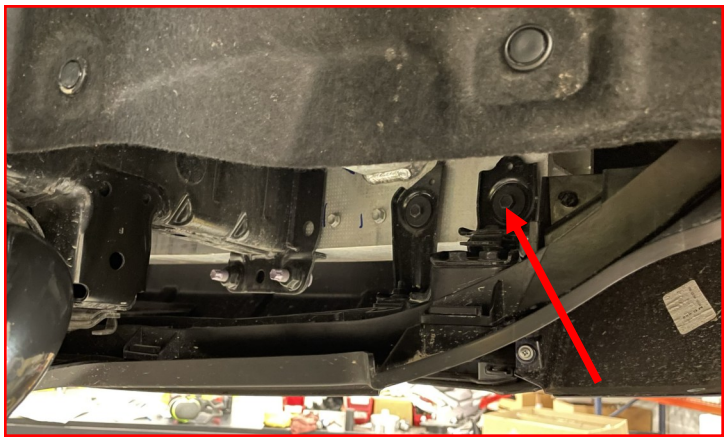
Disconnect the vehicle power source at the ground terminal on the battery.

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.

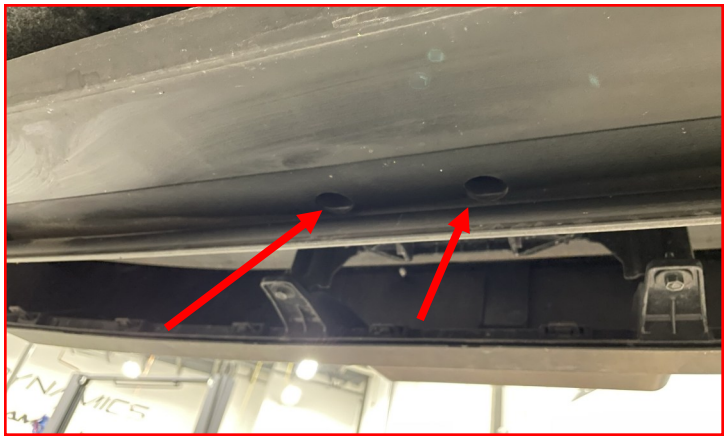
Remove the two (2)(one on each side) screws retaining the factory air dam to the chassis.

Retain factory hardware.



Remove the two (2) screws retaining the factory air dam to the actuator.

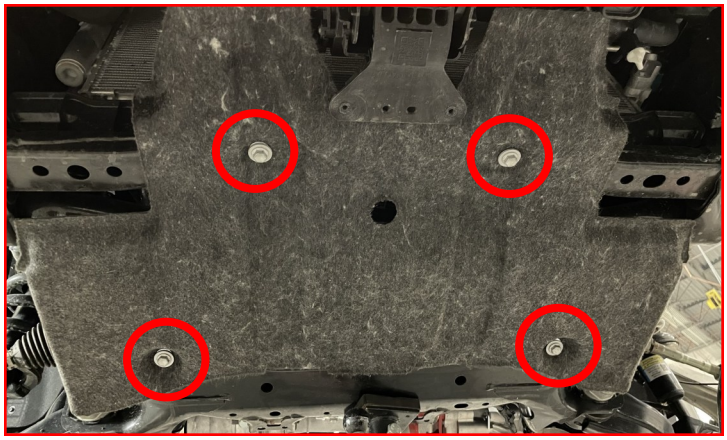
Retain factory hardware.



Remove the four (4) bolts for the front dust shield.

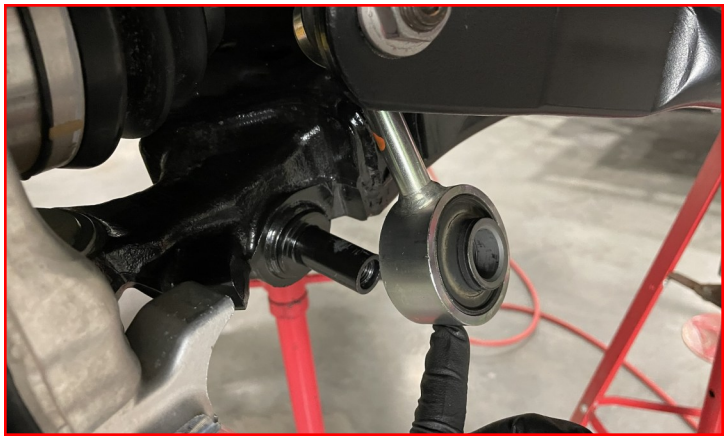
Retain factory hardware.

Keep one M8 bolt to be reused in installing headlight sensor in later steps.



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

Retain factory hardware.



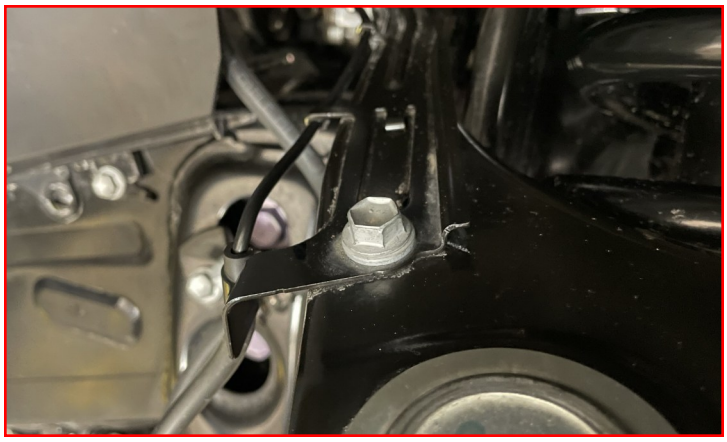
Remove the four (4)(two on each side) sway bar bolts and remove the sway bar from the vehicle.

Retain factory hardware.



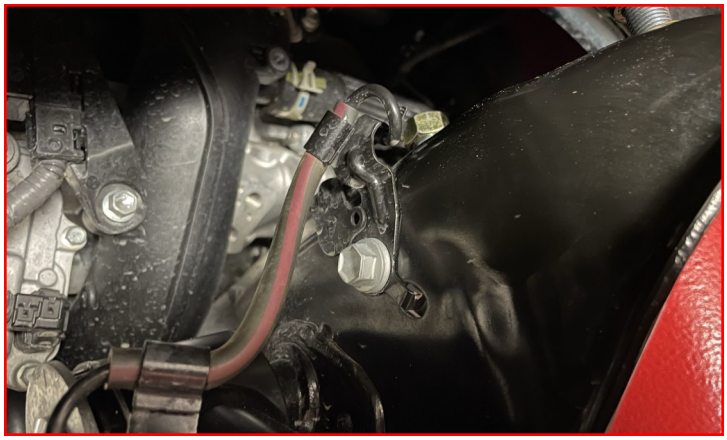
Remove the ABS wire bracket on the upper control arm.

Retain factory hardware.



Remove the ABS wire bracket on the coil spring perch.

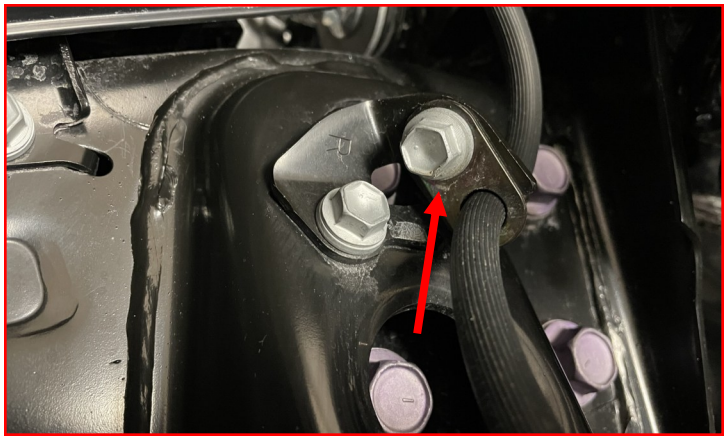
Retain factory hardware.



Remove the brake line from the bracket on the chassis.

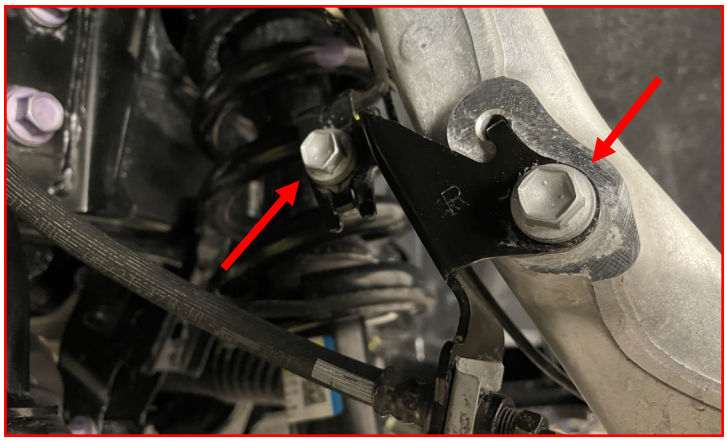
Do not disconnect brake line hydraulic connections.

Retain factory hardware.



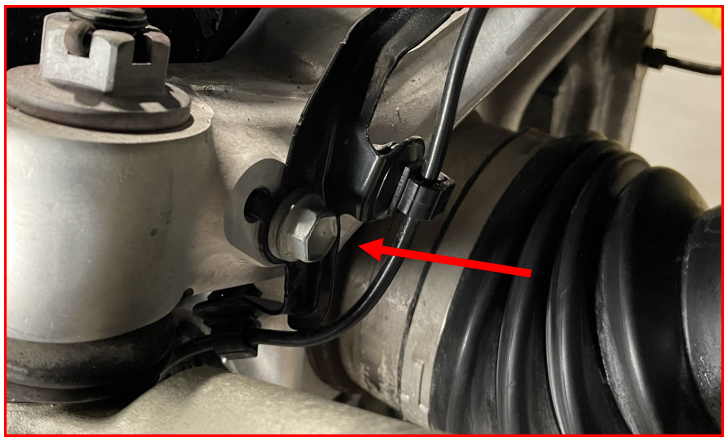
Remove both screws retaining the ABS wire to the middle of the knuckle.

Retain factory hardware.



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

Retain factory hardware.



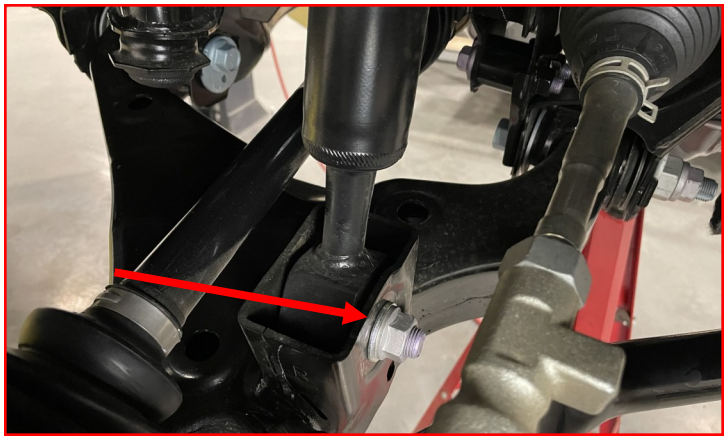
Remove the rear cover for caliper hanger hole.

Retain factory hardware.

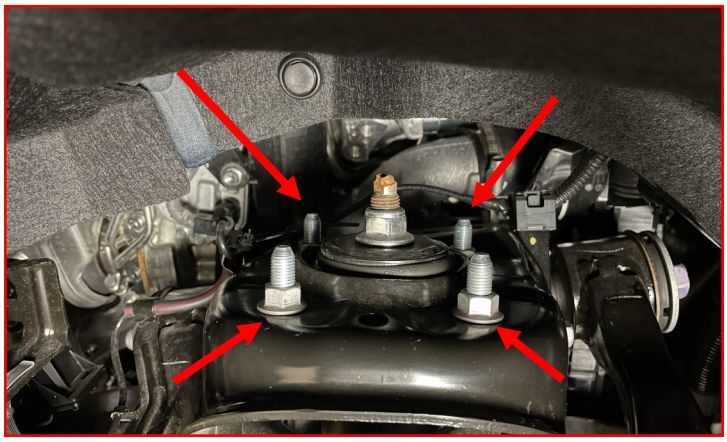


Support the lower control arm with a suitable jack.

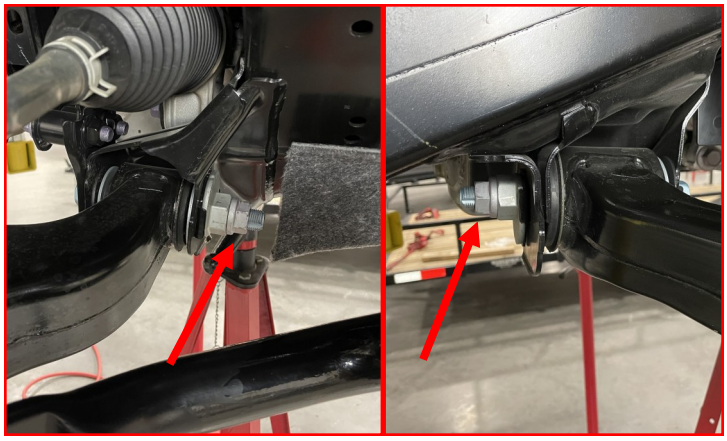
Loosen but **DO NOT** remove the lower strut bolt.



Loosen but **DO NOT** remove the four (4) upper strut bolts.



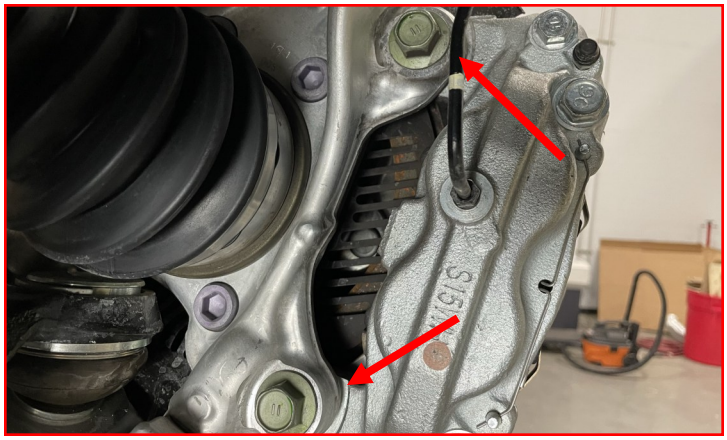
Loosen but **DO NOT** remove inner control arm nuts.



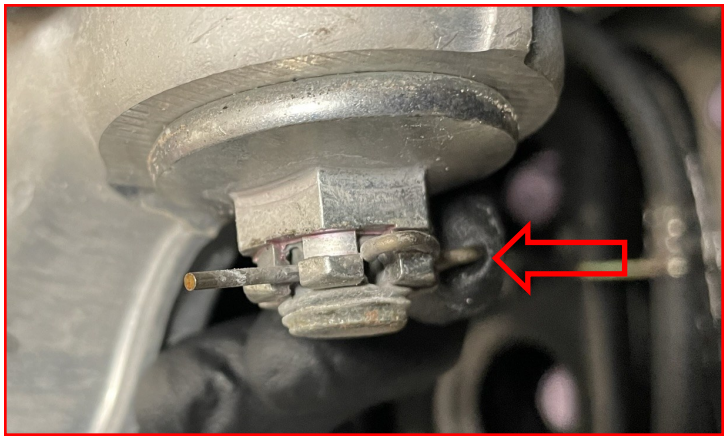
Remove the two (2) caliper bolts. Hang the caliper out of the way.

Remove rotor.

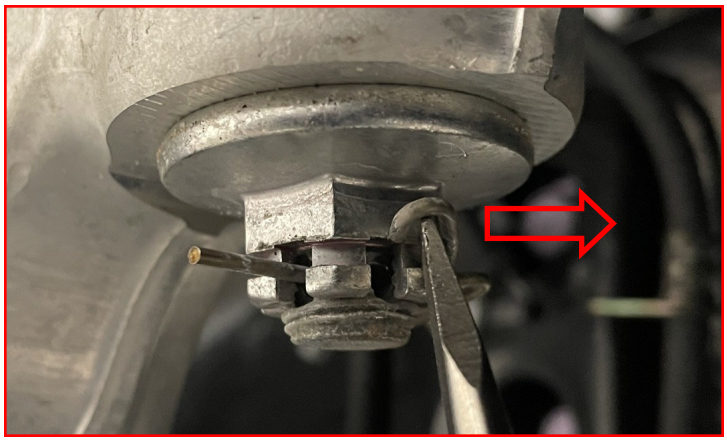
Retain factory hardware.



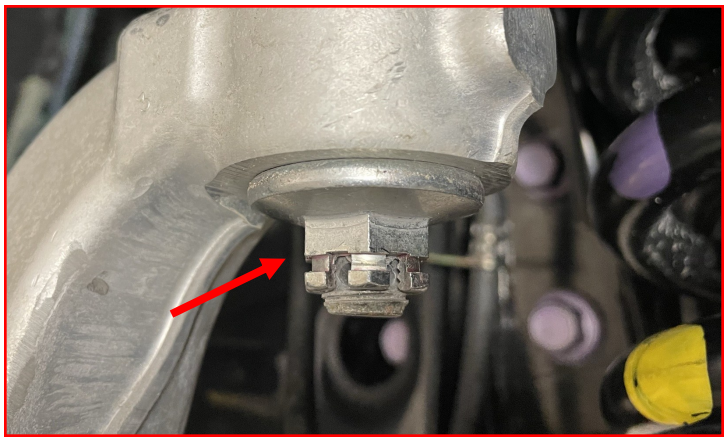
Remove the upper ball joint retaining clip by pushing in on the clip nub.



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

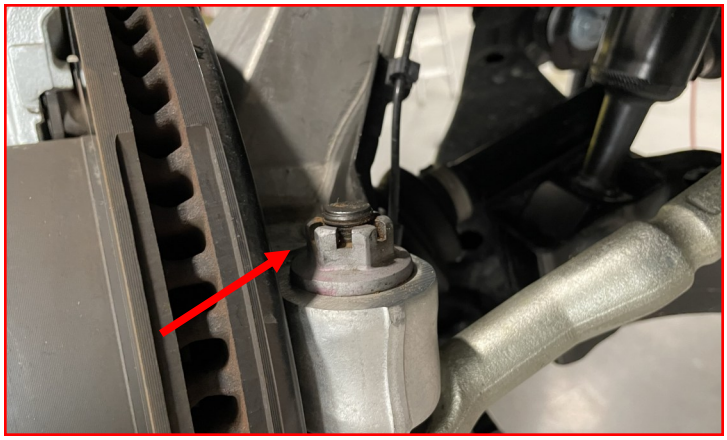


Loosen but **DO NOT** remove the upper ball joint nut.



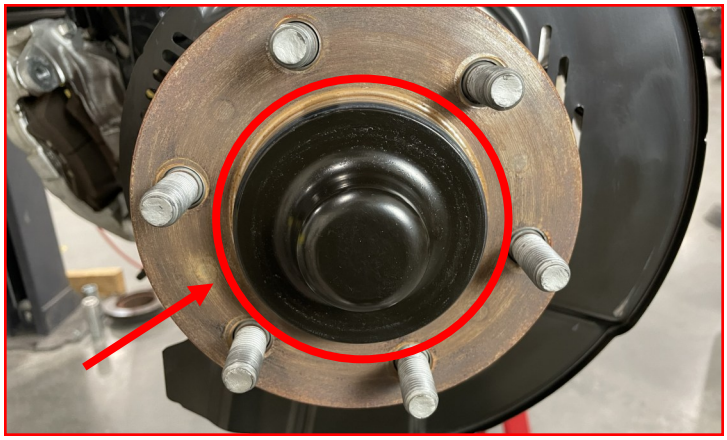
Remove the cotter pin and castle nut from the tie rod. Use the appropriate tool to release the tapper.

Retain factory hardware.



Remove the CV axle dust shield.

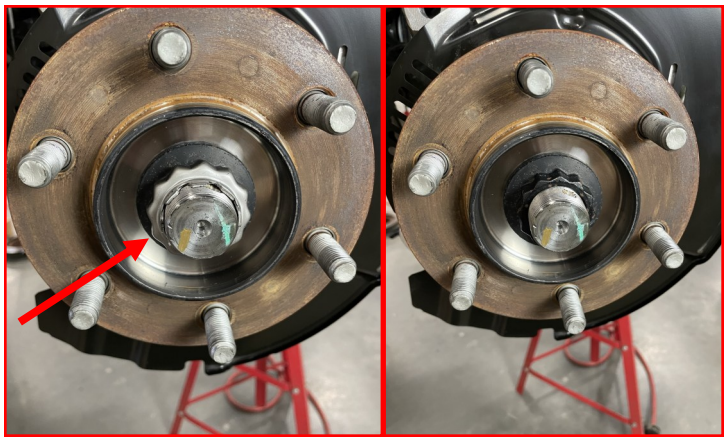
Retain factory hardware.



Remove the cotter pin, sleeve, and nut.

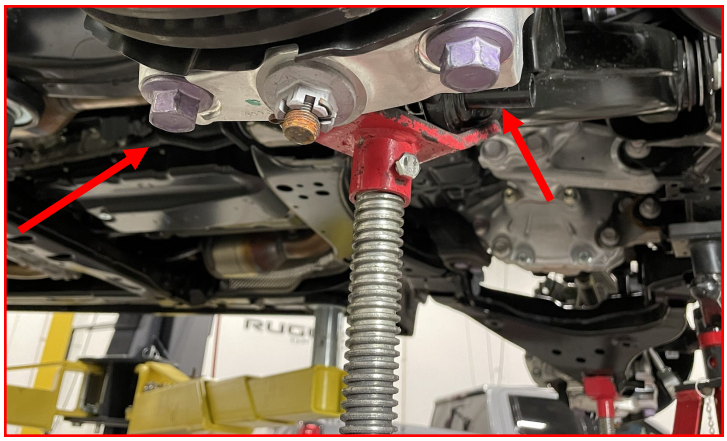
Release the axle from the hub.

Retain factory hardware.



Remove the two (2) lower ball joint bolts.

Retain factory hardware.

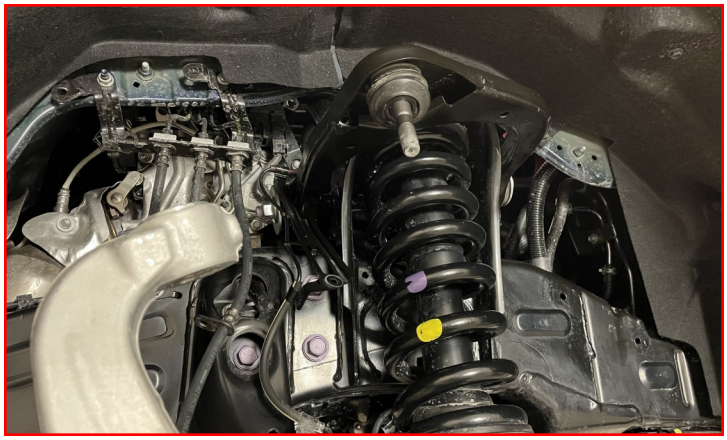


Use the appropriate tool to release the taper on the upper ball joint.

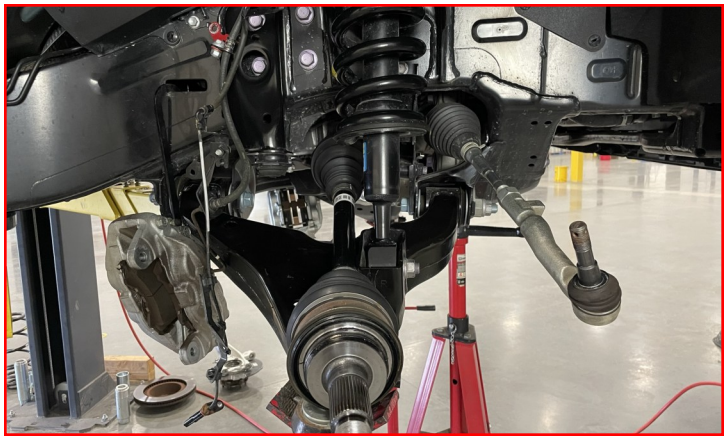
Remove the upper ball joint nut.

Retain the factory lower hardware.

Remove the knuckle from the vehicle.

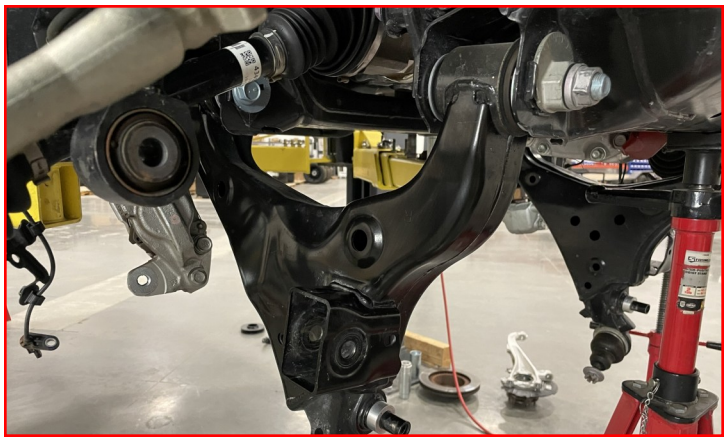


Support the CV axle to prevent damage

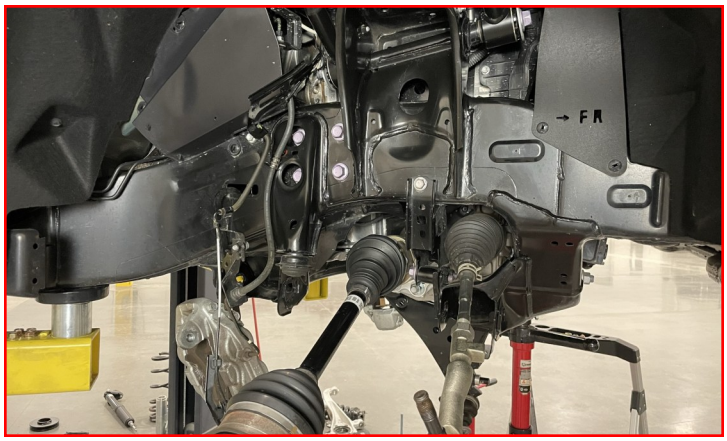


Remove the lower shock bolt, let the lower control arm hang out of the way.

Retain the factory lower hardware.



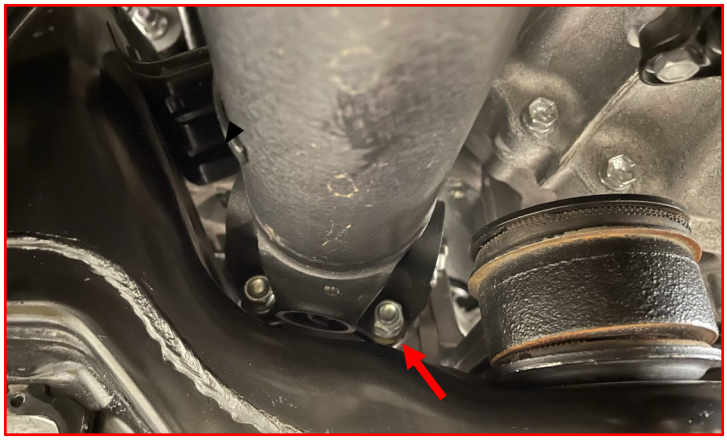
Remove the shock from the vehicle.



Remove the four (4) nuts holding the drive shaft to the front differential.

Support the drive shaft and remove it from the front differential.

Retain factory hardware.

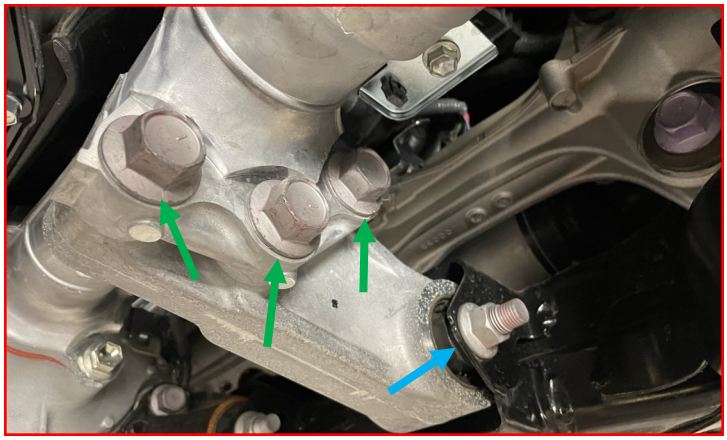


Support the front differential with a jack.

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.

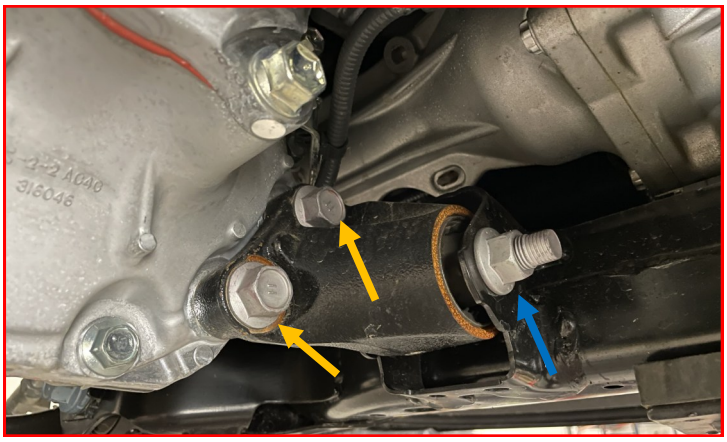
Retain factory hardware.



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.

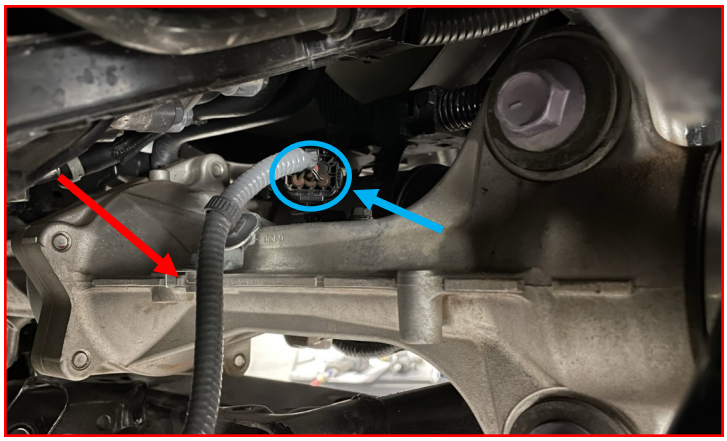
Retain factory hardware.



Unplug the front differential control plug from the vehicle.

Remove the bolt holding the plug wire to the steering rack.

Retain factory hardware.



From the driver side wheel well, disconnect the front differential vent hose from the differential.

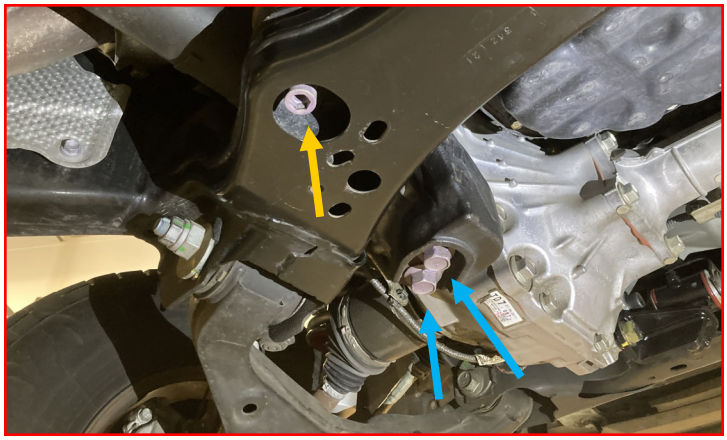


Remove the two bolts holding the rear diff bracket to the diff

Remove the nut holding the bracket to the rear cross member.

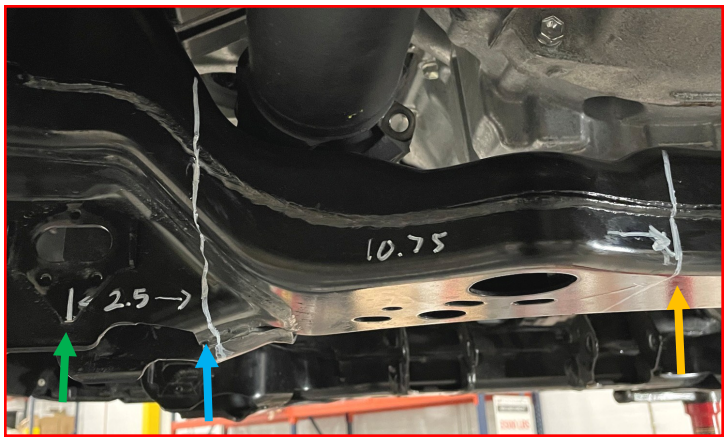
Retain factory hardware and bracket.

Remove the differential from the vehicle.



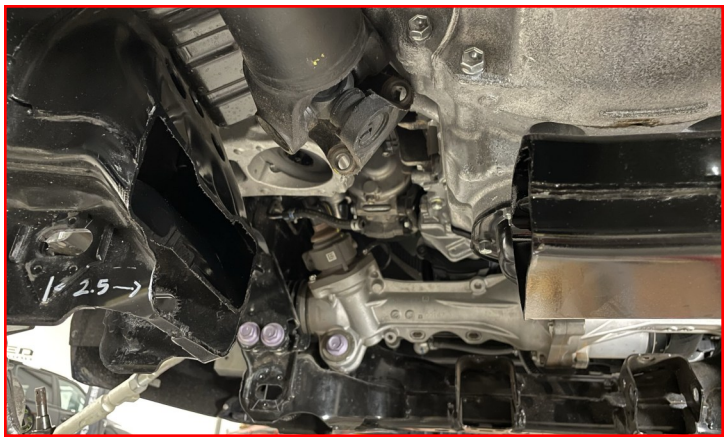
On the backside of the rear crossmember, mark a vertical line 2.5 inches from the **center** of the left hand side alignment cam hole.

Also, mark a vertical line 10.75 inches from the same alignment cam hole.



Using a suitable cutting tool, cut the crossmember at the marked lines.

Debur any sharp edges. Coat the cut edges with a suitable protectant.



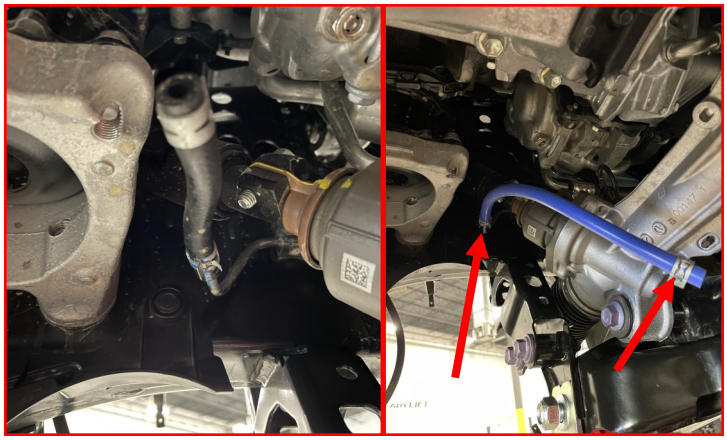
Temporally install the rear crossmember with the differential mount on the driver side. Use the supplied M18-2.5 X 160mm hex heads bolts and cam block off plates (four total).

Mark the three (3) crossmember mounting holes. Remove the crossmember and drill marked holes to 25/64”. Coat with a suitable protectant.



Remove the factory front differential vent hose. **Retain factory hardware.**

Using the factory hose clips, attach the supplied vent hose to the chassis side factory mounting location.



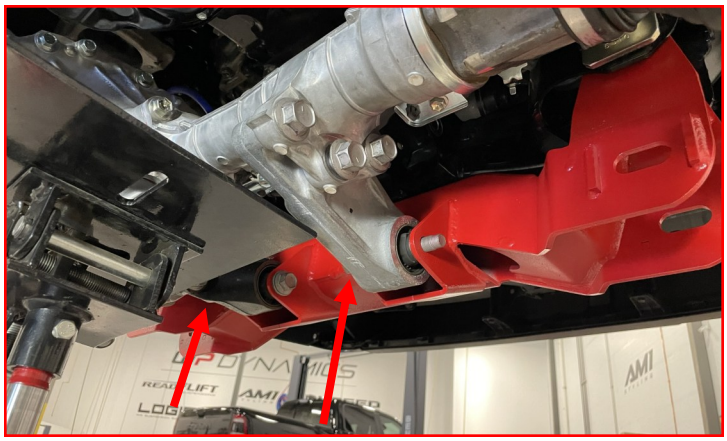
Install the front crossmember using the supplied M18-2.5 X 140mm hex head bolts, M18-2.5 lock nuts, M18 flat washers (4), and cam block off plates (4). Install the bolts from front to rear

It’s imperative that the notches on all four cam plates are all facing the same direction. Ex., all are pointed up.



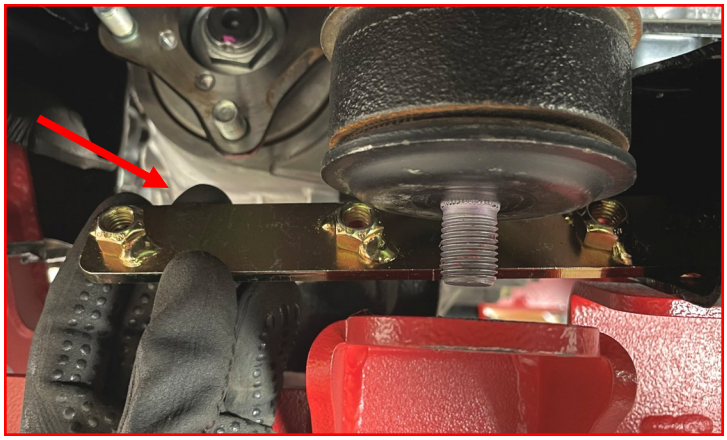
Raise the front differential and secure it to the front cross member using the factory front differential mounting brackets and hardware.

DO NOT TIGHTEN AT THIS TIME.



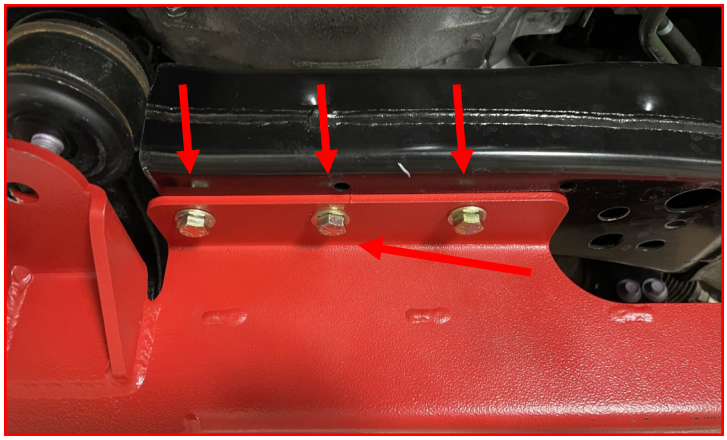
Install the rear crossmember using he supplied M18-2.5 X 160mm hex head bolts, M18-2.5 locking nuts, and M18 flat washers,

Slide the rear crossmember nut plate into the factory rear crossmember.



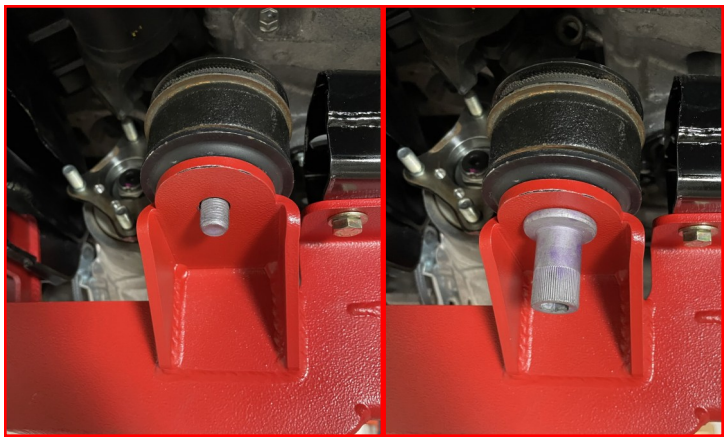
Use the supplied 3/8-16 X 1in hex head bolts and 3/8-16 flat washers to secure the rear crossmember to the chassis.

DO NOT TIGHTEN AT THIS TIME.



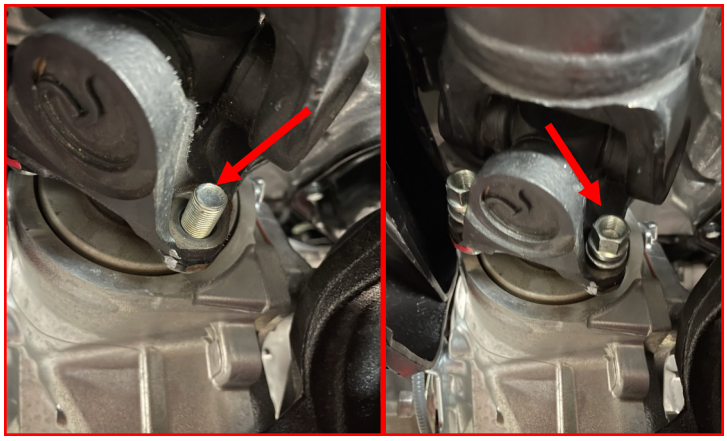
Use factory hardware to attach the rear differential mount to the rear crossmember and differential.

DO NOT TIGHTEN AT THIS TIME.

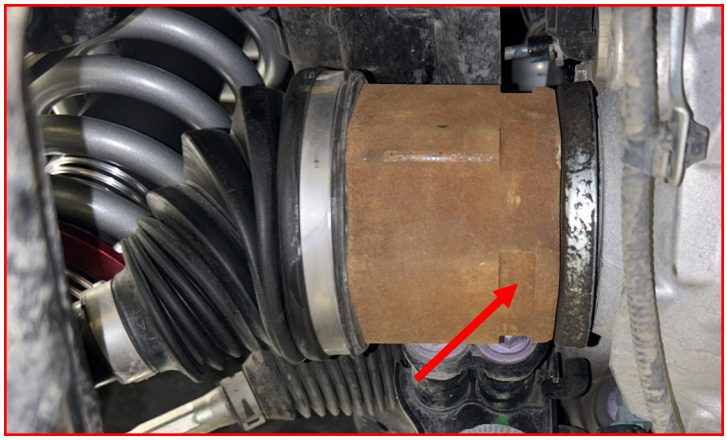


Use factory hardware to attach the driveshaft to the front differential.

Torque factory hardware to 60 ft-lbs.



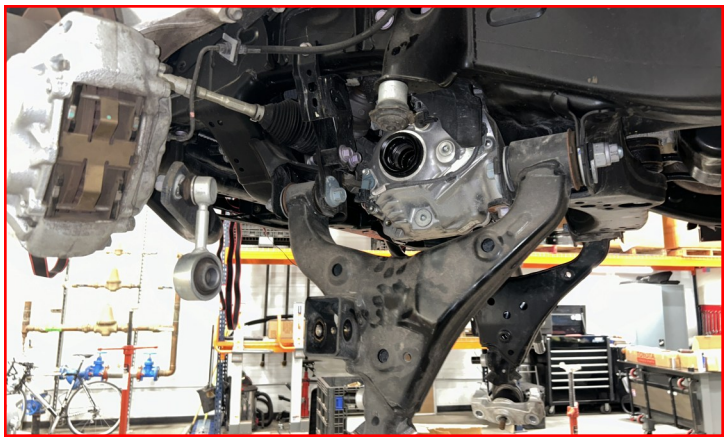
Using a chisel and a dead blow hammer, strike the groove in the outward direction to dislodge the spline.



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

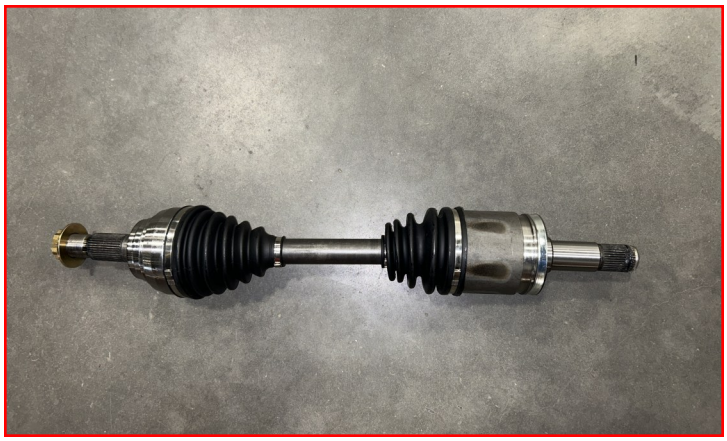


Remove the CV axle assembly from the vehicle.



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.



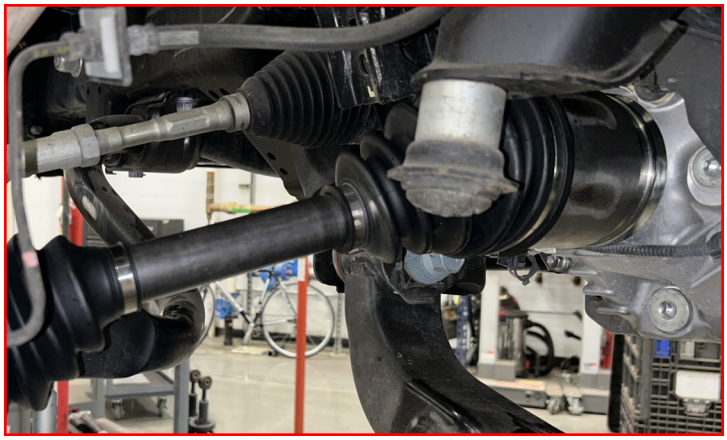
Insert the axle into the diff housing, be sure the splines are aligned prior to driving the axle in to place.

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.

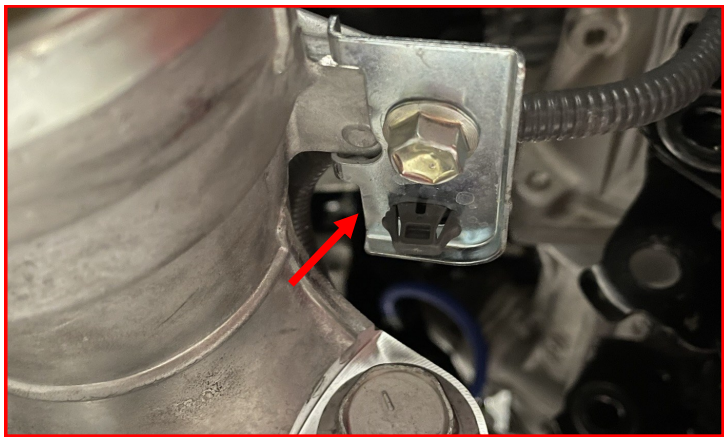


Support the outer end of the axle shaft until the knuckle is installed.

NOTE: SEVERE DAMAGE MAY OCCUR IF SHAFT IS OVEREXTENDED.

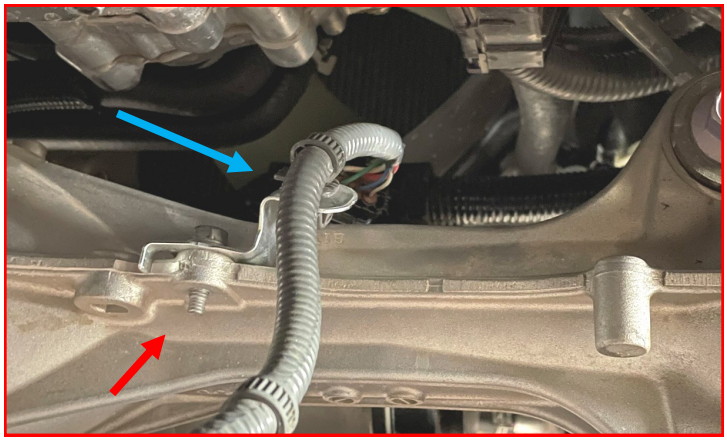


Remove the bolt holding the front differential control plug to the front differential (left image).

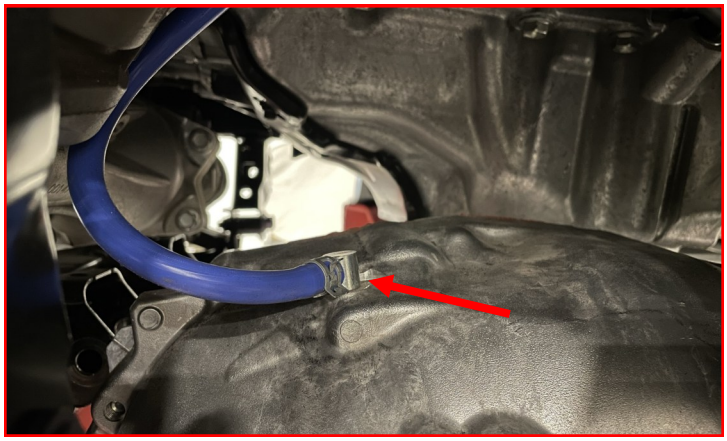


Plug the harness into the factory plug location. Attach the harness to the steering rack using factory hardware (right image).

Torque to 8 ft-lbs.

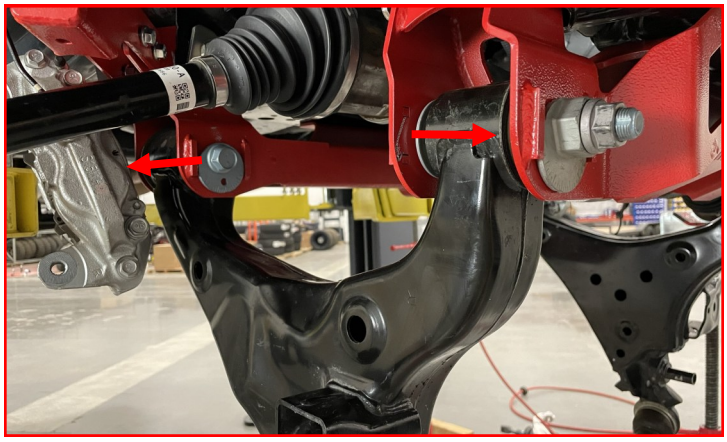


Attach the supplied differential vent hose to the front differential using the factory hose clip.



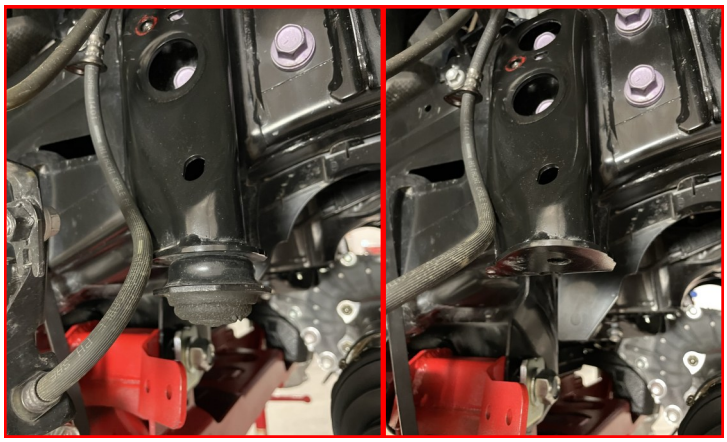
Use factory hardware to install the factory lower control arms. Install the bolts with the bolt heads facing towards each other.

DO NOT TIGHTEN AT THIS TIME.



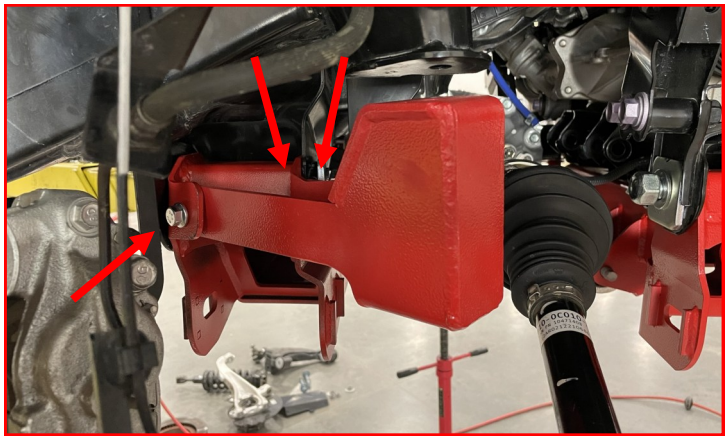
Remove the factory bump stop from the chassis mount.

Retain factory hardware.



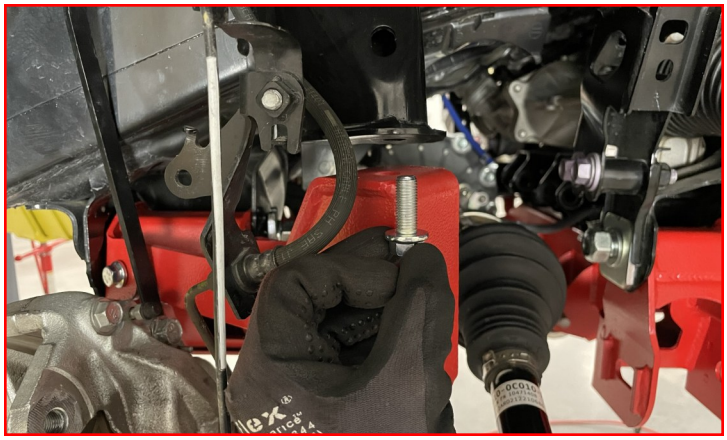
Using the supplied M10-1.25 X 25mm hex head flange bolts (3) and M10-1.25 flange nuts (3), attach the front bump stops to the rear crossmember. Note: the long flange goes towards the rear of the vehicle.

DO NOT TIGHTEN AT THIS TIME.



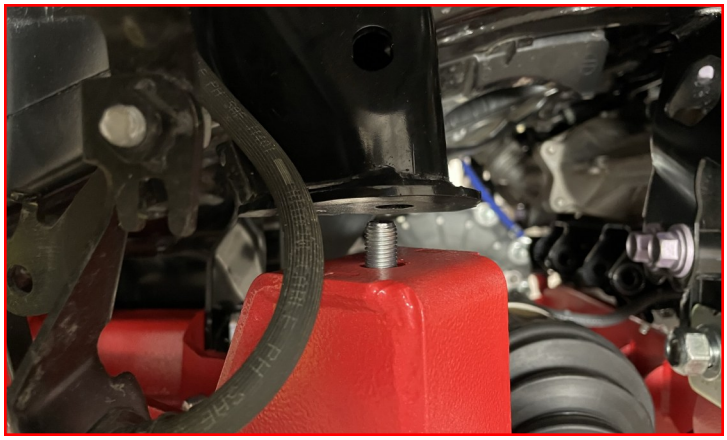
Use a supplied M10-1.25 X 25 hex head flange bolt to attach the bump stop to the chassis.

Install from the bottom up.



Feed a ratchet extension up through the lower mounting hole to tighten the bolt.

Torque hardware to 40 ft-lbs.



Torque the diff brackets to the front/rear cross member hardware to 110 ft-lbs.

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

Torque the passenger side and rear oe bracket to differential hardware to 145 ft lbs.

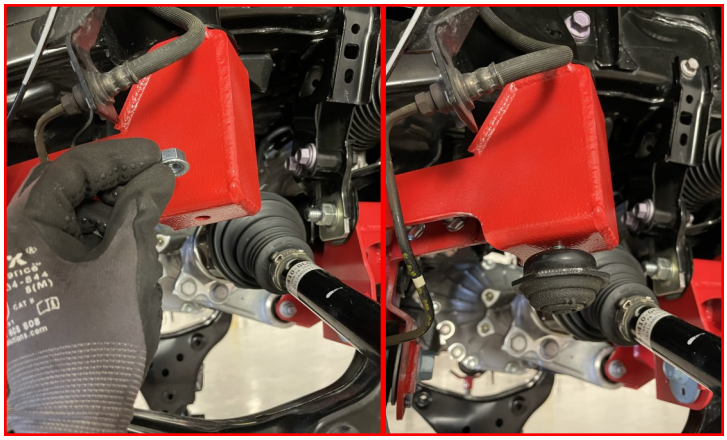
Torque the crossmember to chassis M18 hardware to 250 ft-lbs.

Torque the crossmember to chassis 3/8-16 hardware to 40 ft-lbs.

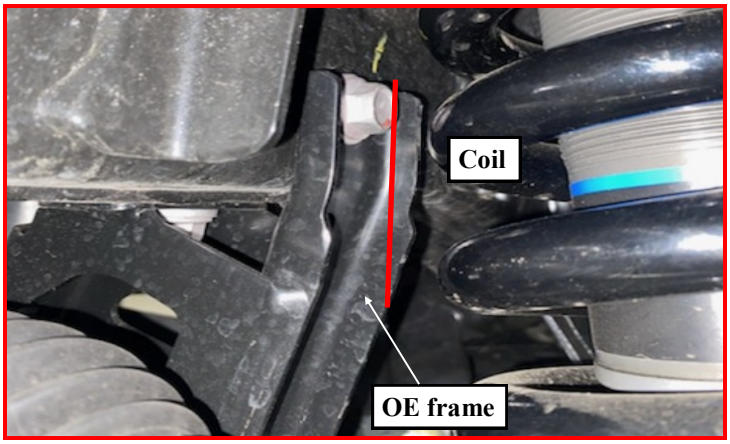
Torque the bump stop to crossmember hardware to 40 ft-lbs.

Insert a supplied M10-1.25 flange nut into the bump stop. Screw the factory bump stop into the nut.

Torque to 40 ft-lbs.

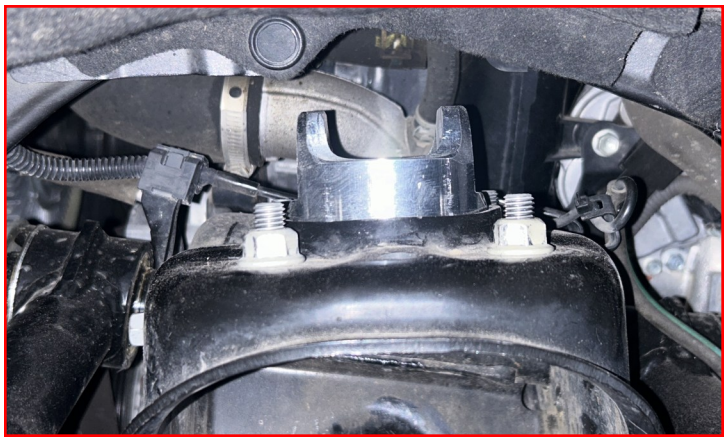


Due to frame variances, it may be necessary to trim an OE frame bracket to allow clearance for coil. Using a suitable cutting tool, (abrasive cutoff wheel, Sawzall, etc.) trim bracket for adequate clearance. After trimming the bracket, clean the area thoroughly and paint the exposed metal with a good quality paint.



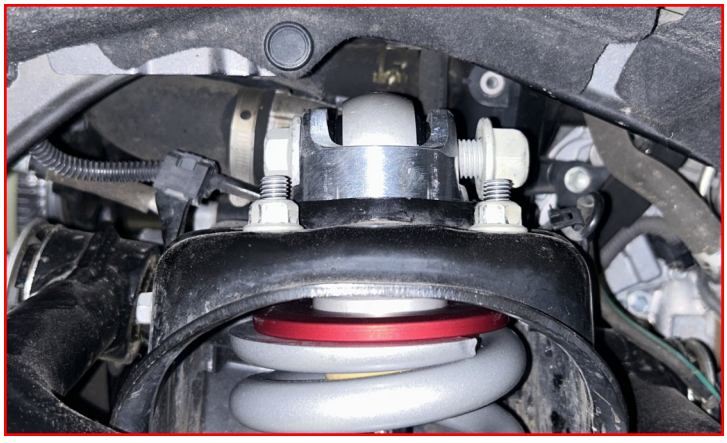
Install the Falcon top hat assembly using the supplied nuts.

DO NOT TIGHTEN AT THIS TIME.



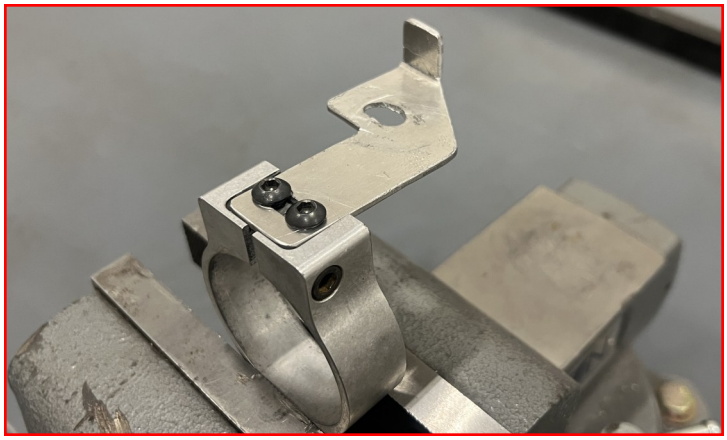
Install the falcon front coilover by installing the supplied M16 bolt and nut through the top hat.

Torque M10 top hat nuts to 35 ft lbs.
Torque M16 bolt and nut to 180 ft lbs.



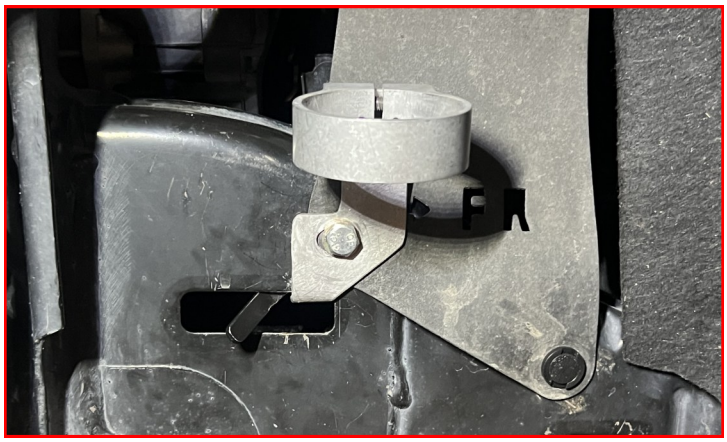
Using the two M6 button head screws, attach the frame mounting tab to the reservoir clamp.

DO NOT TIGHTEN THE TWO MOUNTING SCREWS AT THIS TIME.



Use the M8 bolt and nut plate to attach the reservoir clamp assembly to the frame.

DO NOT TIGHTEN THE TWO MOUNTING SCREWS AT THIS TIME.

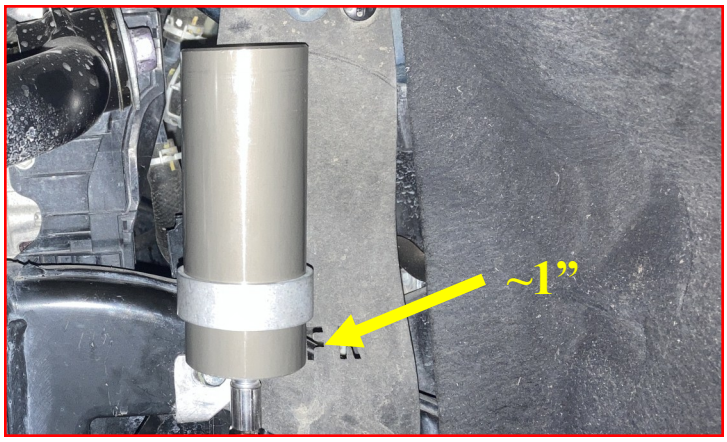


Slide the reservoir through the clamp.

NOTE: Resi Hardware Torque Sequence
1- Torque the two M6 buttonhead screws to 10 ft-lbs.

2- Torque the two M6 tab mount screws to 10 ft-lbs.

3- Torque the M8 mount bolt to 20 ft-lbs.

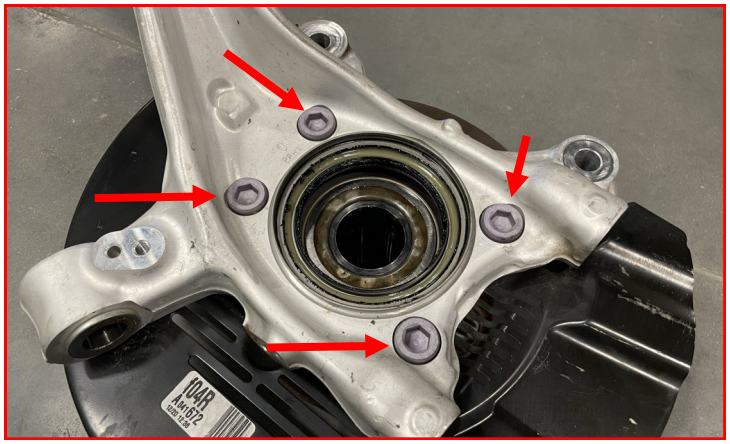


Use the factory hardware to attach the lower control arm to the Falcon coilover.



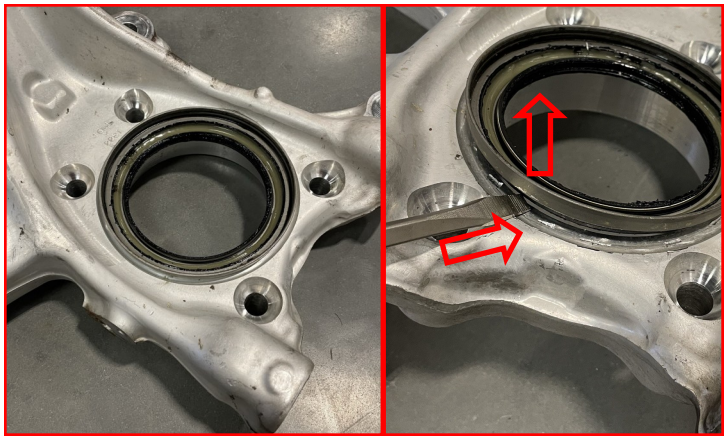
Remove the four (4) factory bolts holding the knuckle to the hub.

Retain factory hardware.



Carefully remove the dust seal off of the back of the knuckle. Using a flathead screwdriver or similar tool, carefully work around the outer edge of the seal to release it from the knuckle.

Retain factory hardware.

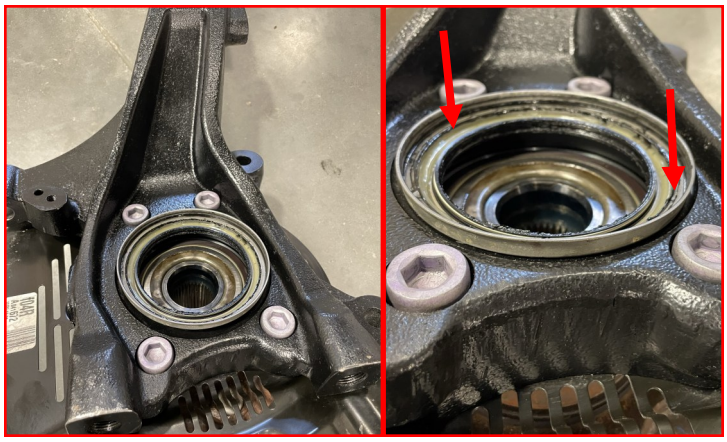


Using factory hardware, attach the factory hub to the supplied knuckle.

Torque to 60 ft-lbs.

Transfer the factory dust seal to the supplied knuckle. Use a blunt punch to set the seal into the knuckle.

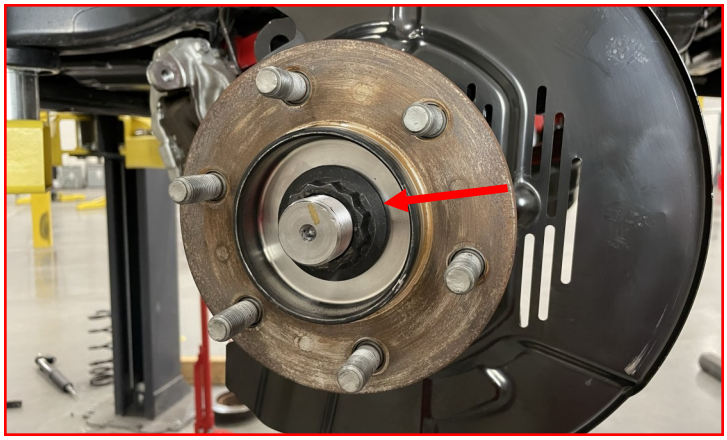
NOTE: ONLY PRESS ON THE HORIZONTAL FACE.



Install the knuckle into the corner package. Insert the CV axle into the hub and thread the factory axle nut on.

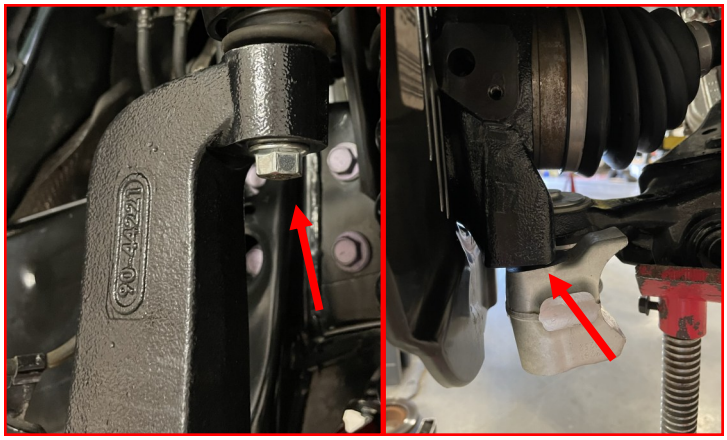
DO NOT TIGHTEN AT THIS TIME.

Support the knuckle from falling through the next step.



Using factory hardware, insert the upper control arm ball joint into the knuckle. Rest the knuckle on the knuckle adaptor/ steering stop.

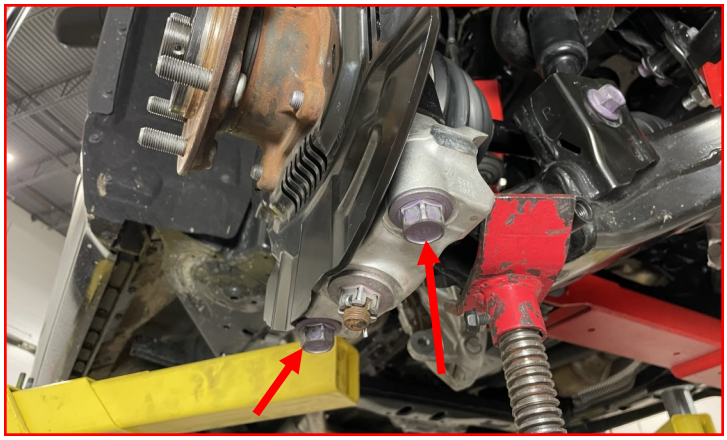
DO NOT TIGHTEN AT THIS TIME.



Apply a small amount of medium duty thread locker to the factory lower ball joint bolts.

Torque the two lower ball joint bolts to 192 ft-lbs.

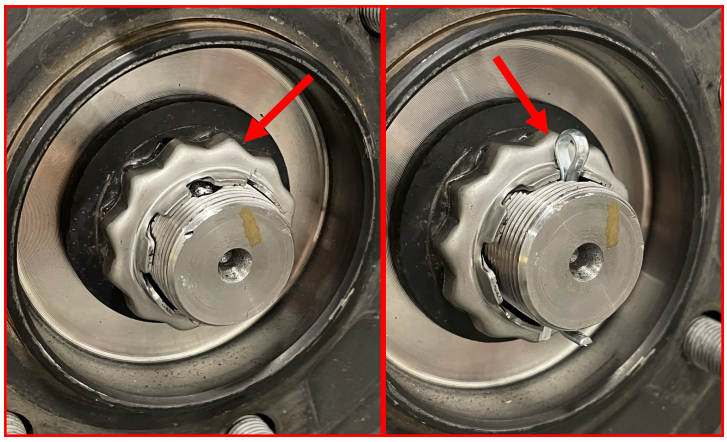
Torque the upper ball joint nut to 70 ft-lbs. Reattach the factory hook into the castle nut.



Torque the axle nut to 250 ft-lbs.

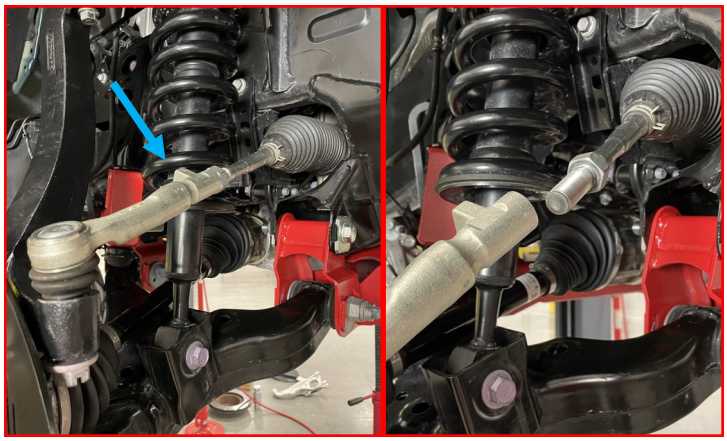
Slide the factory axle nut cover on.

Use a supplied 5/32 X 2in cotter pin to secure the axle nut.

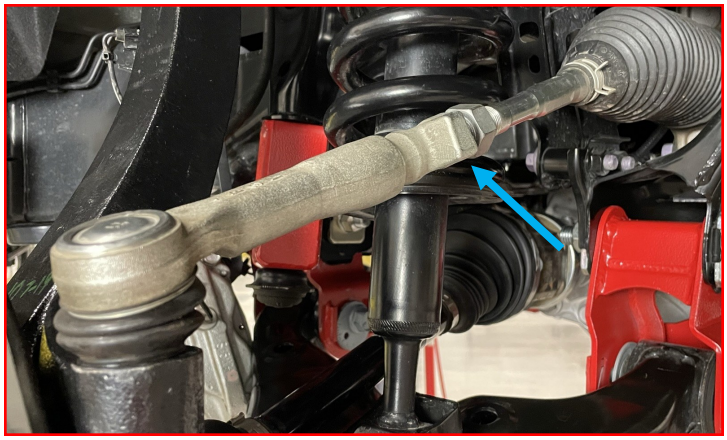


Remove the factory tie rod from the tie rod shaft and switch with the opposite side (driver to passenger, passenger to driver). Final torque of tie rod jam nut to be set by alignment tech.

Note: It may help to temporally install the tie rod into the knuckle to loosen the tie rod jam nut. Also, note the orientation of the nub on the tie rod.



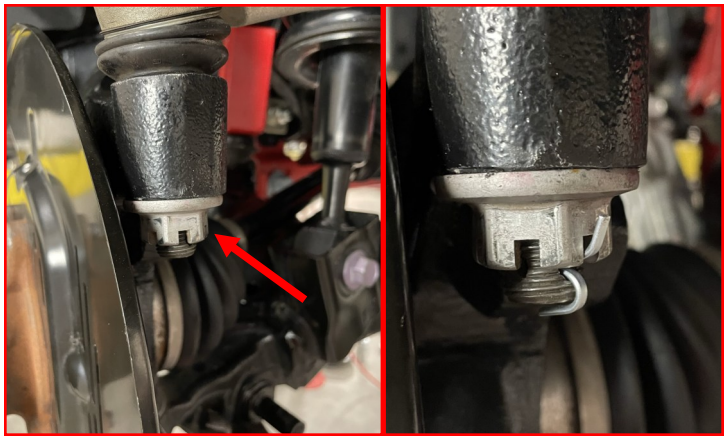
Note how the nub on the tie rod is opposite of the factory location in the previous step.



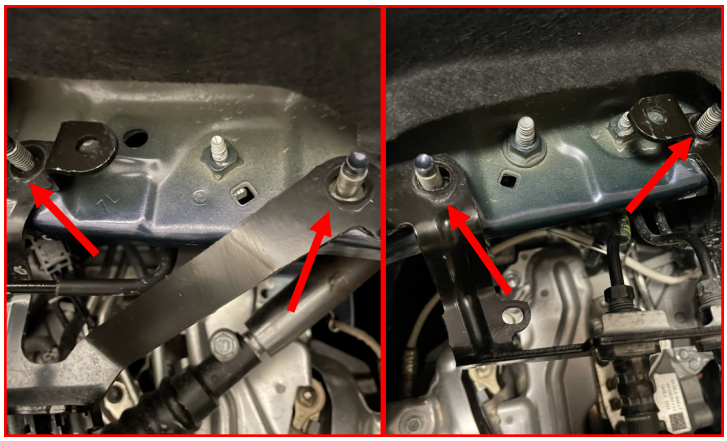
Using factory hardware, attach the tie rod to the knuckle from the top.

Torque to 89 ft-lbs then align cotter pin hole.

Use a supplied 1/8 X 1.5in cotter pin to secure the factory castle nut.

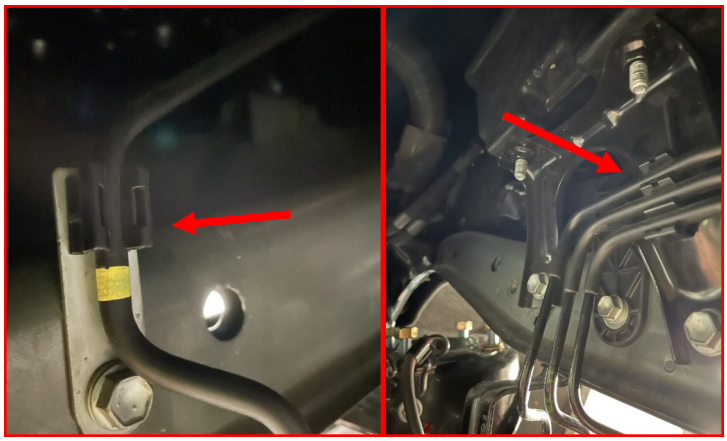


Remove the two (2) nuts holding the brake line bracket to the body (driver shown in the left image, passenger shown in the right image).



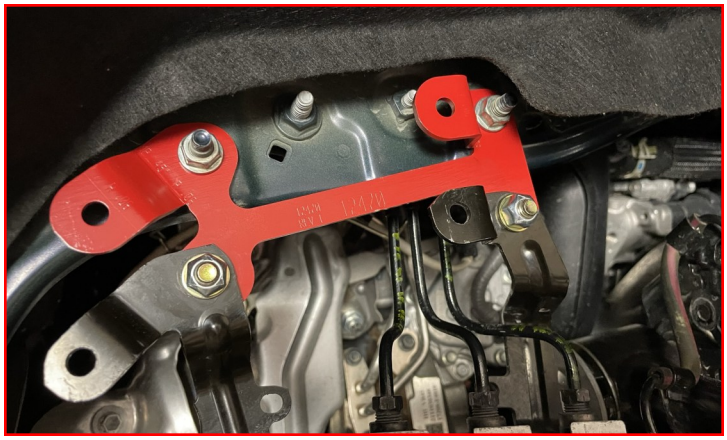
Remove the driver side brake lines from the plastic clip on the inside of the body panel opposite of the bracket removed in the previous step (left image).

Use a trim removal tool to remove the clip holding the three brake lines from the body panel opposite of the bracket removed in the previous step (right image).



Attach the supplied front brake line bracket 2 (left and right) to the body using factory hardware. Attach the factory brake line bracket to the supplied bracket using the supplied M8-1.25 X hex head bolt, M8-1.25 locking nut, and four (4) M8 flat washers.

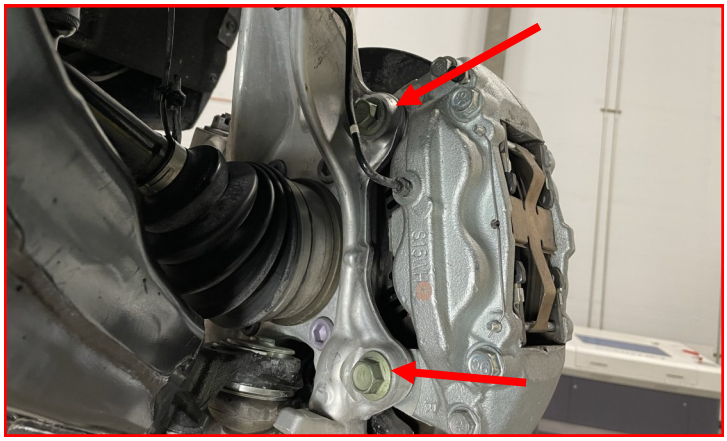
Torque all hardware to 20 ft-lbs.



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.

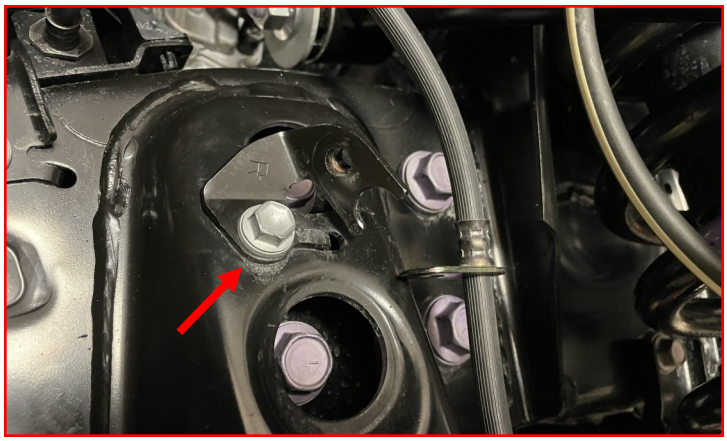


Remove the factory brake line bracket from the chassis.
Retain factory hardware.

Using factory hardware, install the supplied brake line bracket.

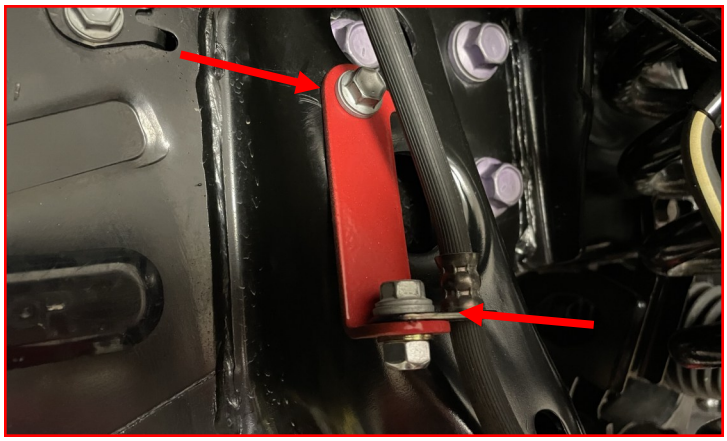
Note that they are left and right side specific.

Torque to 20 ft-lbs.



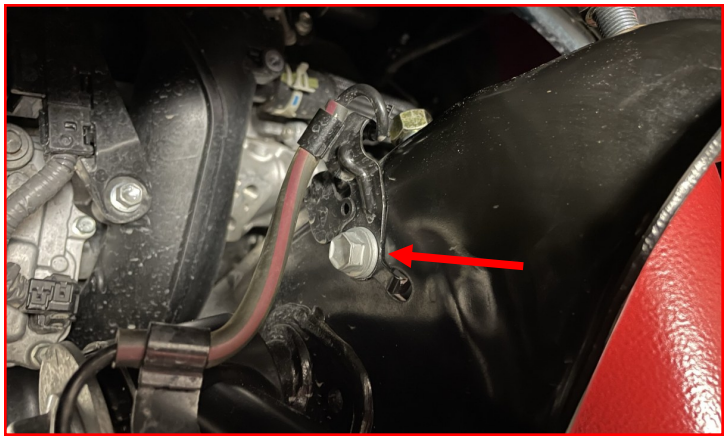
Attach the brake line to the supplied brake line bracket using factory hardware and the supplied M8-1.25 locking nut and M8 washer.

Torque to 20 ft-lbs.



Attach the ABS wire to the strut perch using factory hardware.

Torque to 20 ft-lbs.



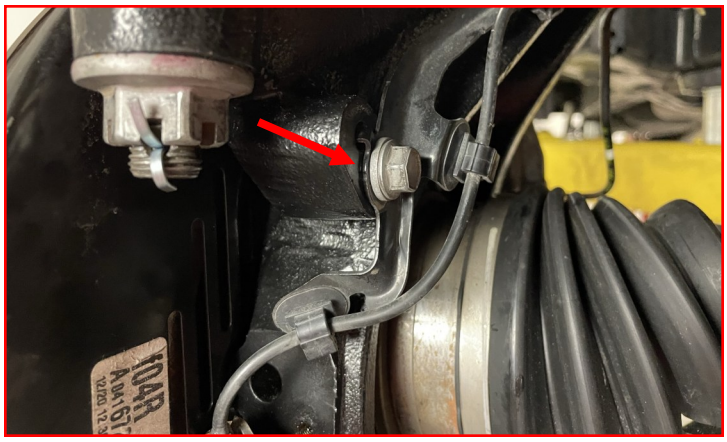
Using factory hardware, attach the ABS sensor wire at the middle of the knuckle.

Torque to 20 ft-lbs.



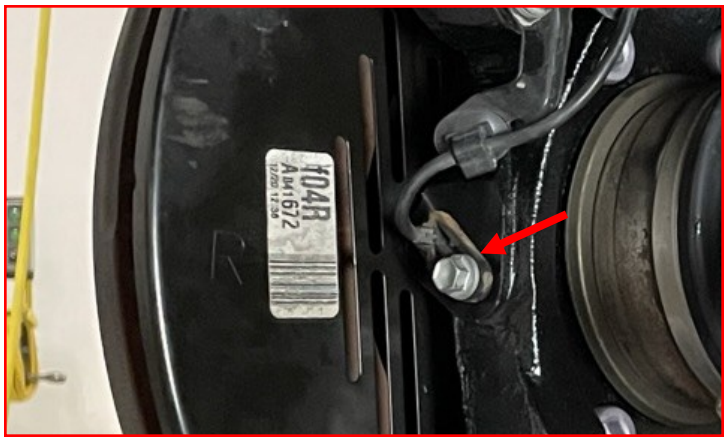
Using factory hardware, attach the ABS sensor wire at the bottom of the knuckle.

Torque to 20 ft-lbs.



Using factory hardware, attach the ABS/ wheel speed sensor.

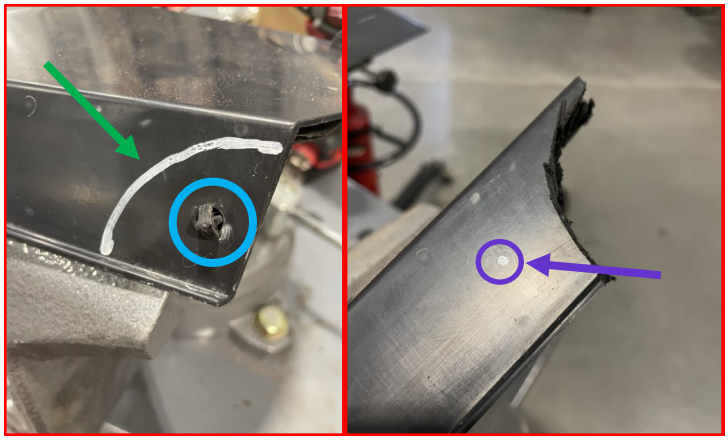
Torque to 8 ft-lbs.



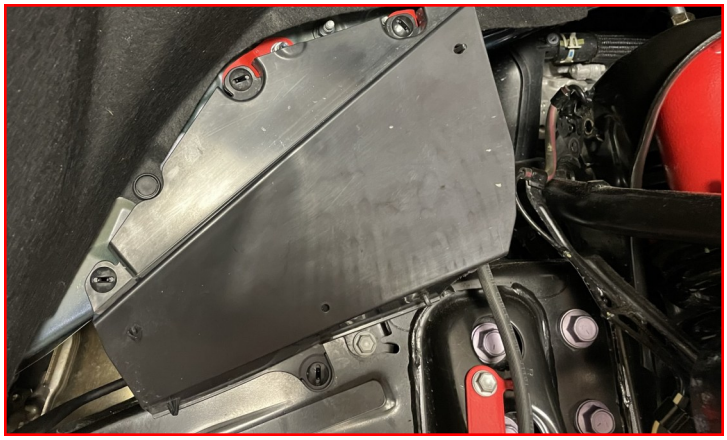
On the factory dirt shields removed on page 8, remove the retaining clip for the sound deadening in the front lower corner.

Mark and trim a semi-circle 1.75” from the edges (left image).

Drill a hole 0.75” from cut edge with a J sized drill. Insert previously removed clip (right image).

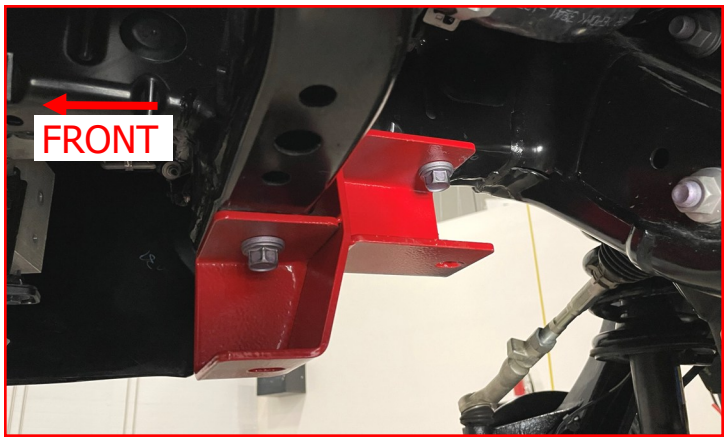


Replace the factory dirt shields onto the vehicle.



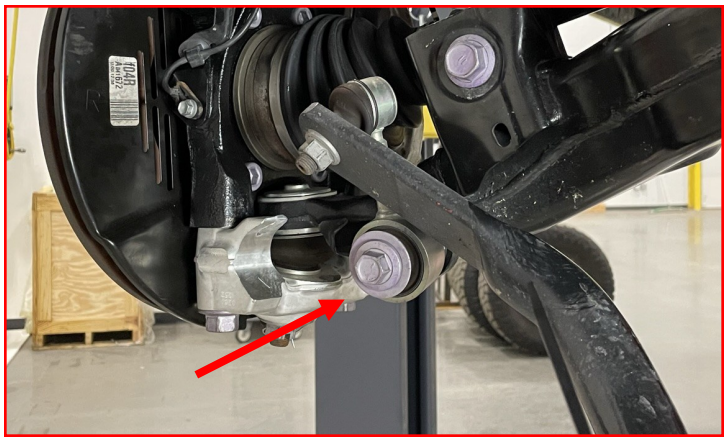
Using factory hardware, install the front sway bar drop brackets. Note that they are handed with the pockets facing inboard and the smaller mating faces towards the front of the vehicle.

DO NOT TIGHTEN AT THIS TIME.



Using factory hardware, attach the sway bar end links to the lower control arms.

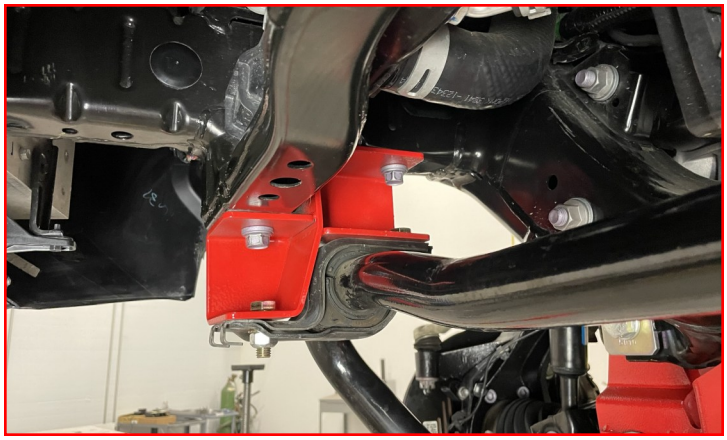
DO NOT TIGHTEN AT THIS TIME.



Using the supplied M12-1.75 X 50 bolt, locking nuts, and flat washers, attach the sway bar to the sway bar brackets.

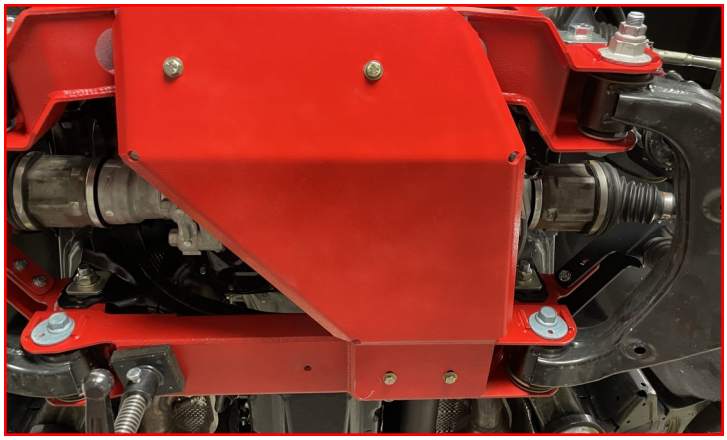
Torque the sway bar factory hardware to 80 ft-lbs.

Torque the sway bar bracket supplied hardware to 60 ft-lbs.



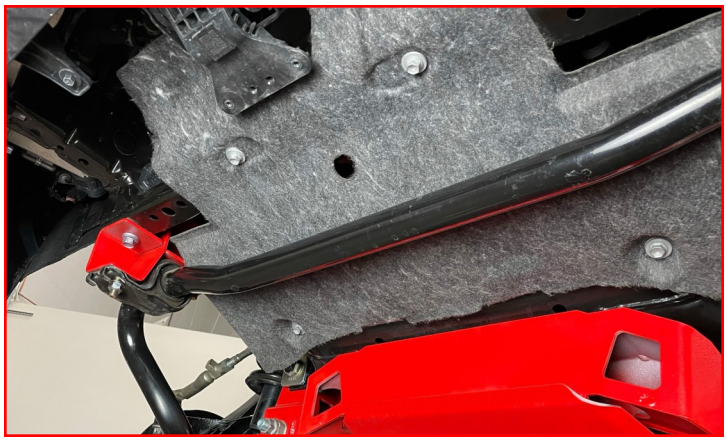
Install the supplied skid plate using the supplied 3/8-16 X 1" hex head bolts, lock nuts, and flat washers.

Torque to 40 ft-lbs.

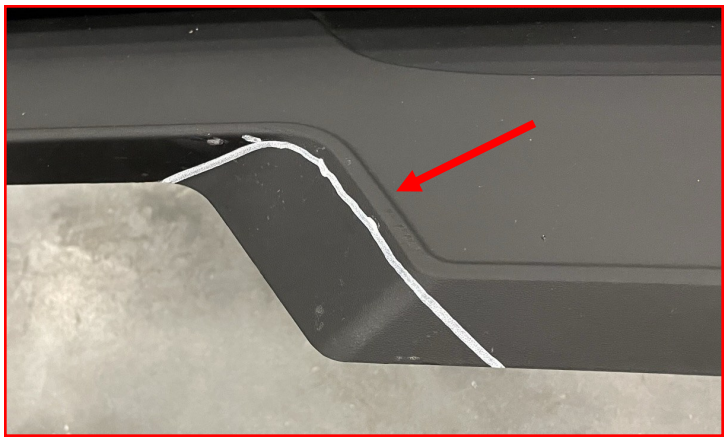


Using factory hardware, install the factory front dust shield.

Torque to 20 ft-lbs.



Trim the front air dam 0.25" from the inner edge. Contour the line to blend it into the air dam.



Using factory hardware, install the factory air dam onto the actuator.

DO NOT TIGHTEN AT THIS TIME.



Using factory hardware, attach the front air dam to the chassis.

Torque factory hardware to 20 ft-lbs.



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

Torque the lower strut bolt factory hardware to 115 ft-lbs.

Attach the vehicle negative power source.

Torque the sway bar end link 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.

It can help to remove the spare tire.

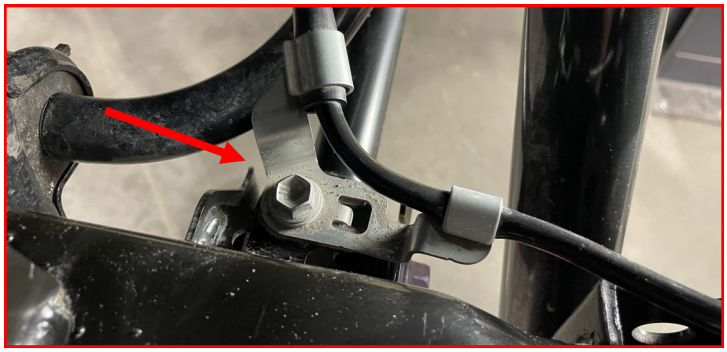
Steps must be repeated on both sides concurrently.

If vehicle is equipped with wire harness from rear axle to frame, unclip clips holding them to OE mounting brackets. Do not reattach.



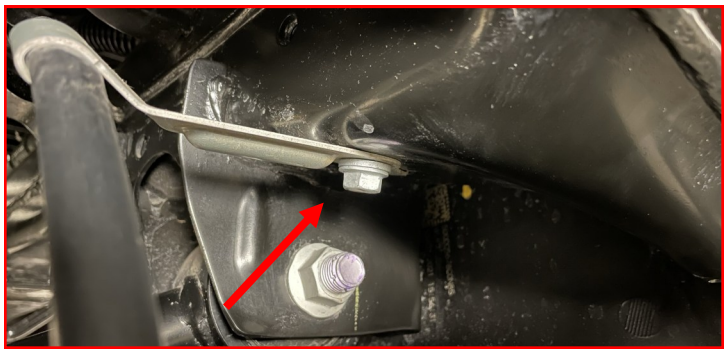
Remove the bolt (one on each side) holding the brake line to the axle.

Retain factory hardware.



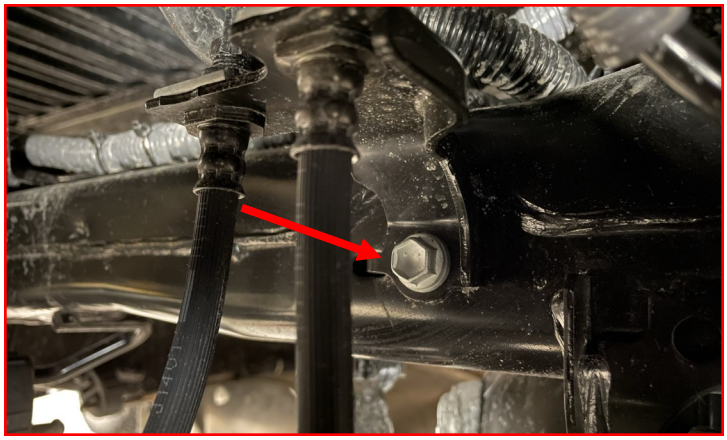
Remove the bolt (one on each side) holding the brake line to the body.

Retain factory hardware.



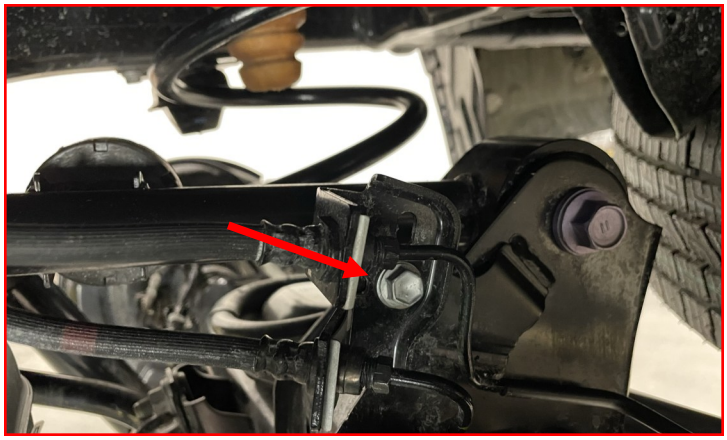
Remove the bolt holding the brake line to the frame.

Retain factory hardware.



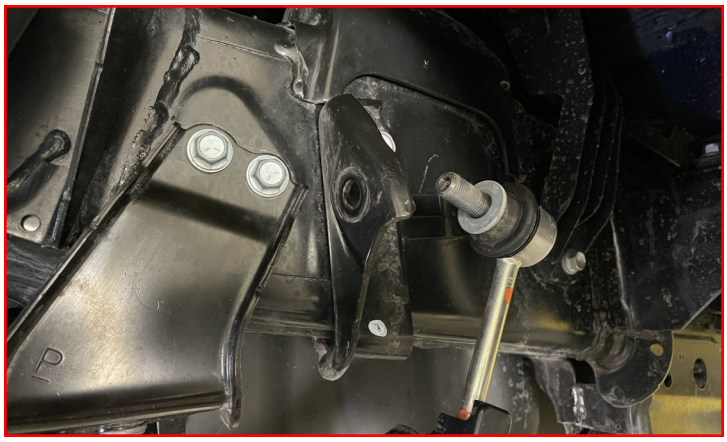
Remove the bolt holding the brake line to the axle.

Retain factory hardware.



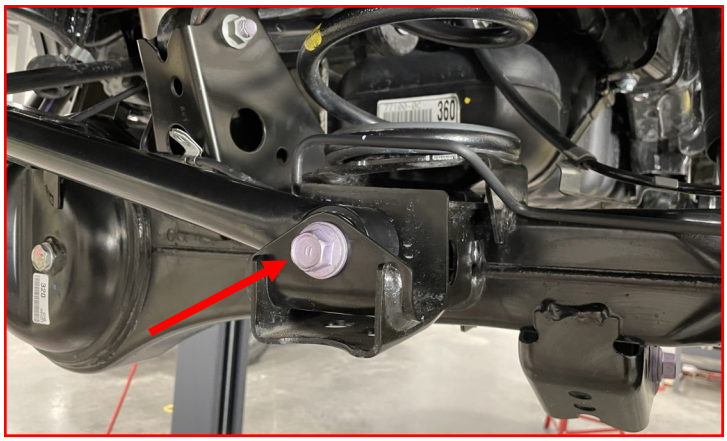
Remove the end link nut and let the end hang out of the way.

Retain factory hardware.



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

Retain factory hardware.



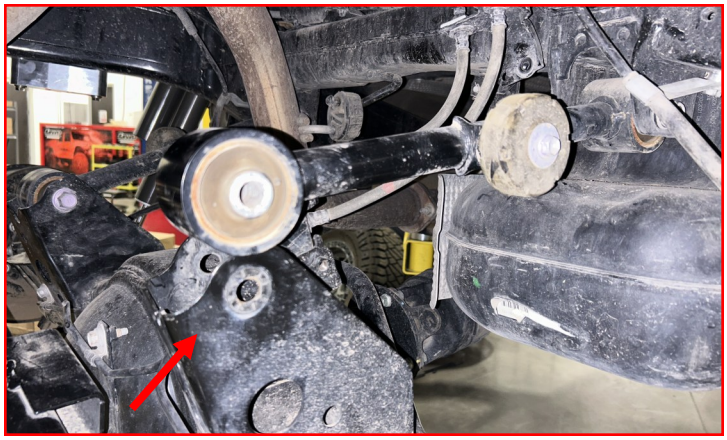
Loosen but **DO NOT** remove the **DRIVER** upper control nut at the axle.

NOTE: Turn the bolt while holding the nut. Turning the nut may damage OE hardware.

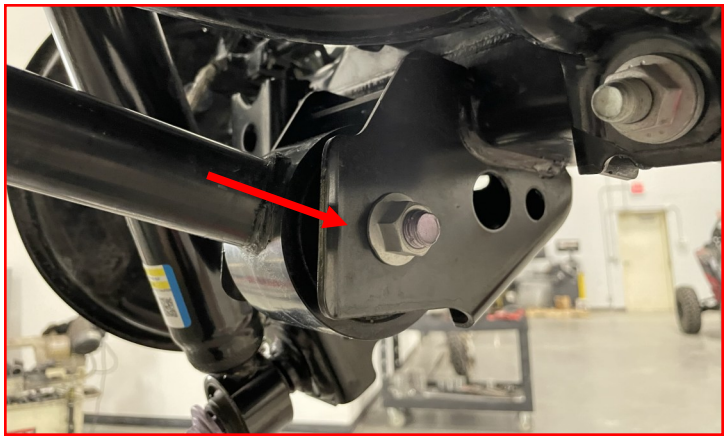
Remove the **PASSENGER** upper control bolt at the axle.

NOTE: If equipped with headlight sensor bracket, support the arm to avoid damaging the sensor.

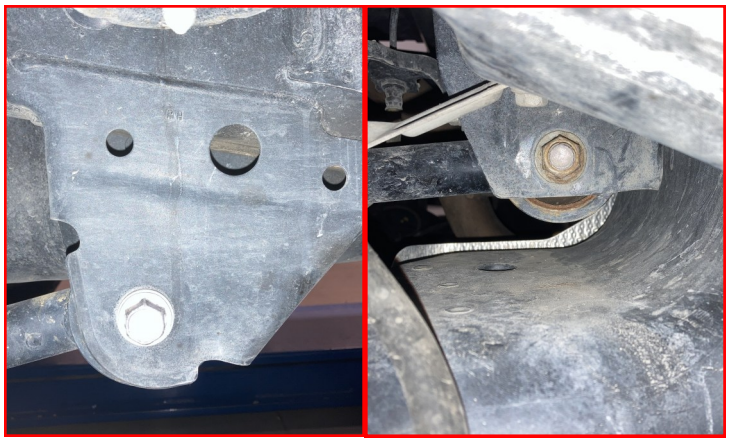
Retain factory hardware.



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

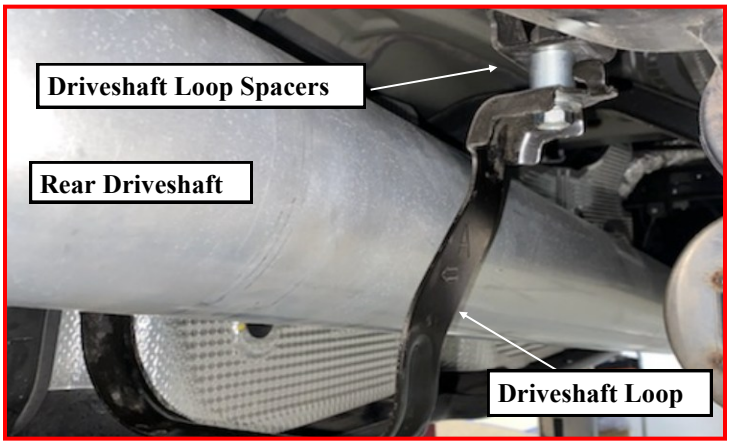


Loosen but **DO NOT** remove the lower and upper control arm nuts at the frame.



Remove rear driveshaft loop. Install driveshaft loop spacers from hardware pack between loop and frame using OE hardware. Torque to factory spec.

Support the rear axle on both sides before performing the following steps.

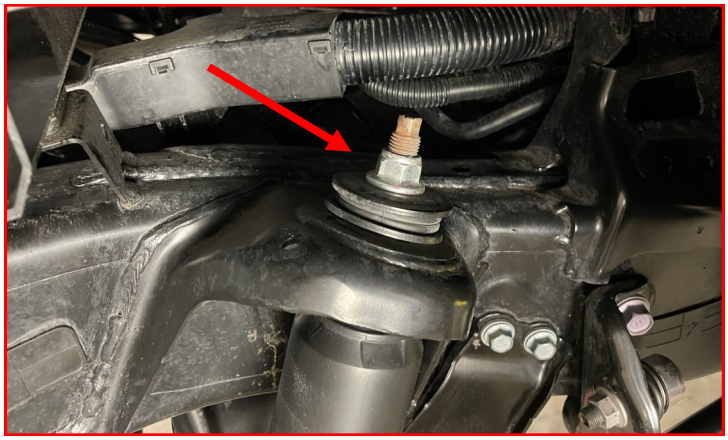


Loosen but **DO NOT** remove the lower shock bolt.



Remove the upper shock nut and bushing.

Retain factory hardware.

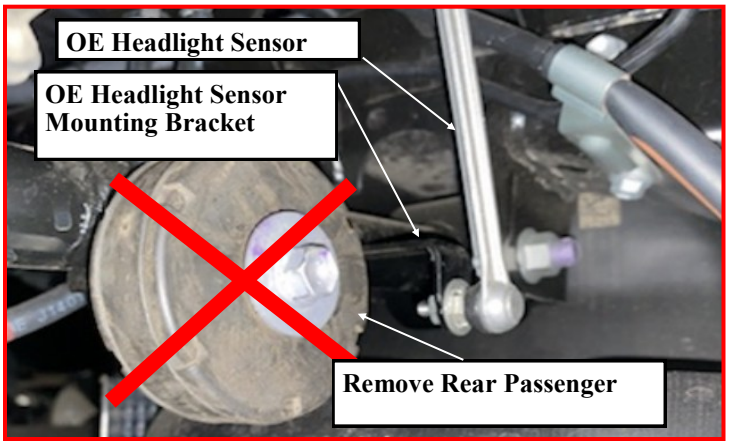


Lower the axle enough to remove the rear springs.

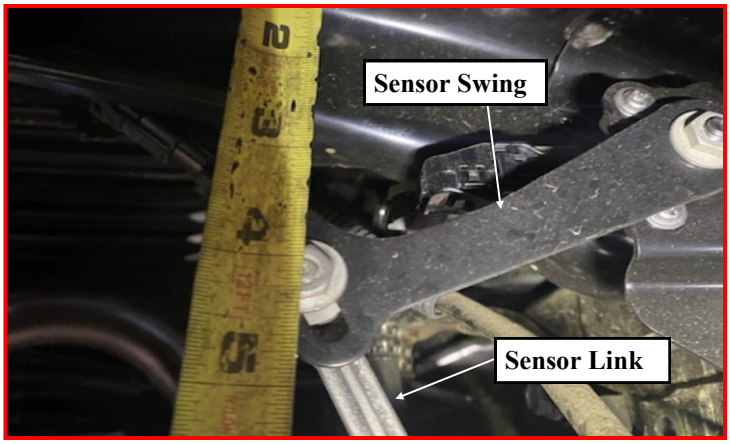
Retain factory hardware.



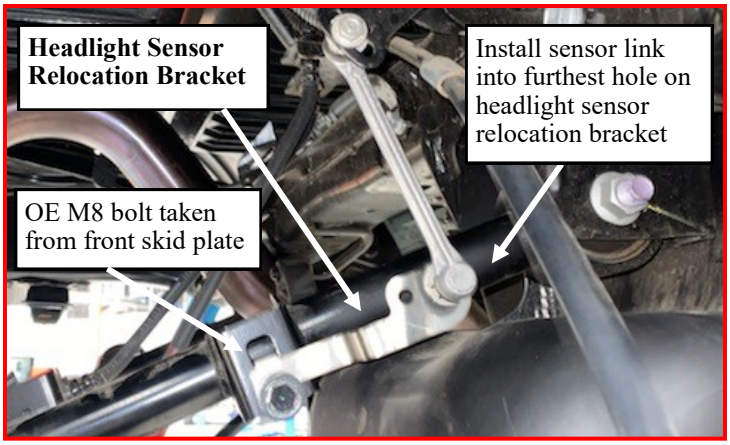
If equipped with headlight sensors on the rear upper control arms, disconnect sensor link from upper control arm, save link hardware for reinstallation. Mark around mounting bracket on upper control arm. Using a sufficient cutting tool, cut and remove mounting bracket. Clean the area thoroughly and paint the exposed metal with a good quality paint.



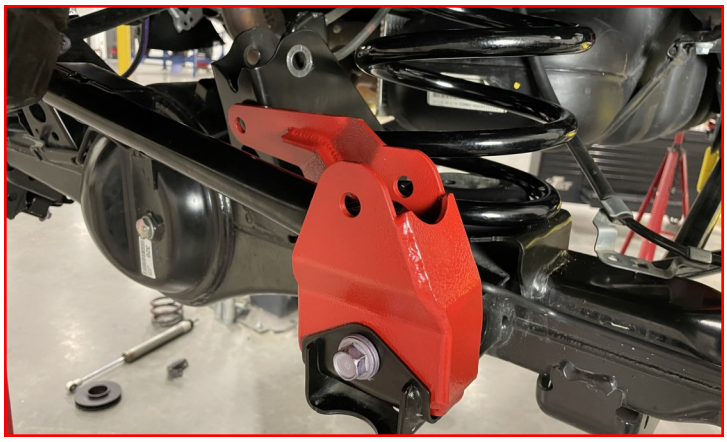
Remove rubber bumper from passenger side only to allow for full droop without contact of bumper and gas tank. Measure from bottom of the swing arm on sensor vertically to the frame. Should be about 4 3/16" at ride height. See Photos 31 and 32.



Using the sensor link hardware, and previously removed M8 bolt from the front skid plate, install headlight sensor relocation bracket (90-13800) from hardware pack (90-60866). Install sensor link on the furthest hole for 6" kits.

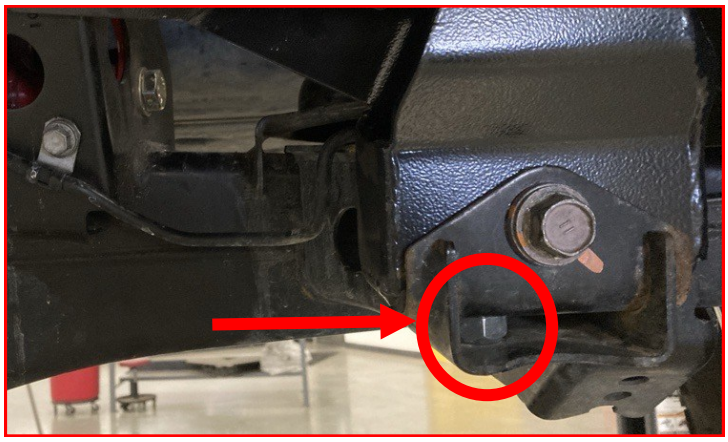


Install the supplied Trackbar Bracket using the Factory Hardware. **DO NOT TIGHTEN**



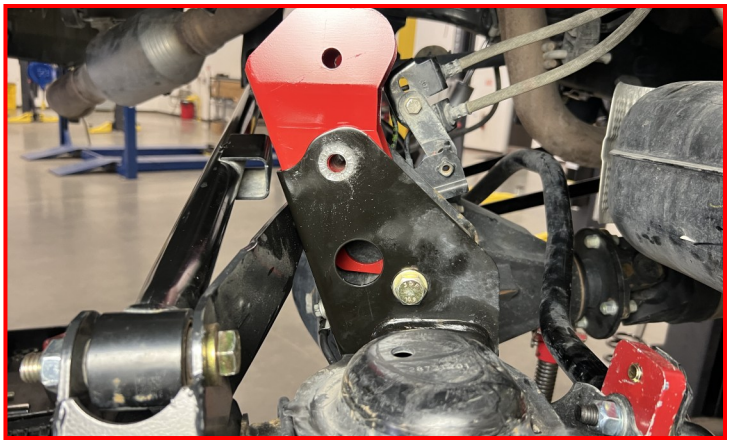
Use two M12 washers under the head of the M12 Allen Head bolt with the supplied locking nut inserted in the bottom side of the OE bracket. **DO NOT TIGHTEN**

NOTE: Do not install the M14x30mm hardware through the control arm pocket.

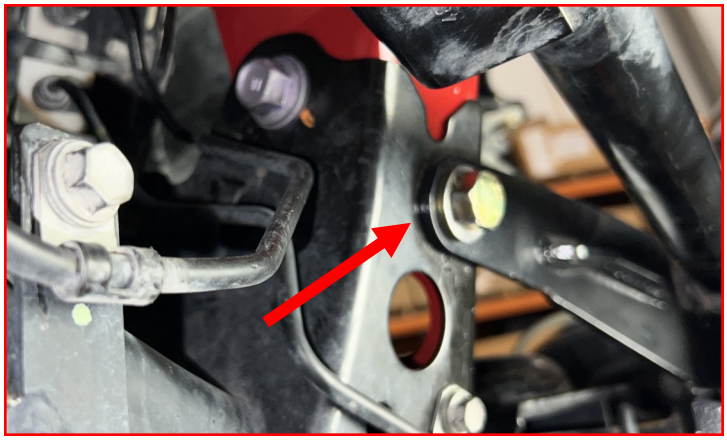


Using the factory control arm hardware and the supplied M14 hardware, install the Geometry Correction Bracket on the passenger side.

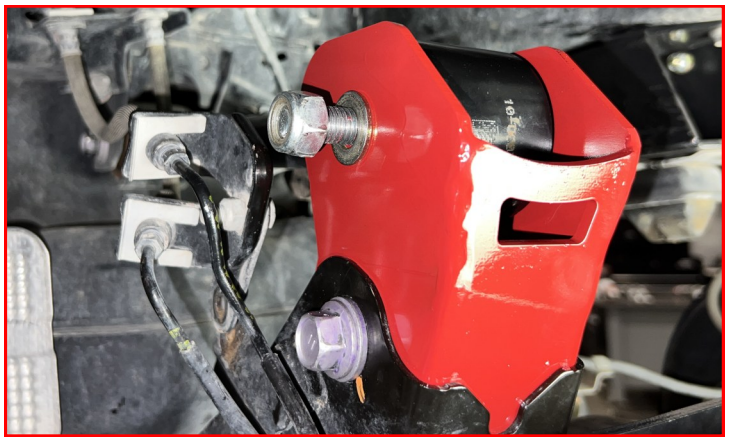
Note: The bolt through the side of the control arm bracket is fine thread (M14-1.5mm) and the bolt and nut through the rear of the bracket are coarse thread (M14-2.0).



Note: The brackets can be installed on either side. The passenger side bracket shares the rear M14-2.0x30mm mounting bolt with the trackbar relocation bracket.



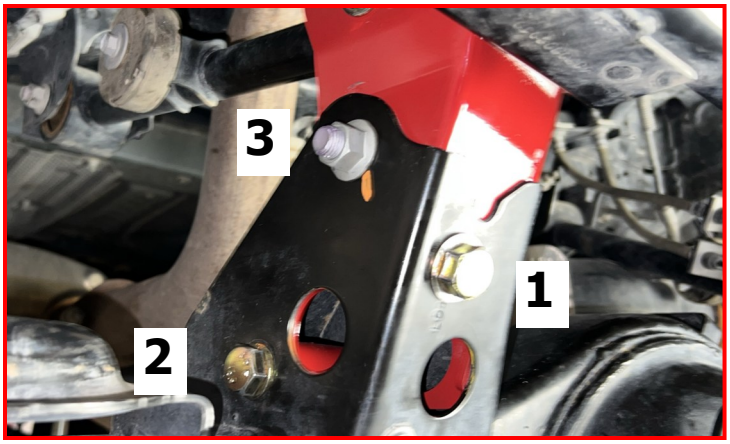
Using the supplied M14-2.0x100mm bolt, washers, and nut, attach the upper control arm to the geometry correction bracket.



Repeat steps on driver side.

Snug the rear M14 bolt first followed by the M14 bolt through the side and lastly the OE M14 bolt through the original control arm hole for both brackets. **Do not tighten control arm bushing bolts at this time.**

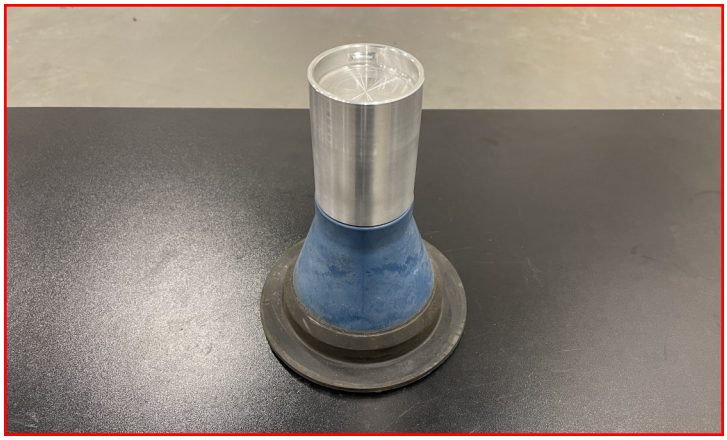
Torque all three bolts to 100 ft-lbs.



Remove the factory bump stop from the factory spring isolator.



Install the supplied rear bump stop extension onto the factory isolator.



Attach the supplied bump stop extension to the factory isolator using thread locker and the supplied M10-1.5 hex bolt and M10 washer.

Torque the M10 hardware to 20 ft-lbs.



Insert the factory bump stop into the extension.



Place the factory bump stop and isolator on the top of the spring 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.



Ensure upper shock mount is assembled with the anti-rotation plate followed by the thick black washer, bushing, and steel shock centering ring as seen in the photo.

Note: Driver side is shown in the photo.



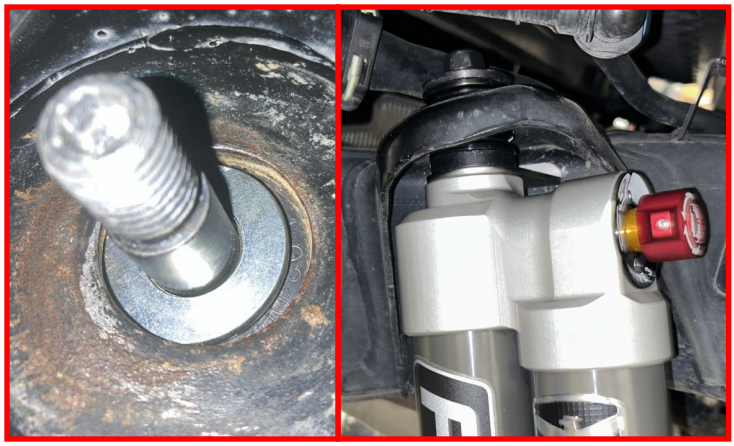
Second photo to help with orientation of anti-rotation plate.

Note: Drive side is shown in the photo.



Install the Falcon rear shock and ensure the shock centering ring is located inside the large hole on the factory shock mount on the frame. Install the top bushing, washer, and nut. Tighten just enough to capture the shock centering ring within the frame mount.

DO NOT FULLY TIGHTEN AT THIS TIME.

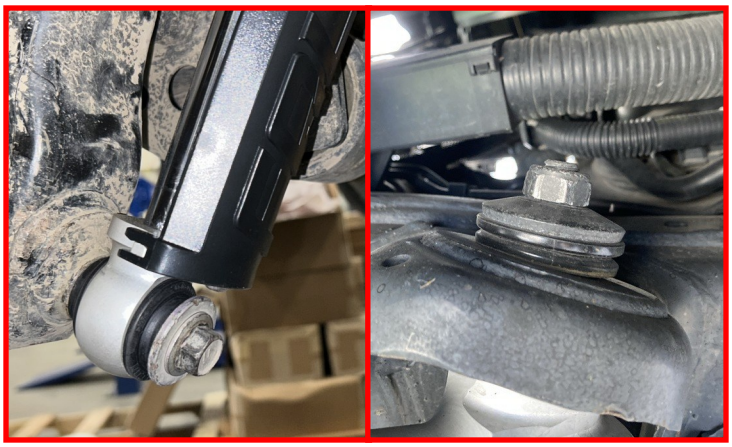


Slide the rear shock over the shock mount and secure using the factory hardware.

Note: This may be easier if the rear suspension is compressed slightly to help align the bushings.

Torque lower bolt to 60 ft-lbs.

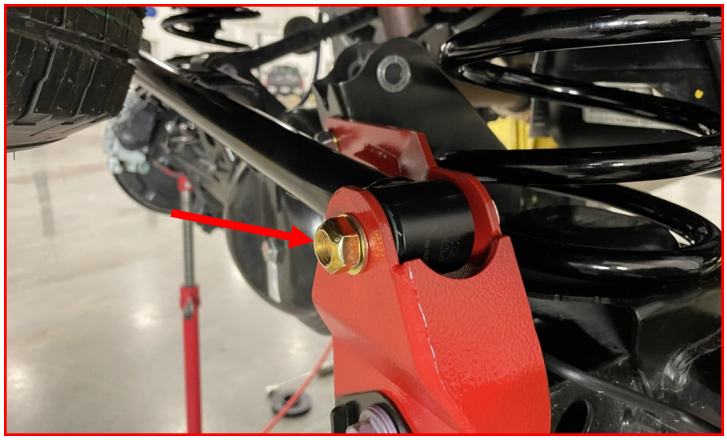
Snug upper nut so that one thread is exposed beyond the nut.



Using the supplied M14-2.00 X 90mm hex head bolt, M14-2.00 locking nut, and two (2) M14 washers attach the factory Panhard bar to the track bar bracket.

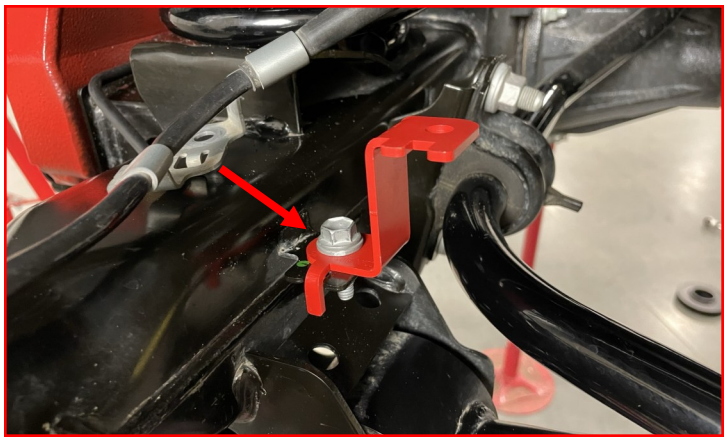
Install front to back.

DO NOT TIGHTEN AT THIS TIME.



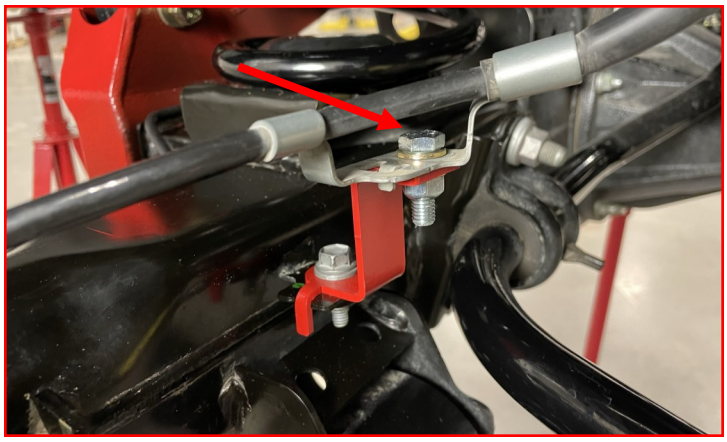
Install the rear ABS bracket between the brake line and the axle using the factory bolt (one on each side) holding the brake line to the axle.

Torque to 20 ft-lbs.



Using the supplied M8-1.25 X 20mm hex head bolt, M8-1.25 locking nut, and two (2) M8 washers attach the brake line to the supplied bracket.

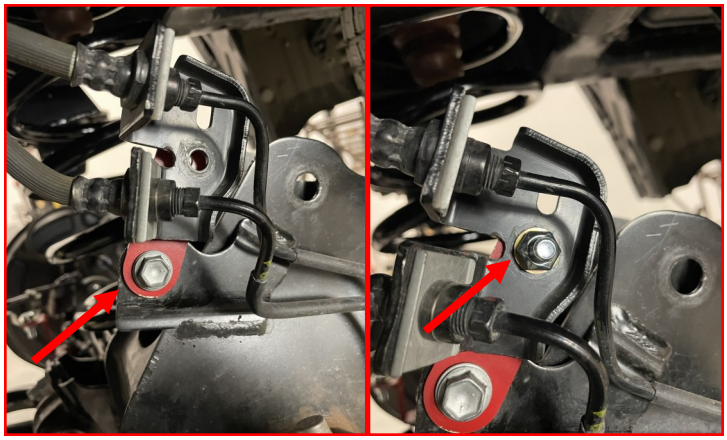
Torque to 20 ft-lbs.



Install the rear ABS relocator between the brake lines and the axle using the factory bolt holding the brake line to the axle.

Using the supplied M8-1.25 X 20mm hex head bolt and M8 washer, attach the brake line to the supplied bracket.

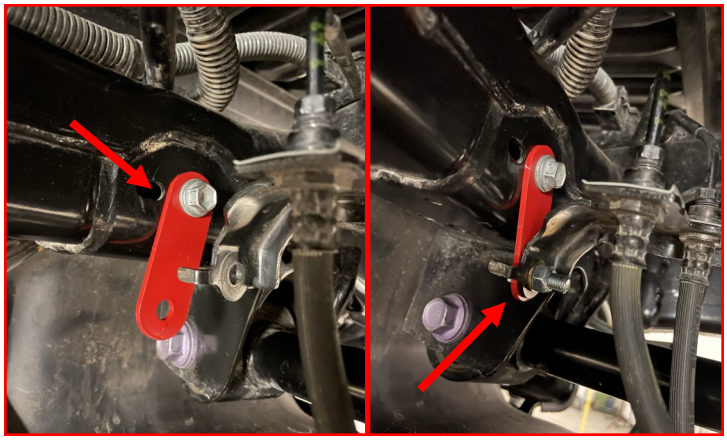
Torque to 20 ft-lbs.



Install the rear ABS relocator between the brake lines and the frame using the factory bolt holding the brake line to the frame.

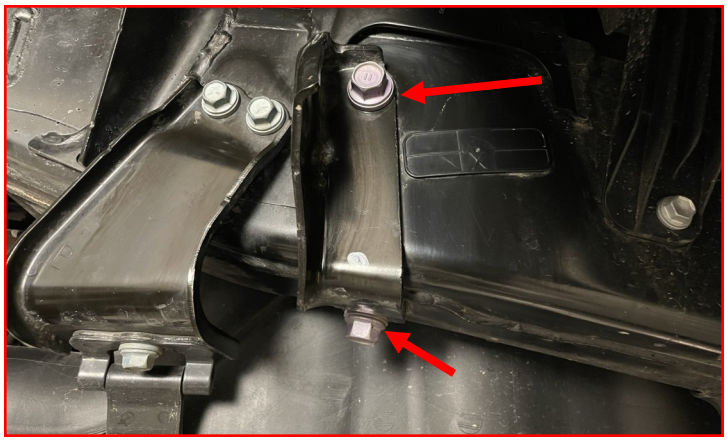
Using the supplied M8-1.25 X 20mm hex head bolt, M8-1.25 locking nut, and two (2) M8 washers attach the brake line to the supplied bracket.

Torque to 20 ft-lbs.



Remove the factory end link mount.

Retain factory hardware.



Install the sway bar drop bracket using the factory hardware.

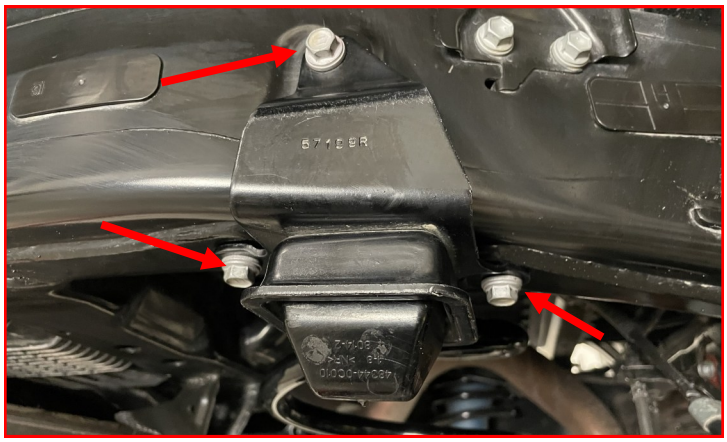


Attache the sway bar link to the drop bracket using the factory nut.



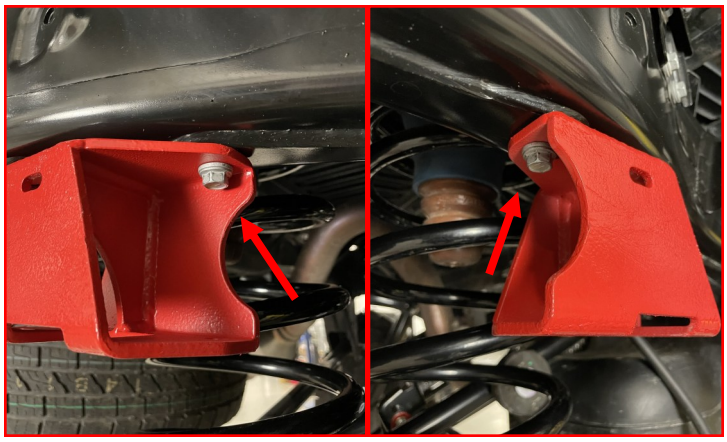
Remove the three bolts holding the bump stomp to the frame.

Retain the factory hardware.



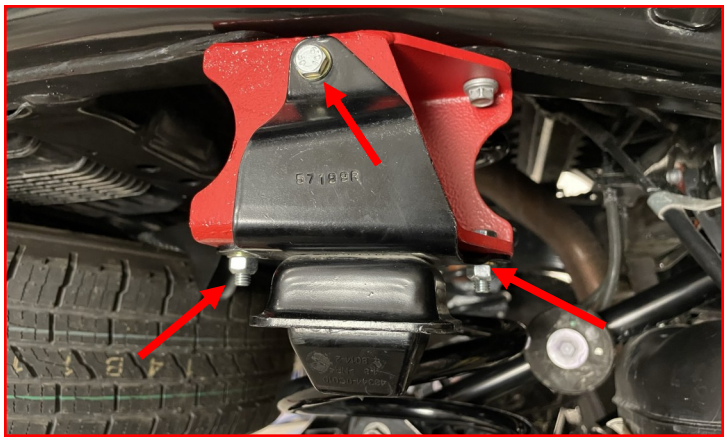
Attach the supplied bump stop extension to the frame with factory hardware in the bottom holes.

Torque all hardware to 20 ft-lbs.



Attach the factory bump stop to the extension using the supplied M8-1.25 X 20mm hex head bolts and M8 flat washers, starting with the lower bolts.

Torque hardware to 20 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.

Torque the M14 Panhard bar bracket hardware to 110 ft-lbs.

Torque the M12 Panhard bar bracket hardware to 60 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	**+3.1**	**+3.1**	**+/- 0.5**	**+0.0**
Toe	**+0.12**	**+0.12**	**+/- 0.05**	**+0.24**