44-30621 2020 GM HD 6” 2.1 LIFT KIT

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.****

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT manufactures. The ReadyLIFT product warranty only extends to the original purchaser of any ReadyLIFT product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts.

Our Limited Lifetime Warranty excludes the following ReadyLIFT items; bushings, bump stops, ball joints, tie rod ends, heim joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship.

This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.

Product purchased directly from ReadyLIFT has a 90 day return policy on uninstalled products from the date of purchase (may be subject to restocking fee). Uninstalled product returns must be in the original ReadyLIFT packaging. Please call **(877) 759-9991** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT. **Returns without RGA# will be refused.** Contact ReadyLIFT directly about any potentially defective parts prior to removal from vehicle.

ReadyLIFT products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT product. ReadyLIFT is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT reserves the right to change, modify or cancel this warranty without prior notice.

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.

IMPORTANT NOTE:

The 42-30840 kit was developed using a 37x12.5 tire with 20x10" wheel offset of –18. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 11.5" 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. The Stock spare wheel may not fit the on the front axle due to over sized steering knuckles. If you encounter a flat on the front axle move one of the rear wheels to the front and use the spare on the rear.

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.

This kit requires the removal and installation of the torsion bar arms. ReadyLIFT recommends to use our Torsion Key Unloading tool or similar.
ReadyLIFT SKU: 66-7816A

When setting the torsion key adjustment bolt do not exceed 32" for the 42-30840 kit. Measure from the wheel center to the fender edge. Exceeding this will create a top off condition, meaning the suspension has little to no down travel. The result is poor ride quality, and premature failure of components.

Pre Installation Measurements

It is imperative that you record the following measurements and factory components. ReadyLIFT test and records as much data from each application as possible. Vehicle manufactures may change components or add models with different options. By recording and not exceeding the fender to hub center that ReadyLIFT call out will ensure the lift on your vehicle is correct. This measurements and components will effect the completion of this lift kit. Failure to do so may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in a incorrect wheel alignment. This will wear tires incorrectly inside or outside edge. An Incorrect alignment will cause poor vehicle handling issue such as under steer. Over lifting will also cause a shock top off condition, creating poor ride quality and pops and clunks 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 adjusting to factory position after the completion will ensure a safe and enjoyable experience.

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

Factory components

Factory torsion key	Part #
Factory torsion adjustment bolt	Length of threads
Factory rear block height	Yes/no
Factory rear over load leaf	Yes/no

VEHICLE RIDE HEIGHT MEASUREMENTS
Measure from the fender edge to the axle hub center

	Factory front axle		**Factory rear axle**	
44-30621	**ReadyLift target**	**32**	**ReadyLift target**	**32**
	After lifted		**After lifted**	

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Knuckle Driver	1
Knuckle Passenger	1
Torsion Arm Bracket Driver	1
Torsion Arm Bracket Passenger	1
Torsion Arm Spacer	2
Torsion Arm Collar	2
Front Crossmember	1
Rear Crossmember	1
Skid Plate	1
CV Axle Spacer	2
Driver Diff Bracket	1
Pass Diff Bracket	1
Rear 12" straight end link	2
Crush Sleeve	4
Bushing	4
Front Brake Line Bracket Driver	1
Knuckle driver brake line bracket	1
Front Brake Line Bracket Passenger	1
Knuckle passenger brake line bracket	1
Bump Stop Extension	2
Bump Stop Nut Plate	2
Bump Stop Extension Washer	2
Front shock	2
Rear shocks	2
Tapered Block Driver	1
Tapered Block Passenger	1
U-bolt	4
Rear Brake Line Bracket	1
Hardware Pack	1

HARDWARE PACK	
DESCRIPTION	QTY
Torsion Arm Bracket	
3/4-10 x 6" hex head grade 8 Zinc	2
3/4-10 top locking nut grade 8 Zinc	2
3/4 flat washer Zinc	4
1/4-20 x 1.5 SHCS grsde 8 Black Oxide	4
7/16-14 x 2" hex head grade 8 Zinc	2
7/16-14 top locking nut grade 8 Zinc	2
7/16 flat washer Zinc	4
Front Crossmember	
M18-2.5 x 120 hex head 10.9 Zinc	2
M18-2.5 top locking nut 10.9 Zinc	2
M18 flat washer	4
Rear Crossmember	
M18-2.5 x 140 hex head 10.9 Zinc	2
M18-2.5 top locking nut 10.9 Zinc	2
M18 flat washer	4
3/8-16 X 1.25 hex head grade 8 Zinc	2
3/8-16 top locking nut grade 8 Zinc	2
3/8 flat washer Zinc	4
Skid Plate	
3/8-16 x 1.00 hex head Grade 8 Zinc	4
3/8 flat washer Zinc	4
CV Axle Spacer	
M12-1.75 x 55 hex head 10.9 Zinc	16
M12 flat washer	16
Driver Diff Bracket	
M12-1.75 x 35 hex head 10.9 Zinc	3
M12 flat washer	6
M12-1.75 top locking nut	6
Pass Diff Bracket	
M12-1.75 X 35 hex head 10.9 Zinc	2
M12-1.75 top locking nut 10.9 Zinc	4
M12 flat washer Zinc	6
12" straight end link	
M12-1.75 x 70 hex head 10.9 Zinc	2
M12-1.75 x 80 hex head 10.9 Zinc	2
M12-1.75 top locking nut 10.9 Zinc	4
M12 flat washer Zinc	8
Front Brake Line Bracket	
1/4-20 X 1.00 hex head grade 8 Zinc	4
1/4-20 top locking nut Zinc	4
1/4 flat washer Zinc	8
Bump Stop Extension	
3/8-16 x 5.5 SHB grade 8 (allan head)	2
Rear Brake Line Bracket	
5/16-18 x 1" hex head grade 8 Zinc	2
5/16-18 top locking nut grade 8 Zinc	2
5/16 flat washer Zink	4

⚠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.

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.

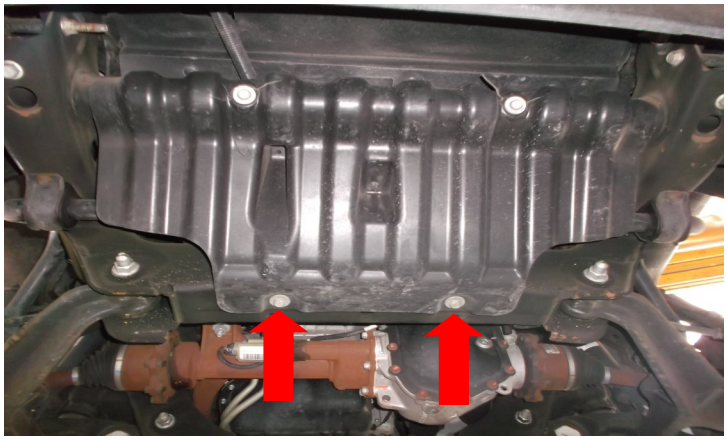
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

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.

The Following steps for the front axle suspension disassembly and reassembly should be completed simultaneously.

Remove the front plastic gravel guard lower bolts.



Remove the lower skid plate from the cross members. Reinstall the gravel guard bolts to the front cross member.



Remove the shock hardware from the frame and lower control arms (LCA). Discard the shocks and upper shock hardware. Retain the LCA shock hardware.



Measure and record the torsion key adjuster bolt length. Remove the torsion bar adjustment bolt.

Record here:



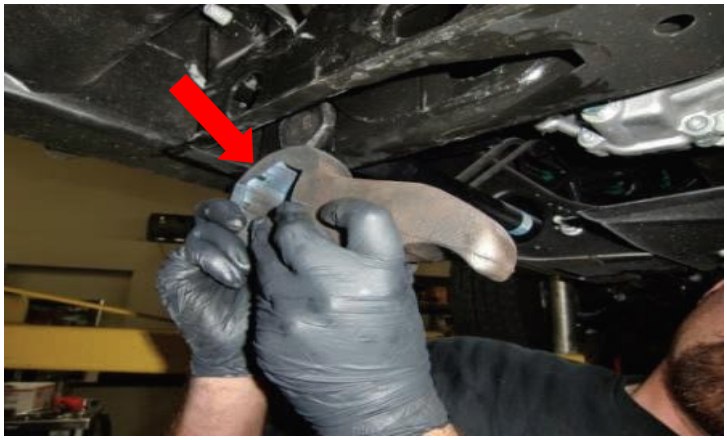
Using a torsion bar unloading tool (ReadyLIFT part #66-7816A) or similar Relieve the pressure on the torsion key cross pin. Take care as the torsion key is under extreme pressure and can cause injury and/or death if handled improperly. Always use safety equipment.



Once the torsion key is adjusted high enough, remove the cross pin. DO NOT push it through with your finger. Always pull it out away from the keyway. Once the cross pin is out, remove the torsion bar unloading tool.



Push the torsion bar forward through the factory keyway cross member and lower control arm. You may need to use a hammer and punch. Hammer on the end of the bar to break it loose from the keyway and control arm. Remove the factory Key.



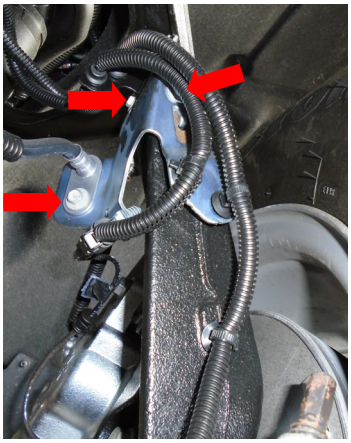
Loosen but do not remove the outer tie rod end nut at the knuckle. Strike the tie rod boss with a dead blow hammer to dislodge the taper. Remove the tie rod after this has been completed.



Remove the wheel sensor from the steering knuckle. Retain factory hardware.

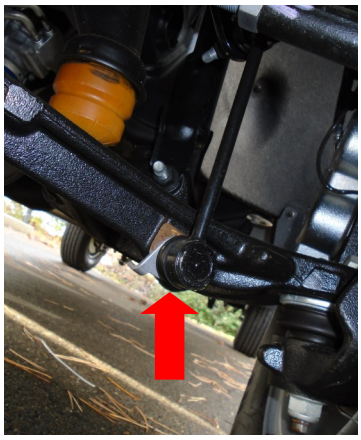


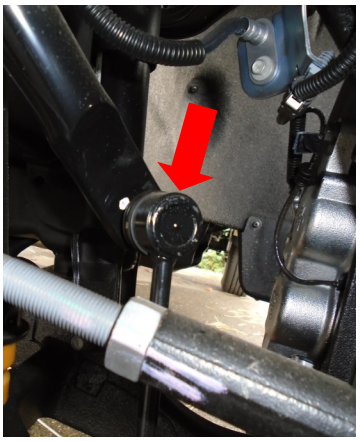
Remove all ABS wire clips and brake line brackets at the frame and knuckle.





Remove the sway bar end links from the LCA and the sway bar. Discard the end links and hardware.

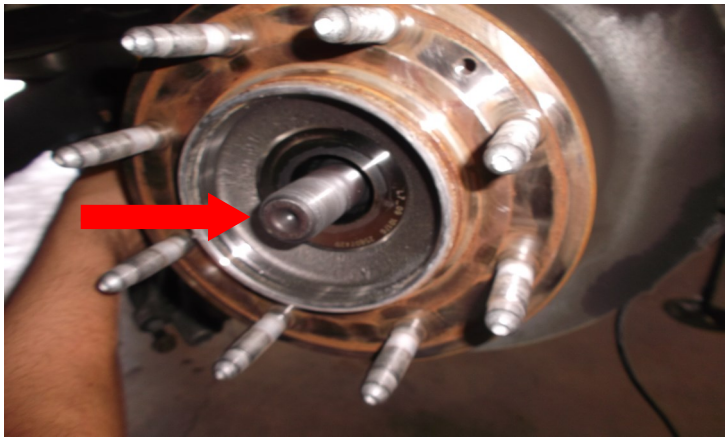




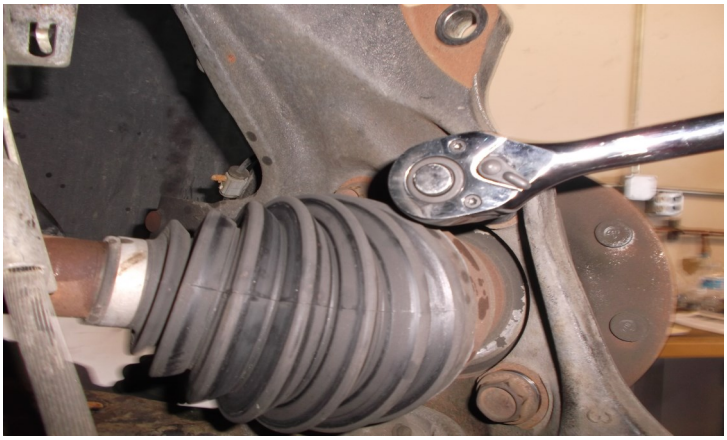
Remove the axle dust cover using a chisel or other suitable tool. Remove the brake caliper from the knuckle. Use a suitable device and hang the caliper out of the way. DO NOT let the caliper hang by the rubber brake line.



Remove the axle nut and brake rotor.



Remove the hub bearing mounting hardware from the knuckle. Make sure to not drop the hub assembly. Remove the dust shield with the assembly.



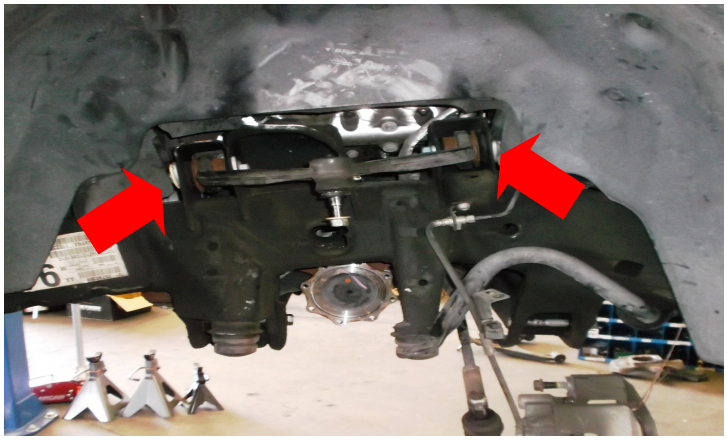
Support the LCA with a suitable jack. Loosen but do not remove the upper and lower ball joint nuts. Strike the ball joint boss on the knuckle to dislodge the tapers. Remove the knuckle from the upper and lower control arms.



Mark the CV axle flange to the differential flange and driver / passenger side for reinstallation later. Remove the CV axle hardware. Remove the CV axle from the vehicle.

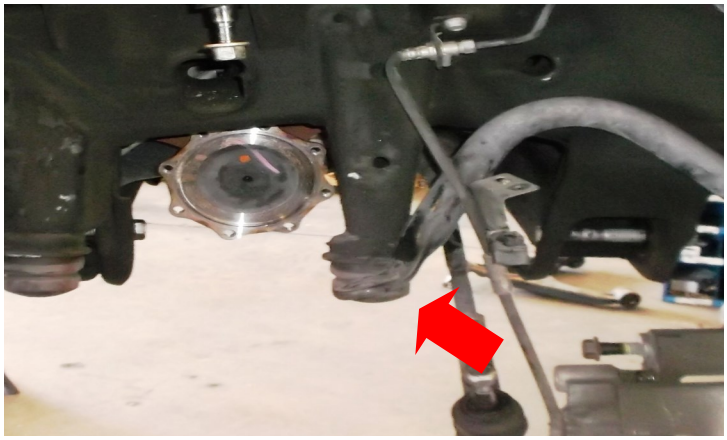


Remove the LCA and torsion bars from the frame. Make sure to keep the torsion bars in the same direction as they were installed from the factory.



Remove the upper control arms.

Remove the front two driver/ passenger LCA bump stops from the frame. You may need to smack them with a dead blow hammer to dislodge them. Be careful of the rebound. Retain factory bump stops. Do not remove the rear bump stop.



Remove and discard the rear cross member from the frame.



Disconnect the electrical connectors and vent tube from the differential.



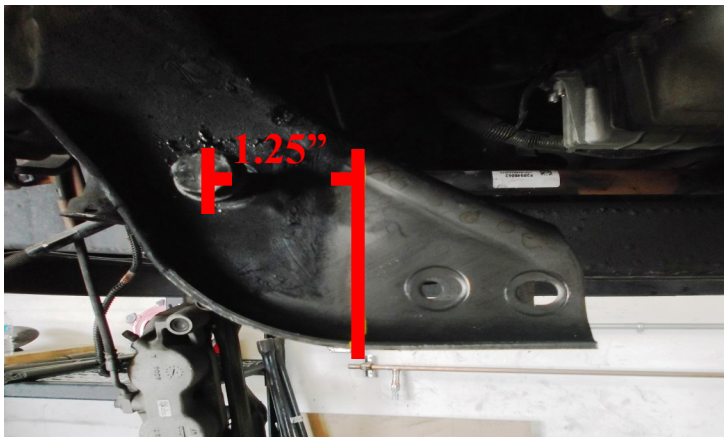
Mark the front drive shaft to pinion orientation for reinstallation later. Remove the front drive shaft from the differential. Let hang out of the way.



Support the differential with a suitable jack / stands, remove the driver and passenger side hardware. Mark the hardware locations as the bolts must be reinstalled in specific spots. Carefully lower the differential out of the vehicle and set aside.



Clean the driver side rear control arm pocket. Measure from the center of the control arm mounting bolt hole to the inside of the frame pocket 1.25", mark a line vertically across the back and front side of the pocket. Connect the two lines across the top of the pocket.



Using a suitable cutting tool, cut along the previous made marks. Remove and discard the outer portion of the control arm pocket. Paint the exposed metal with a quality rust preventative paint.

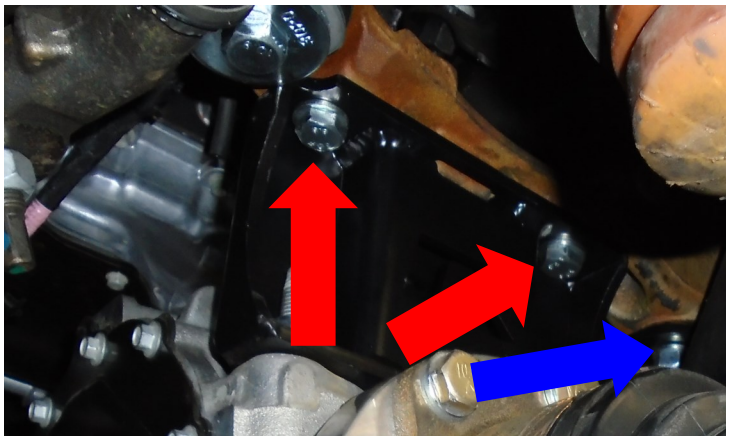
NOTE: THIS IS A STARTING POINT AND ADDITIONAL MATERIAL MAY NEED TO BE REMOVED TO ENSURE AMPLE CLEAR TO DIFFERENTIALS.



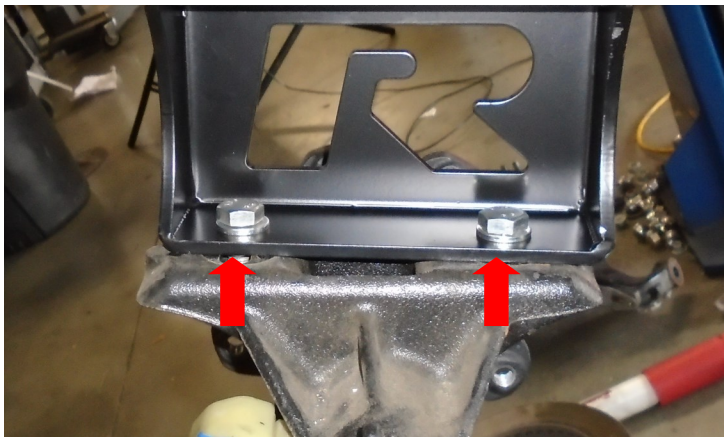
Install the ReadyLIFT passenger side diff drop to the diff cradle using the provided M12 nuts and washers. Do not tighten at this time.



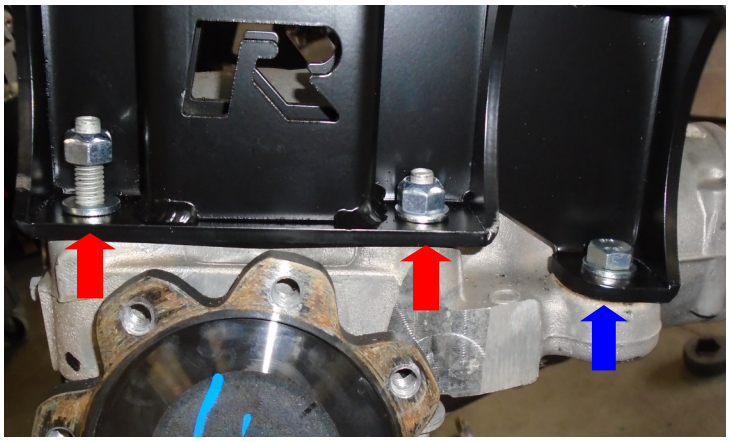
Install the ReadyLIFT driver side diff drop to the diff cradle using provided M12 bolts and washers to the forward two locations. Install the last mount using the factory bolt and a provided M12 washer and nut. Do not tighten at this time.



Raise the diff up to its new mounting location. Attach the passenger side bracket to the diff. Use the provided M12 bolts, washers and factory nuts.



Attach the differential to the ReadyLIFT driver side bracket using the 2 factory bolts and 1 provided bolt, nuts in their proper location.

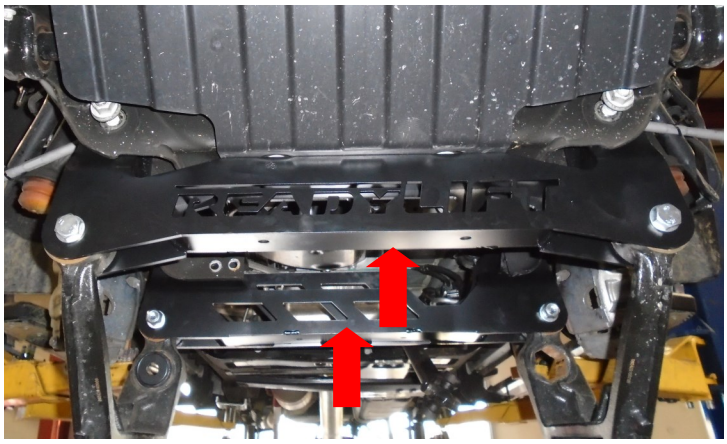


Torque all diff hardware 95 ft-lbs starting with the driver and passenger side upper hardware first. Then driver lower hardware. When tightening the passenger side lower hardware, makes sure to "center" the bracket in the diff's slotted mount. Verify that the diff clears the frame cut made earlier. If not, trim more frame material out until a minimum 1/4" clearance is gained. The frame should rest right inside the divot in the diff housing between the middle and last bolt bosses.

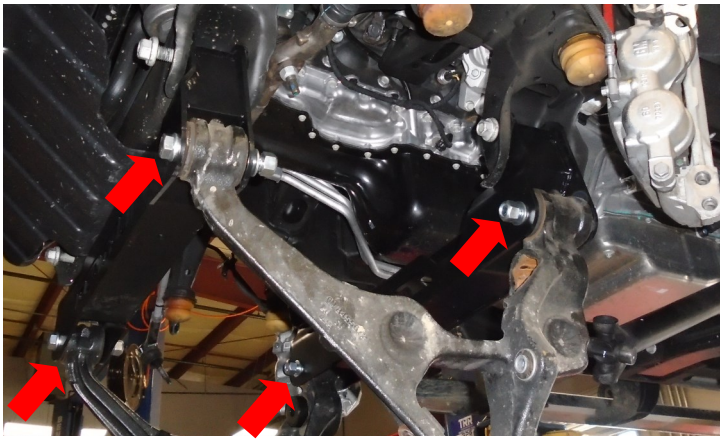
Install the front drive shaft using the factory hardware and a drop of thread locker for each bolt. Torque to 15 ft-lbs. Reconnect the electrical connector, install the wire harness to the original locations, attach the vent tube.



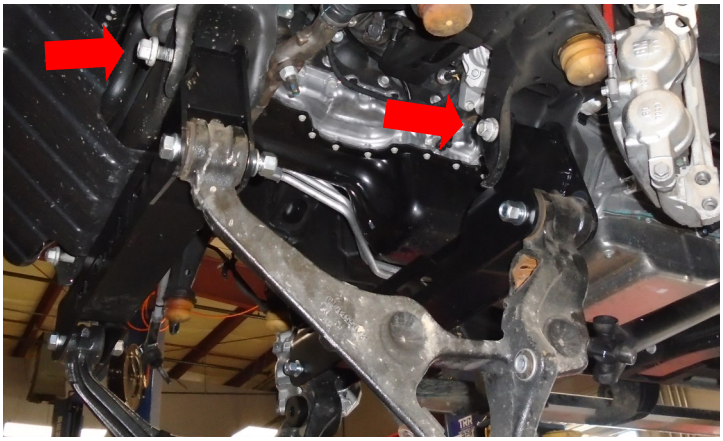
Install the ReadyLIFT front and rear cross member. Use the factory control arm and cross member hardware. Do not tighten at this time.



Install the lower control arms to the ReadyLIFT cross members using the provided M18 bolts, washers, and nuts. Do not tighten at this time.

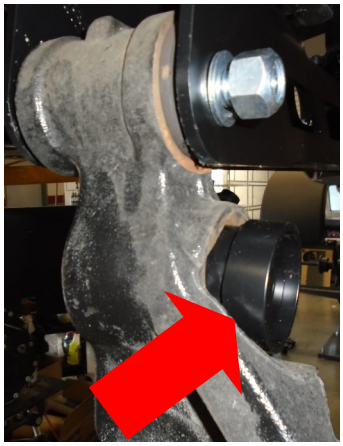


Tighten and torque the ReadyLIFT cross members to the frame. Torque to 150 FT-LBS. Do not tighten the LCA these have bonded bushings and must be tightened when the vehicle is at ride height.

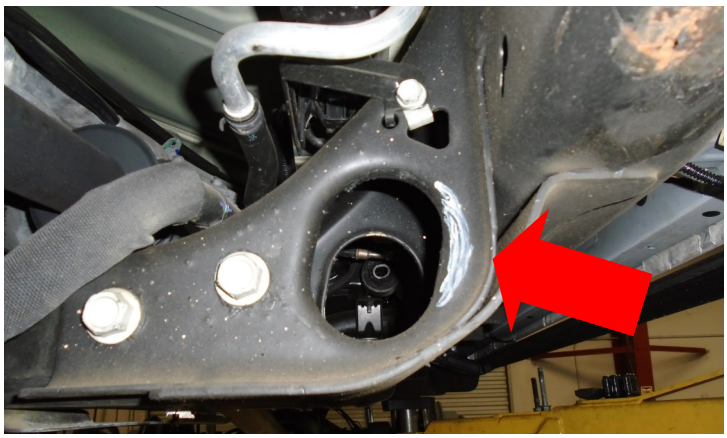


Install the provided torsion bar bracket spacer into the torsion bar pocket on the lower control arm. Install the spacer from the back side of the LCA and add the collar to the spacer from the front side of the LCA

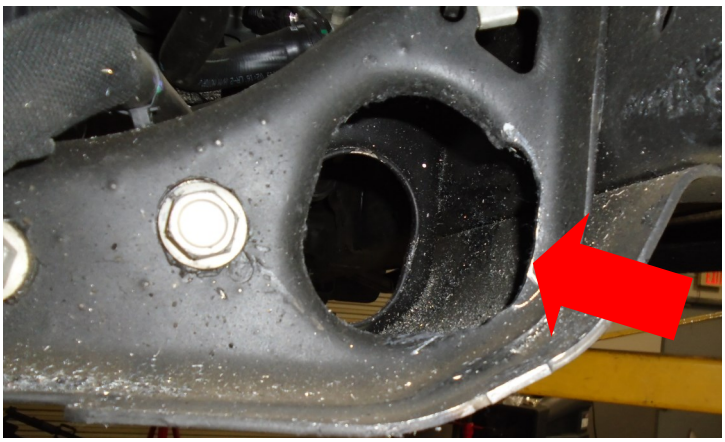




Mark the front side only of the transmission cross member where the torsion bars pass through. Mark at the 1 o'clock position and 5 o'clock position draw a 1/4" thick clearance line between these marks.



Using a suitable cutting tool, cut along the previous made marks. Remove and discard the outer portion of the cross member. Paint the exposed metal with a quality rust preventative paint.



Install the torsion bar bracket with the pervious installed torsion arm spacer. The spacer bolt should be tight, but does not need to be torqued.



Mark the location of the lower control arm attachment hole. It can help to use the 7/16” drill for this operation.

NOTE: BEFORE DRILLING, CONFIRM THE TORSION BAR BRACKET IS PRESSED FIRMLY AGAINST THE TORSION BAR BRACKET COLLAR. THSI WILL ENSURE THE COLLAR WILL NOT RATTLE LATER.



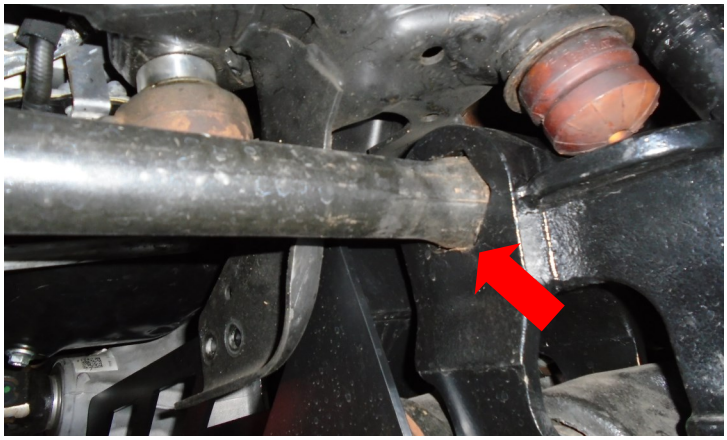
Remove the torsion bar bracket. Drill out to 7/16”.



Install the 7/16” bolt, washer, and top lock nut. Torque to 55 ft-lbs.



Install the factory torsion bars and torsion keys. Make sure the torsion bars are installed in the same direction as they were installed from the factory. Leave the torsion keys loose. Do not add the cross pin or set screw at this time. Add the new torsion bar bracket to the torsion bars.

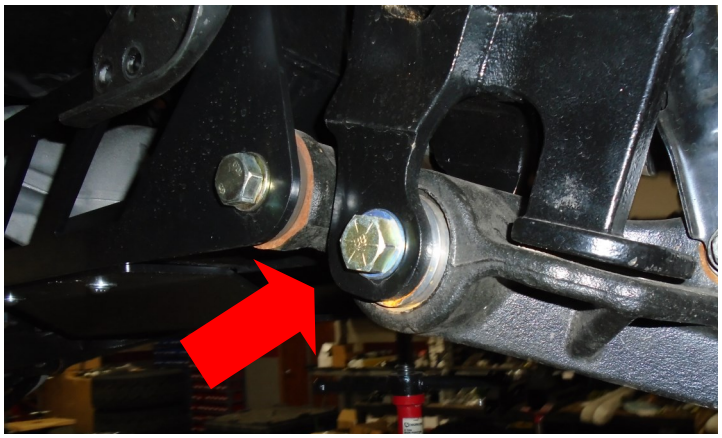


Install torsion bar key.

Do not apply tension to the key yet. This will be handled in later steps.



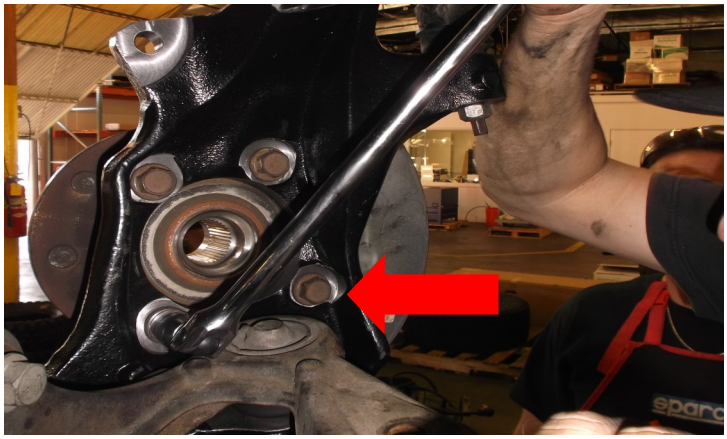
Raise the lower control arm and align the torsion bar bracket with the pervious installed torsion arm spacer. Attach the bracket to the spacer. Use provided hardware. Torque the 3/4” hardware to 250 ft-lbs.



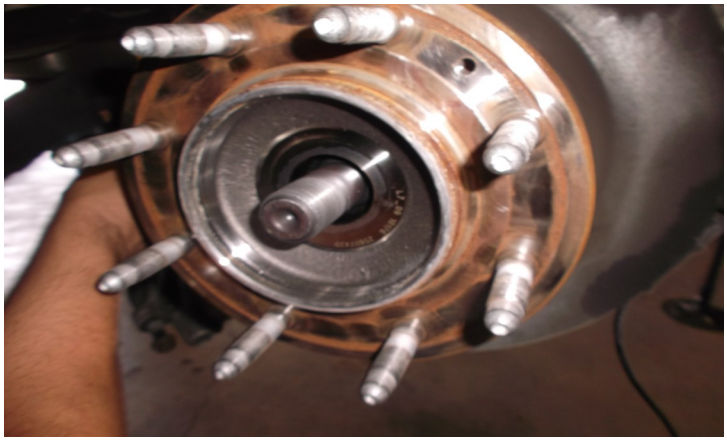
Raise the lower control arm up and support with a suitable stand. Install the ReadyLIFT knuckle to the lower and upper ball joint using the factory nuts. Torque the upper ball joint to 65 ft-lbs, and the lower ball joint to 85 ft-lbs. Transfer the o-ring from the inside of the factory knuckle to the ReadyLIFT knuckle.



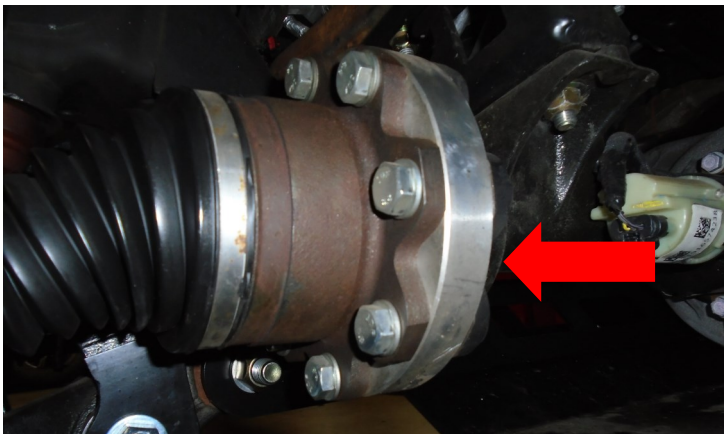
Install the hub assembly and dust shield to the ReadyLIFT knuckle using the factory hardware and a drop of thread locker. Torque to 120 ft-lbs.



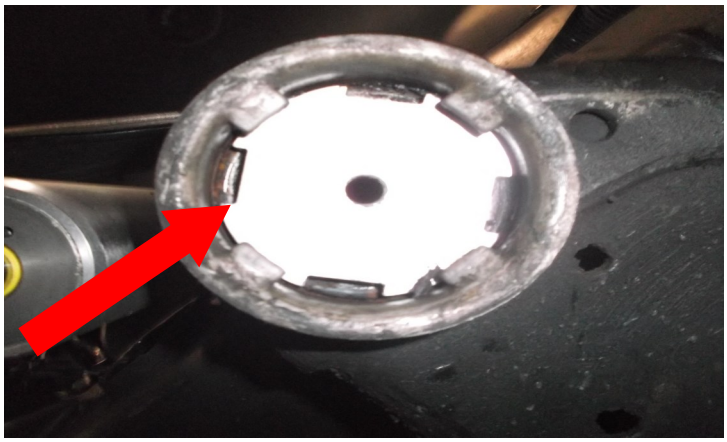
Reinstall The CV axle. Make sure to line up the previous marks on the flanges.



Install the ReadyLIFT CV (1" thick) spacer in between the CV flange and differential flange using the provided Allen bolts, washers and a drop of thread locker. Torque all CV bolts to 60 ft-lbs.

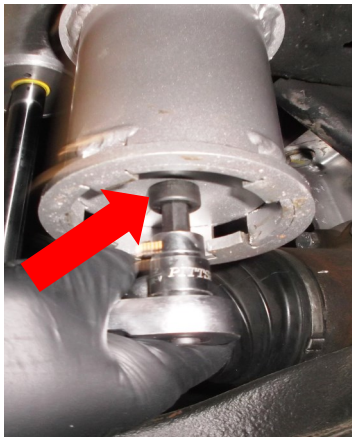


Install the ReadyLIFT bump stop extension nut plate into the frame by inserting into the frame pocket. Rotate the insert until the locks on the frame are under the plate keys.

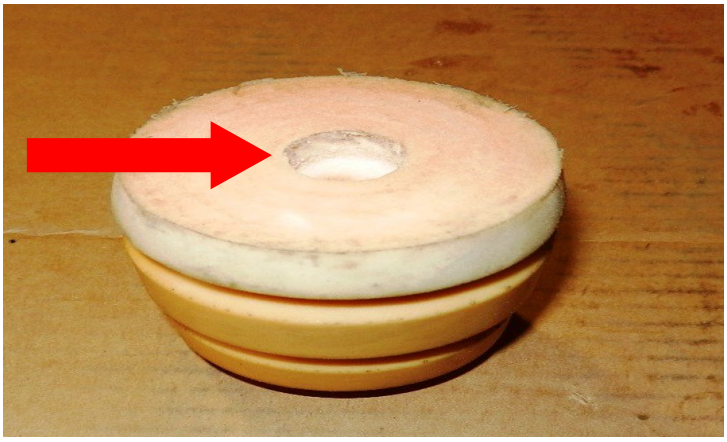


Place the ReadyLift Bump Stop Extension Washer between the bump stop and vehicle. Install the ReadyLIFT bump stop extension using provided 3/8" x 5.5" long Allen head bolt and washer. Torque to 35 ft-lbs.

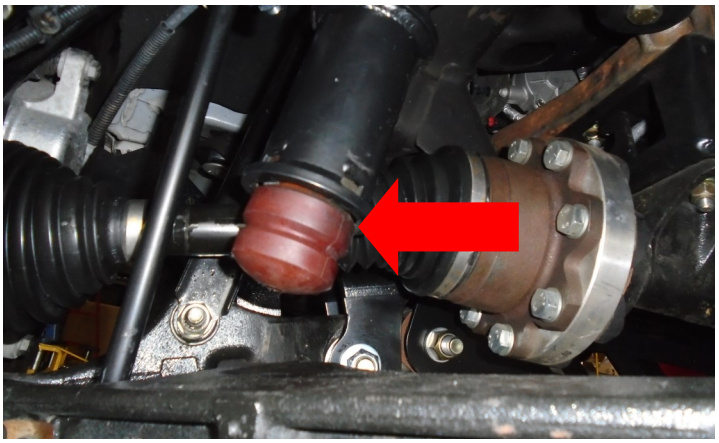




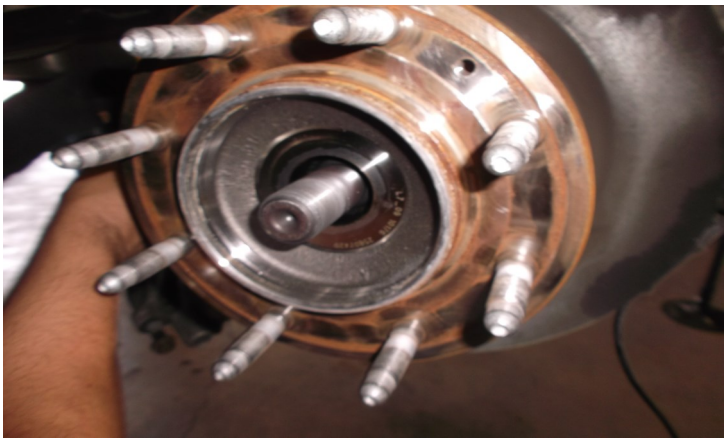
Take the factory bump stops and grind the top edge at a slight angle to aid in installation later. Drill out the top of the bump stop with a 1/2" drill bit 3/4" deep.



Use a soap and water solution to aid in installation, push the bump stops into the ReadyLIFT extensions with a twisting motion. Make sure they fully seat.



Reinstall The CV axle factory nut. Torque to 165 ft-lbs.



Install the rotors and calipers using factory hardware and a drop of thread locker. Torque to 120 ft-lbs. Install the factory axle nut cover by tapping it back on, take a mallet and tap around the outer edge until it seats all the way onto the flange.

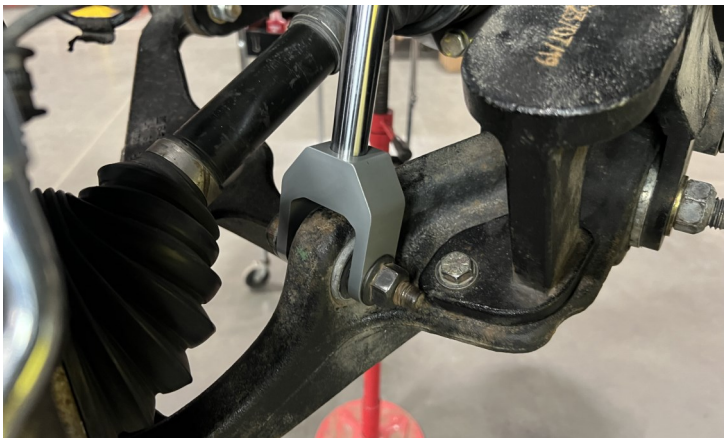


Install the provided shocks to the frame using the provided hardware that came with the shocks.

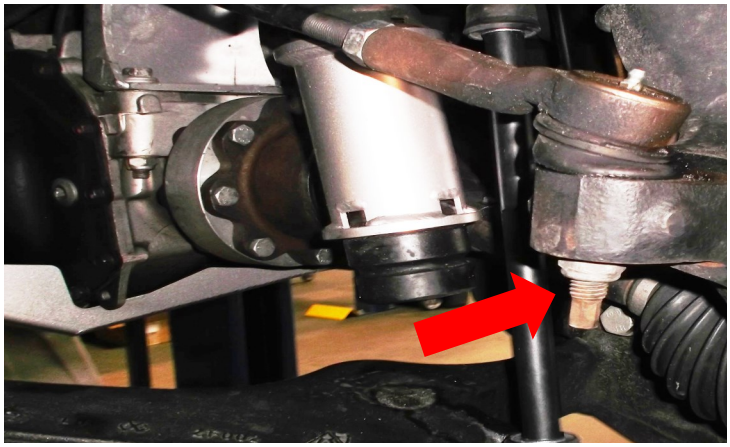
Torque the M12 bolts to 40 ft-lbs.



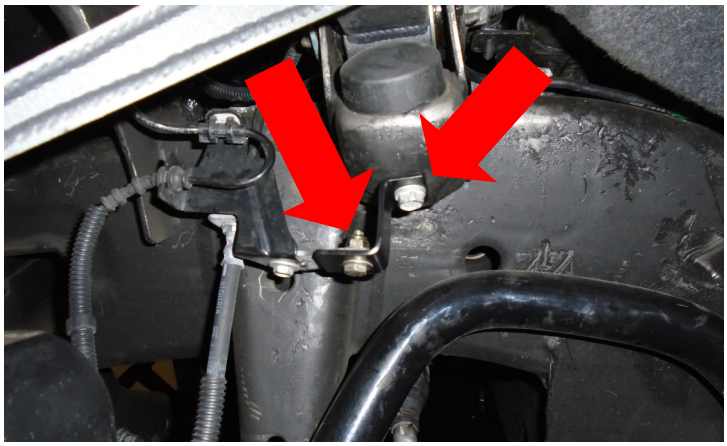
Install the lower shock mount to the lower control arm using the factory hardware. Torque to 60 ft-lbs.



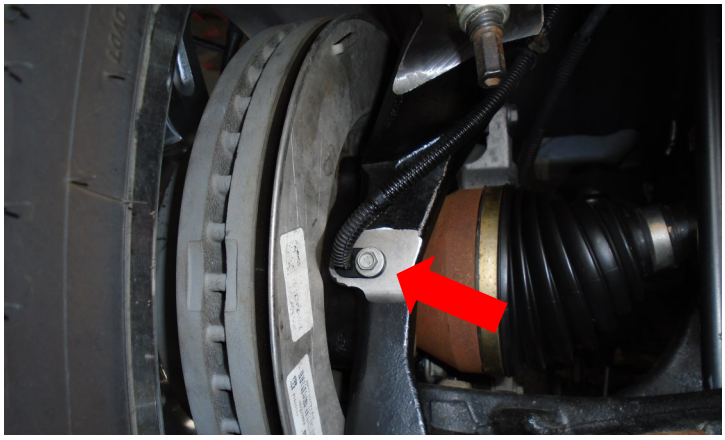
Install the outer tie rod ends to the ReadyLIFT knuckles using the factory hardware. Torque to 65 ft-lbs.



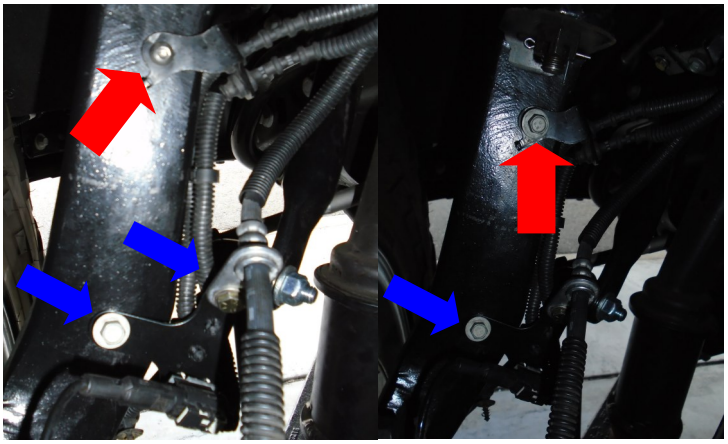
Install the extended brake line brackets. Use factory hardware to attach the bracket to the frame. Use provided hardware to attach the brake line to the bracket. Torque all brake line hardware to 20 ft-lbs.



Attach the wheel speed sensor to the steering knuckle. Use factory hardware. Torque to 10 ft-lbs.



Attach the ABS wire bracket to the top hole on the knuckle. Use factory hardware. Attach the brake line and ABS wires to the provided bracket. Use supplied hardware. Attach the new bracket to the lower mount on the knuckle.

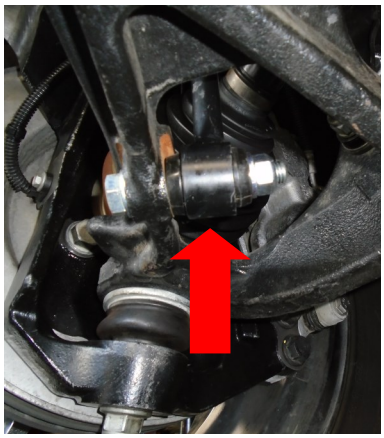


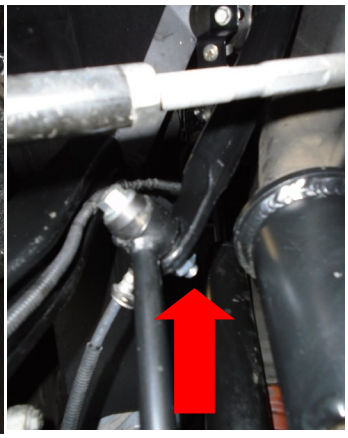
Locate the provided 12” straight end link kit. Use soapy water to add the rubber bushings and crush sleeve.



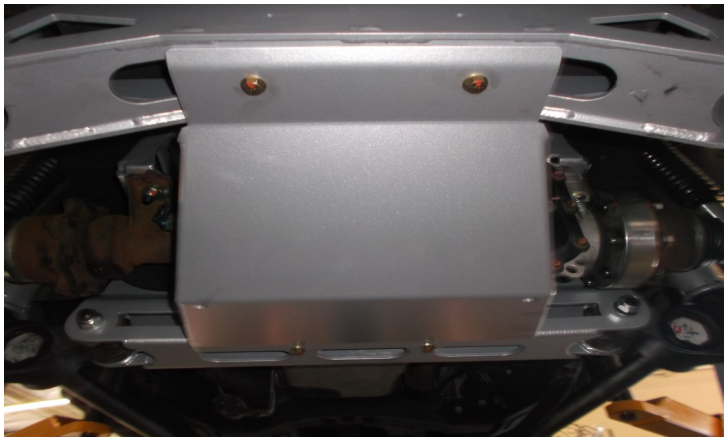


Install the assembled extended length end links. Mount the end link to the outside edge of the sway bar and the inside edge of the lower control arm. Use provided hardware. Torque to 60 ft-lbs.

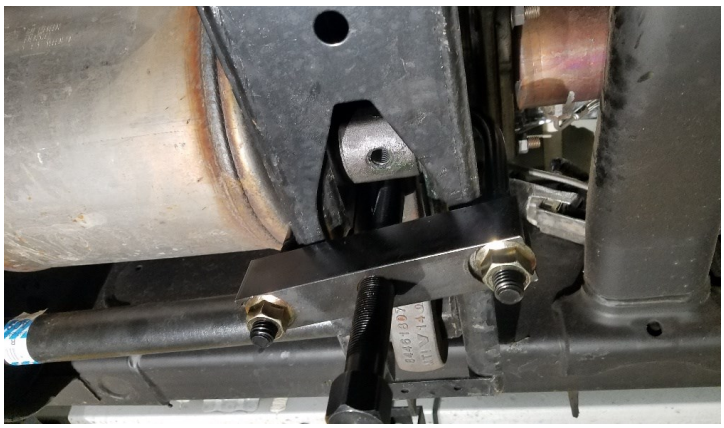




Install the ReadyLIFT front skid plate using the provided 3/8" bolts and washers. Torque to 30 ft-lbs.



Use the torsion bar unloading tool, load the torsion bar enough to install the cross pin. DO NOT pull it through with your fingers.



Install factory adjustment bolt. Set the bolt to the recorded Measure-ment from page 7.



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

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 leaf spring hangers. Use a suitable to support the axle.

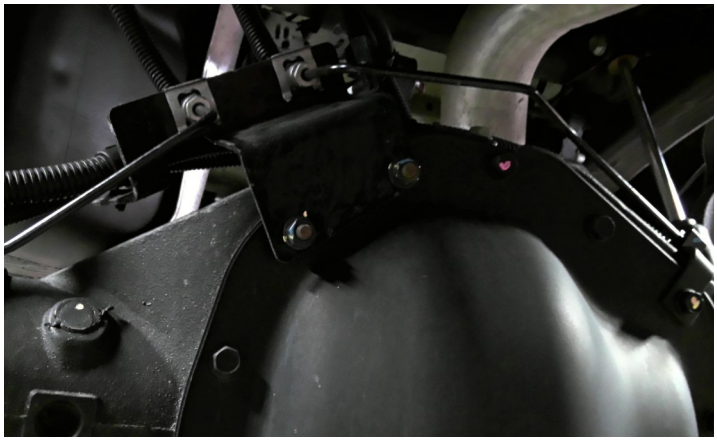
Remove the ABS wires from the frame rails and disconnect the electrical connectors.

Raise the rear of the vehicle and support with safety jack stands at each frame rail in front of the leaf spring hanger.

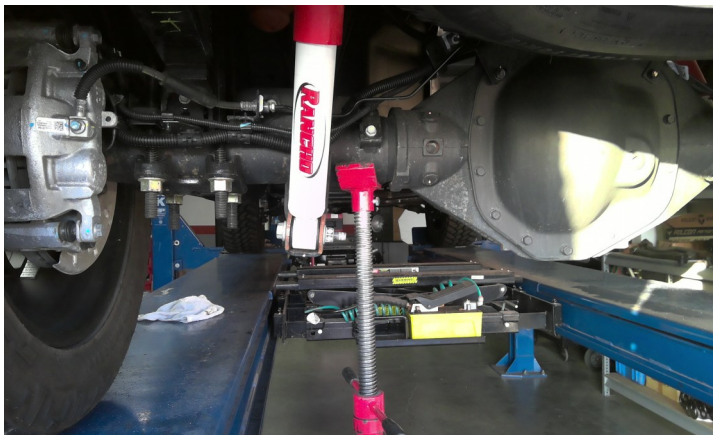
Remove the rear wheels.

The Following steps for the front axle suspension disassembly and reassembly should be completed simultaneously.

Remove the brake line bracket at the differential. Retain factory hardware.



Remove the factory rear shocks. Retain hardware.



Loosen but do not remove the U-bolts one the side of the axle. This will allow slack. With a suitable jack remove the U-bolts on the opposite side and discard.



Lower the axle just enough to install the ReadyLIFT lift block. Make sure the tapered end of the block is facing forward, and the bump stop tag is inboard. Raise the axle until the block is seated in the locating pins.



Install the provided U-bolts and nuts. Snug up but do not tighten at this time. Repeat for the opposite side. When tightening, use a criss-cross pattern. Alternate between sides of the vehicle. Final torque will be completed when the vehicle is on the ground.



Install the supplied shocks to the frame using the factory hardware.

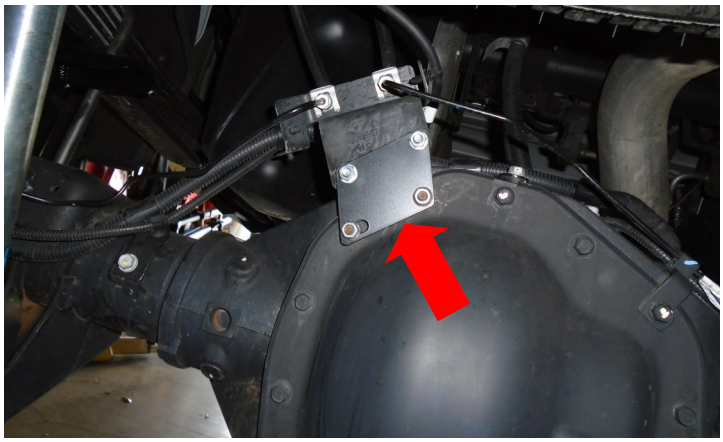
Ensure the piggyback is down.



Install the supplied shocks to the axle using the factory hardware.



Install the provided brake line bracket to the differential. Use factory hardware. Attach the brake line to the extended bracket. Use provided hardware. Torque to 20 ft-lbs.



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

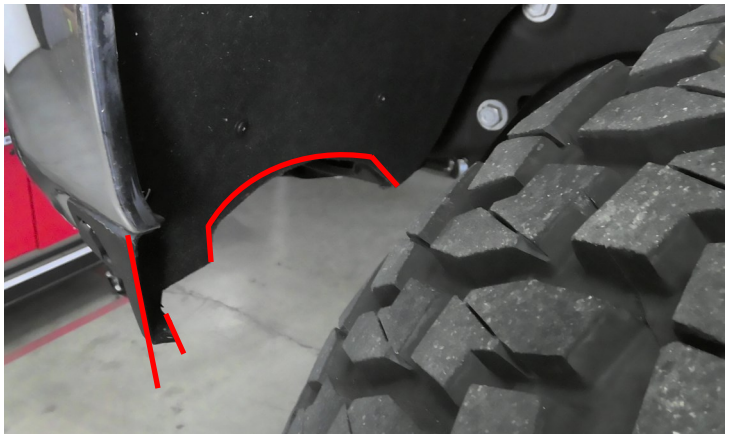
Jounce the vehicle to get the suspension to settle to new ride height.

Evenly tighten each set of U-bolts. Torque to 110ft-lbs. After the completion and test drive retorque the U-bolts 110ft-lbs. Torque the shock hardware to 90ft-lbs.

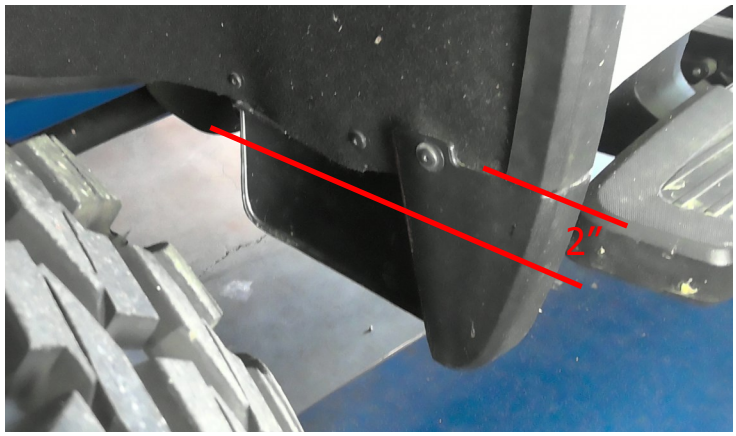
Check the ride height of the front end on both sides of the vehicle. Measure from the center of the wheel to the fender lip above at the 12 o-clock position. Make sure the measurement does not exceed 42-30840 kit 32" for 4WD vehicles. Lower the vehicle as necessary using the torsion adjustment bolts. Have a helper rotate the bolt counter clockwise to lower the vehicle until you reach the above measurement. DO NOT use an impact on this bolt while the vehicles weight is on the torsion bar. In the event the vehicles height needs to be raised, place a jack under the front cross member and jack the truck up until the front wheels are off the ground. Adjust the torsion bar bolts clockwise to raise the adjusted height. Lower the vehicle to the ground and repeat the above steps until the desired height is reached.

Once the vehicles height is dialed in, Rotate the front wheels from lock to lock and verify all clearances between the tires, suspension, and brake line/ABS wires. Adjust as necessary. Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.

For negative offset wheels you may need to trim the fender liner felt on the front side of the wheel.



Remove the front wheel mud flap. mark a straight horizonal line 2” from the seamed edge. Use a suitable cutting tool, cut along the marked edge. Reinstall the mud flap.



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

	Driver	Passenger	Tolerance	Total / Split
Camber	**-0.1**	**-0.1**	**+/- 0.5**	**+0.0**
Caster	**+2.5**	**+2.5**	**+/- 0.5**	**+0.0**
Toe	**+.07**	**+.07**	**+/-0.05**	**+.14**