62-52420 2022 TUNDRA 3" SST 2.1 SUSPENSION SYSTEM

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.

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.

This suspension system was developed using a 35-12.50R20 tire with 20" x 9" wheel and a 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 10.5" wide.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

IMPORTANT NOTE:

DOES NOT FIT:
FACTORY AIR SUSPENSION
TRD PRO
AVS EQUIPPED VEHICLES

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 MEASURMENTS

	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 MEASURMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS	QTY
FALCON 2.1 FRNT COILOVER	2
FALCON 3.2 RT RR SHOCK	1
FALCON 3.2 LFT RR SHOCK	1
END LINK SPACER	2
RT BRAKE LINE RELOCATION BRACKET	1
LFT BRAKE LINE RELOCATION BRACKET	1
TUNDRA FRONT BUMP STOP EXTEN-SION	2
RR BRAKE LINE RELOCATION BRACKET	1
REAR BRAKE LINE SPACER	4
REAR COIL SPRING	2
FRONT SKID PLATE	1
OUTER BUMP STOP EXT	2
POLY OUTER BUMP STOP	2
RR INNER BUMP STOP EXT	2
CV AXLE, LEFT	1
CV AXLE. RIGHT	1
LFT KNUCKLE STEER STOP	1
RT KNUCKLE STEER STOP	1
FRONT DIFF DROP, LEFT	1
FRONT DIFF DROP. RIGHT	1
DIFF DROP SPACERS	4
1.5”ODX.56ID POLY BUSHING	4
.87”ODX2.65” CRUSH SLEEVE	2
RHT UPPER CONTROL ARM	1
LFT UPPER CONTROL ARM	1
SHOCK CENTERING RING 3/16 SS	2

HARDWARE	QTY
UPPER BALL JOINT	
M12-1.75 SERRATED FLANGE NUT	2
LEFT FRONT DIFF DROP	
M14-1.5X60MM SOCKET HEAD CAP SCREW	1
M14 FLAT WASHER	2
M14-1.5x60MM HEX HEAD BOLT	1
RIGHT FRONT DIFF DROP	
M16-1.5 LOCK NUT	3
M16 FLAT WASHER	3
BRAKE LINE RELOCATION (L&R)	
M8-1.25 LOCK NUT	2
M8 FLAT WASHER	2
REAR BRAKE LINE RELOCATION	
M8-1.25X20 HEAX HEAD BOLT	1
M8 FLAT WASHER	1
REAR OUTBOARD BUMP STOP	
M8-1.25X70MM HEX HEAD BOLT	4
M8 FLAT WASHER	4
FRONT SKID PLATE	
M8-1.25X30MM HEX HEAD BOLT	2
M8 FENDER WASHER	2
FRONT BUMP STOP EXTENSION	
M10-1.25X25MM SET SCREW	2
INNER REAR BUMP STOP EXTENSION	
M10-1.5x20mm Hex Flange Bolt	2
M10 Flat Washer	2
TIE ROD AND BALL JOINT	
1/8X1.5 COTTER PIN	2
5/32X1.5 COTTER PIN	2

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 or check out the dealers tab on our Website for authorized installers .

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



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.

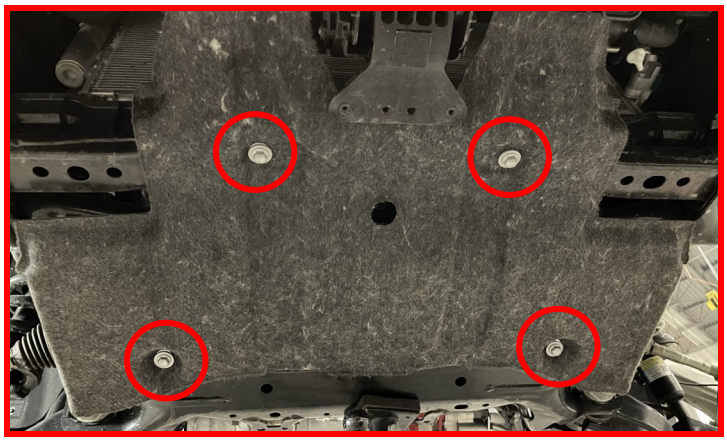
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

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

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

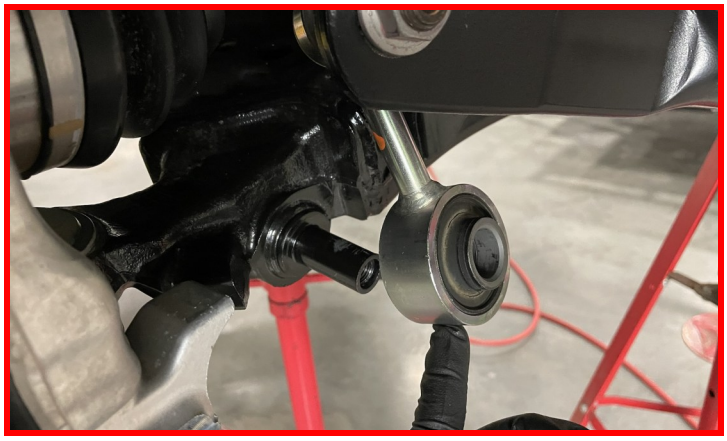
Retain factory hardware.

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



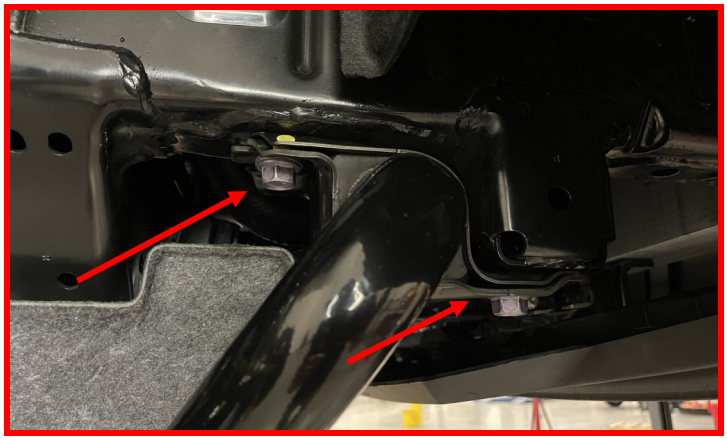
Remove the sway bar end link bolt from the lower control arm and slide the end link off of its perch.

Retain factory hardware.



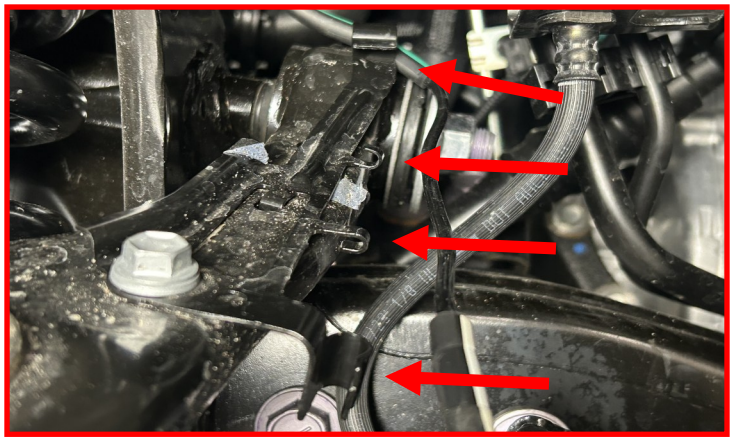
Remove the four (4)(two on each side) sway bar bolts and remove the sway bar from the vehicle.

Retain factory hardware.



Remove the ABS wire from the factory bracket by gently prying open the 4 retaining tabs.

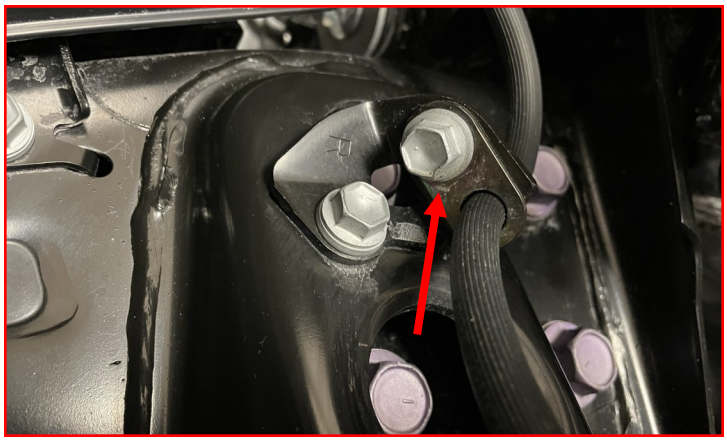
Note: Be careful not to poke with wire with the tool.



Remove the brake line from the bracket on the chassis.

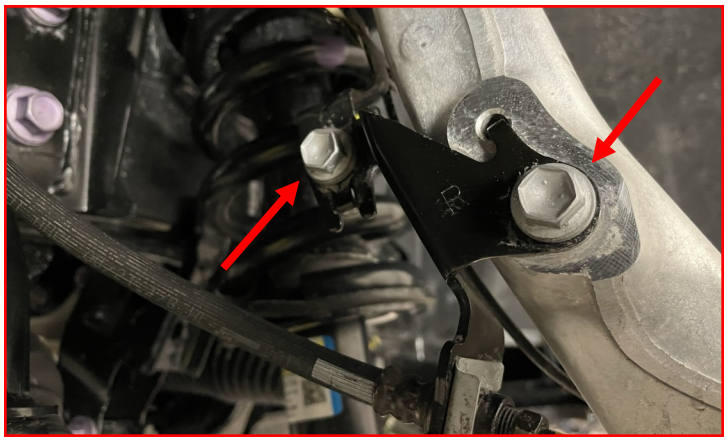
Do not disconnect brake line hydraulic connections.

Retain factory hardware.



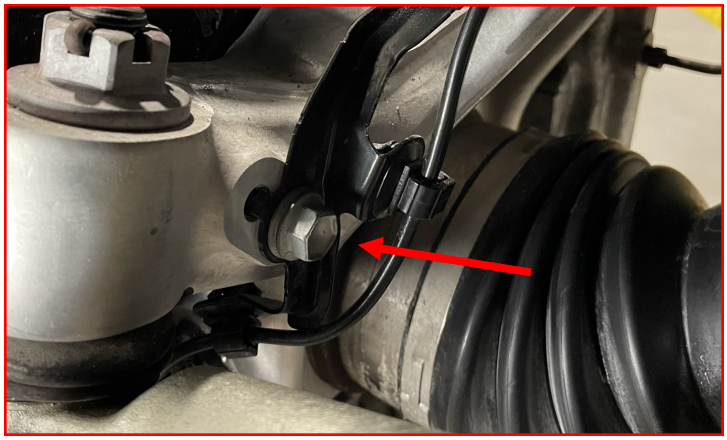
Remove both screws retaining the ABS wire to the middle of the knuckle.

Retain factory hardware.



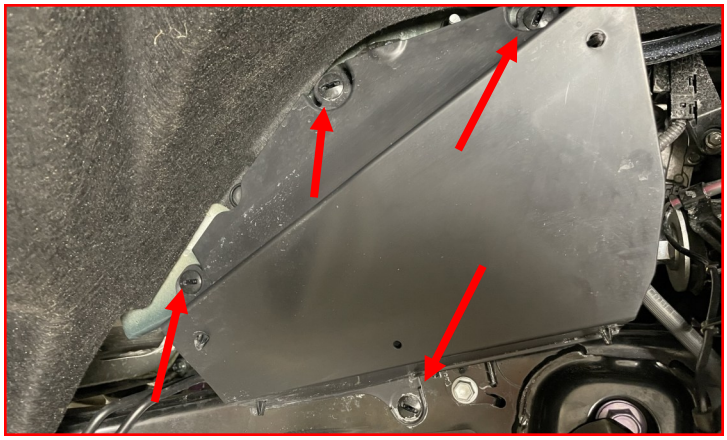
Remove the ABS wire bracket at the bottom of the knuckle.

Retain factory hardware.



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

Retain factory hardware.



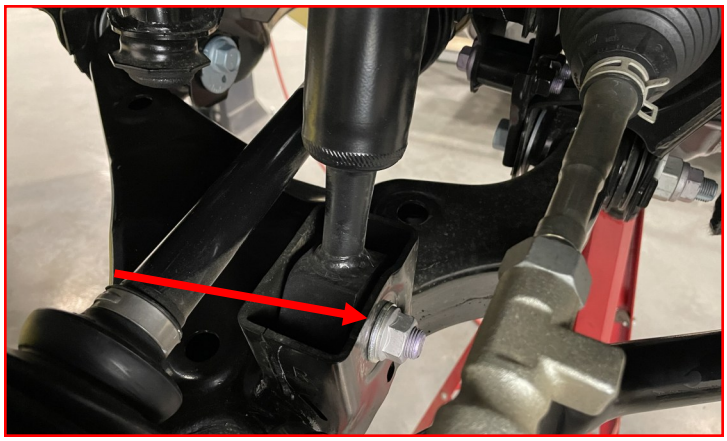
Remove the rear cover for caliper hanger hole.

Retain factory hardware.

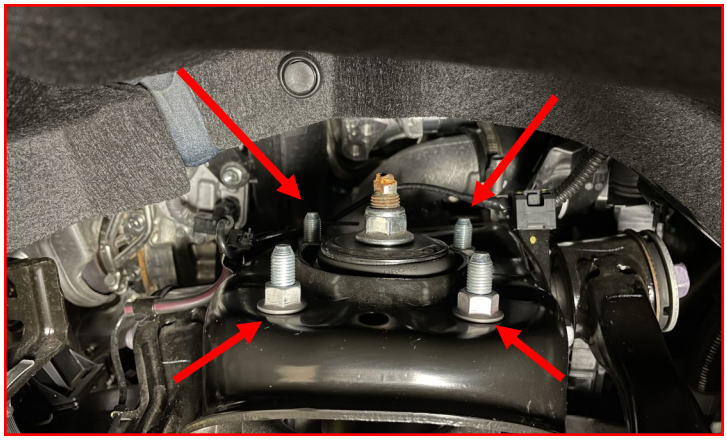


Support the lower control arm with a suitable jack.

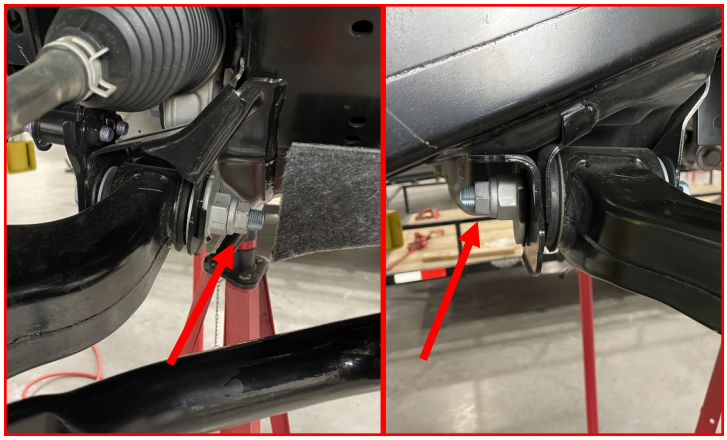
Loosen but **DO NOT** remove the lower strut bolt.



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



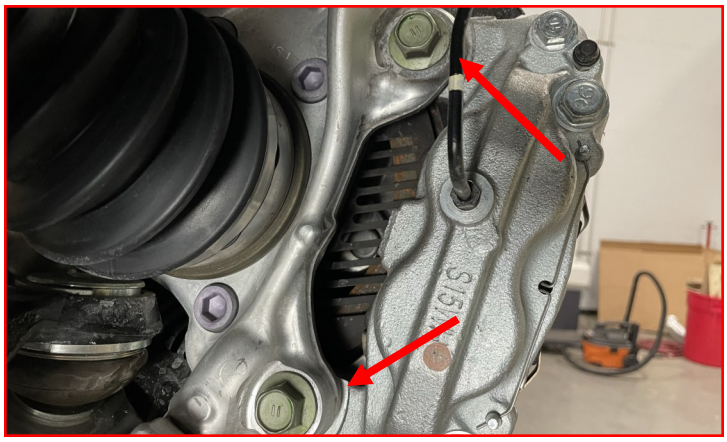
Loosen but **DO NOT** remove inner control arm nuts.



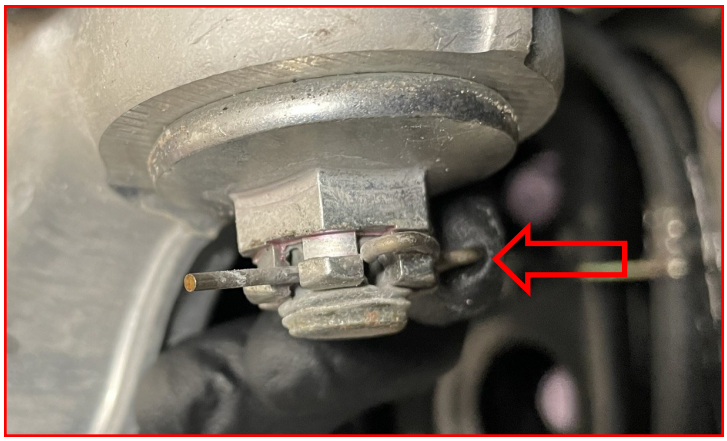
Remove the two (2) caliper bolts. Hang the caliper out of the way.

Remove rotor.

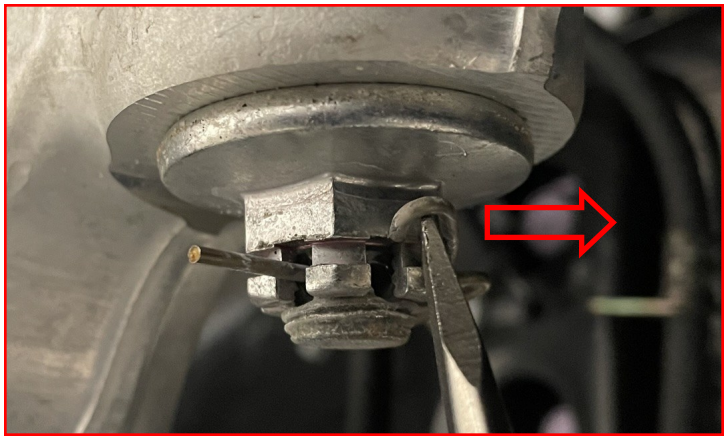
Retain factory hardware.



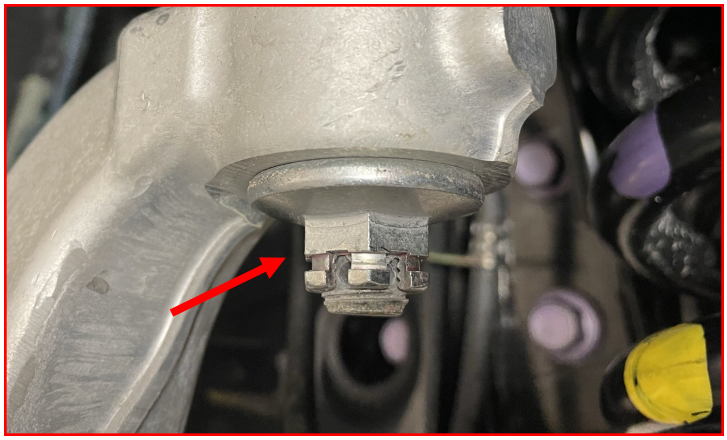
Remove the upper ball joint retaining clip by pushing in on the clip nub.



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

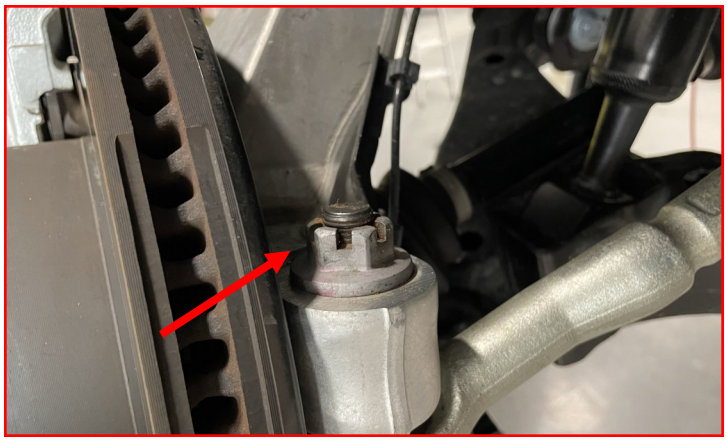


Loosen but **DO NOT** remove the upper ball joint nut.



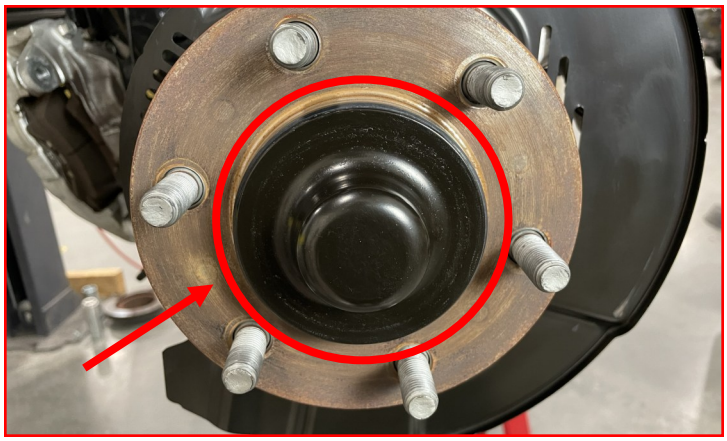
Remove the cotter pin and castle nut from the tie rod. Use the appropriate tool to release the tapper.

Retain factory hardware.



Remove the CV axle dust shield.

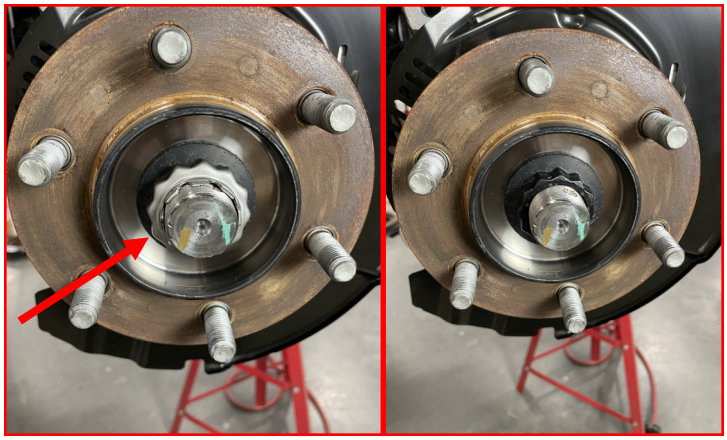
Retain factory hardware.



Remove the cotter pin, sleeve, and nut.

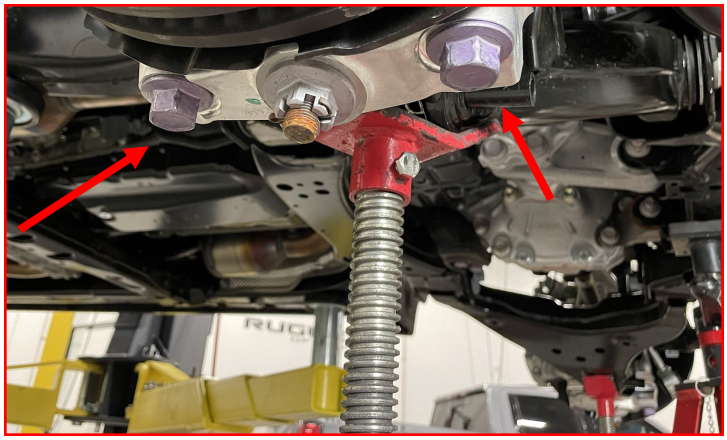
Release the axle from the hub.

Retain factory hardware.



Remove the two (2) lower ball joint bolts.

Retain factory hardware.

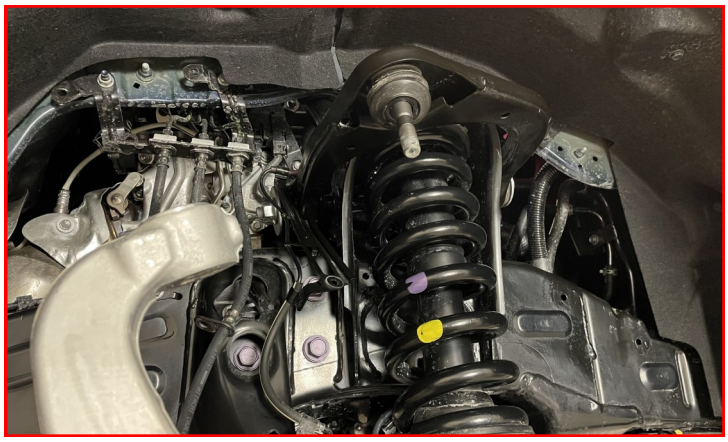


Use the appropriate tool to release the taper on the upper ball joint.

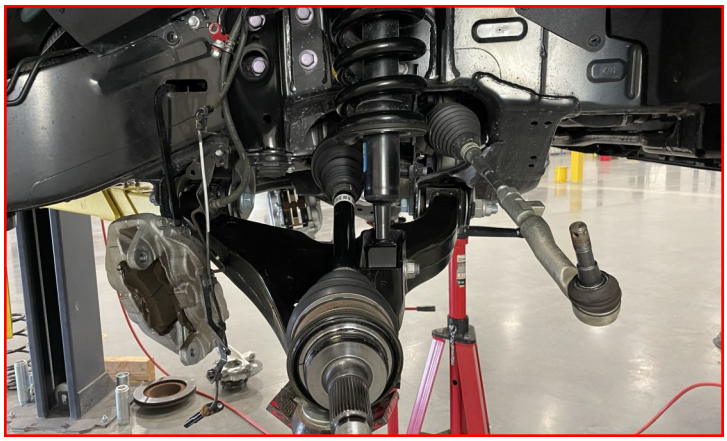
Remove the upper ball joint nut.

Remove the knuckle from the vehicle.

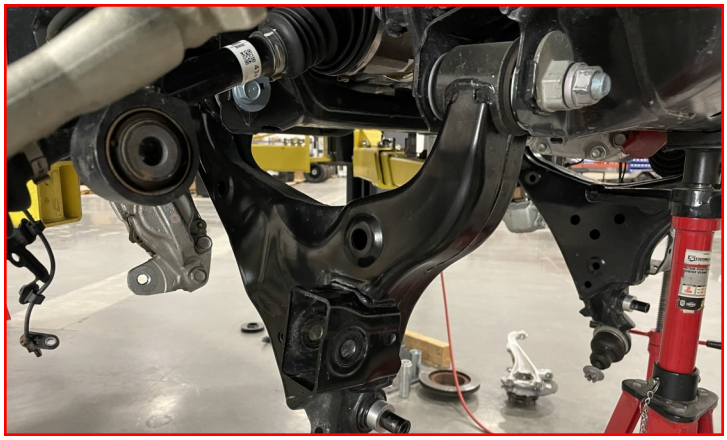
Retain factory hardware.



Support the CV axle to prevent damage

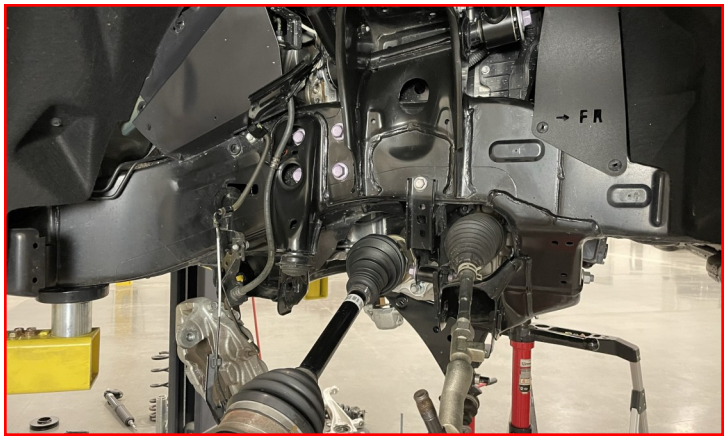


Remove the lower shock bolt, let the lower control arm hang out of the way.

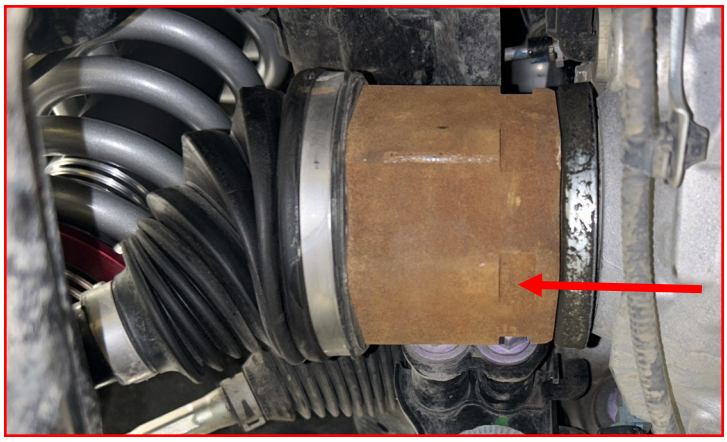


Remove the shock from the vehicle.

Retain factory hardware.



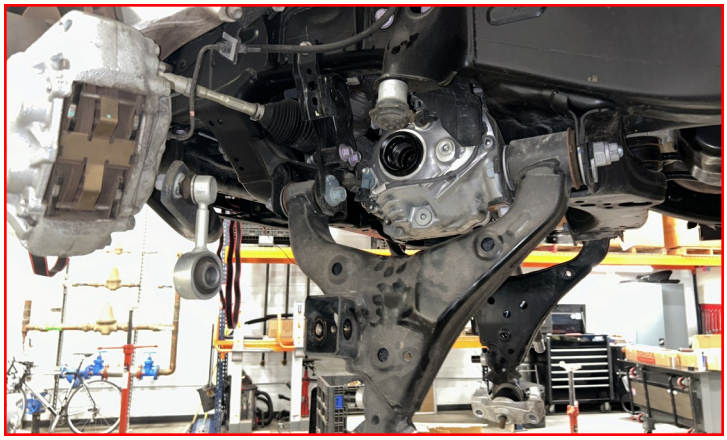
Using a chisel and a dead blow hammer, strike the groove in the outward direction to dislodge the spline.



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

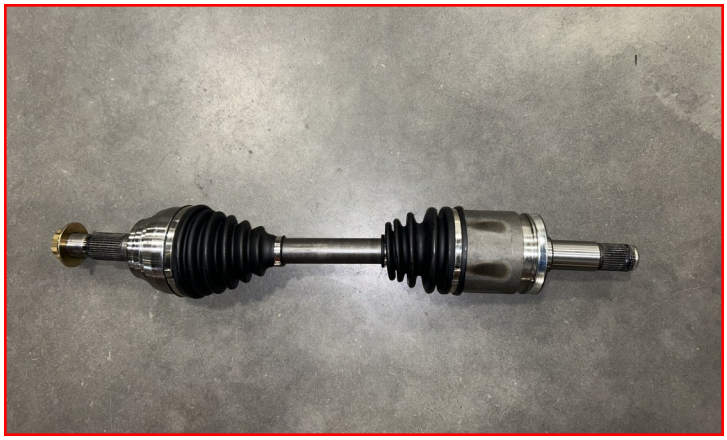


Remove the CV axle assembly from the vehicle.



Locate the replacement axle assembly. The axle is etched 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.

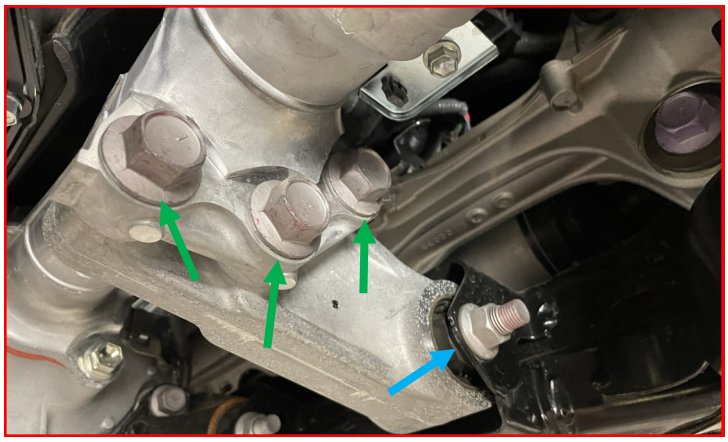


Support the front differential with a jack.

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

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

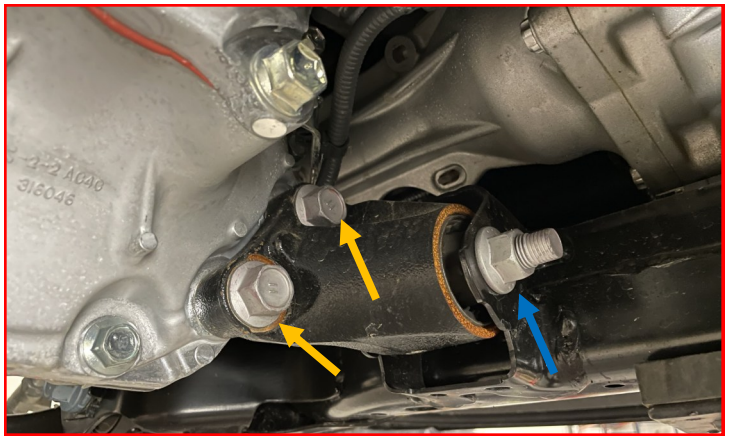
Retain factory hardware.



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

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

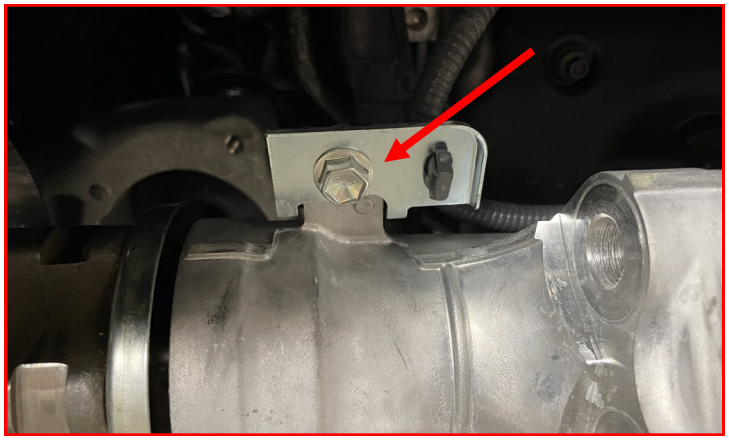
Retain factory hardware.



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

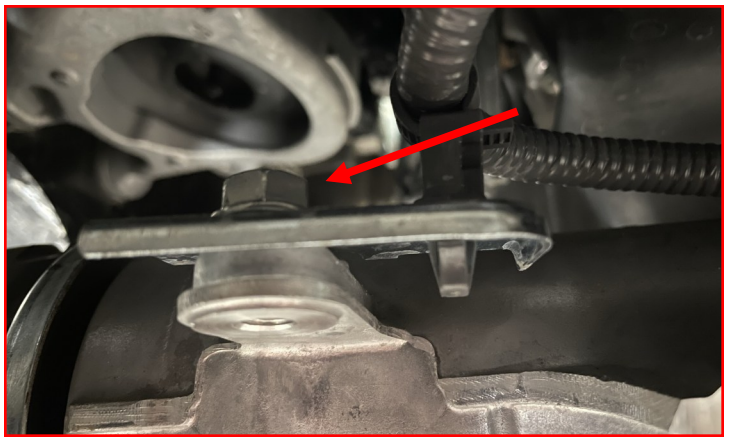
Remove the bolt holding the wire bracket to the differential.

Retain factory hardware.

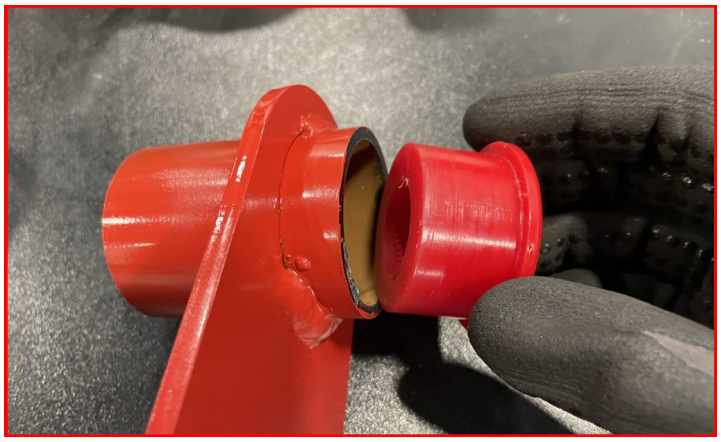


Relocate the bracket from the bottom on the mounting point to the top of the mounting point and attach using the factory hardware.

Torque to 20 ft-lbs.

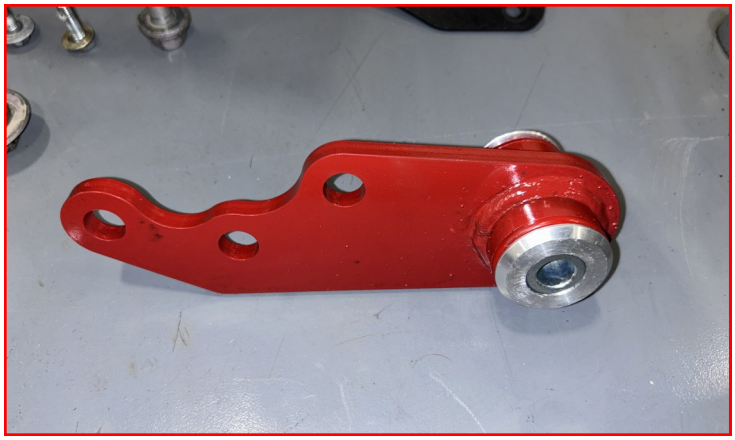


Prepare the front differential drops by pressing the supplied bushings into the differential drop tubes.



Press the supplied crush sleeve into the bushings and slide the spacers over the sleeves. The sleeve should be about flush with the spacers.

Repeat for the remaining differential drop.



Using factory hardware, attach the Ready-LIFT driver diff drop bracket to the chassis.

Do not tighten at this time.



Install the supplied M14-1.5 x 60 SHCS and M14 flat washer into the upper differential mounting hole.

Do not tighten at this time.



Install the factory hardware (driver side differential bolt) into the lower hole.

Do not tighten at this time.

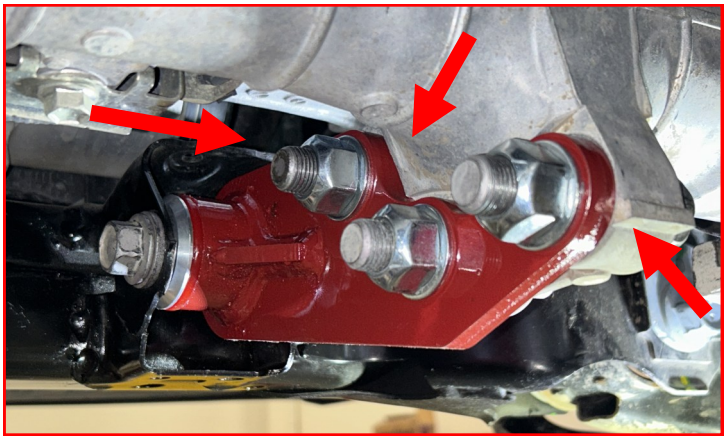


Attach the ReadyLIFT passenger side differential drop bracket to the chassis using factory hardware.

Do not tighten at this time.



Attach the diff drop bracket to the differential using factory hardware, supplied M16 flat washers, and M16-1.5 C-lock nuts. Note the orientation of the hardware.



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

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

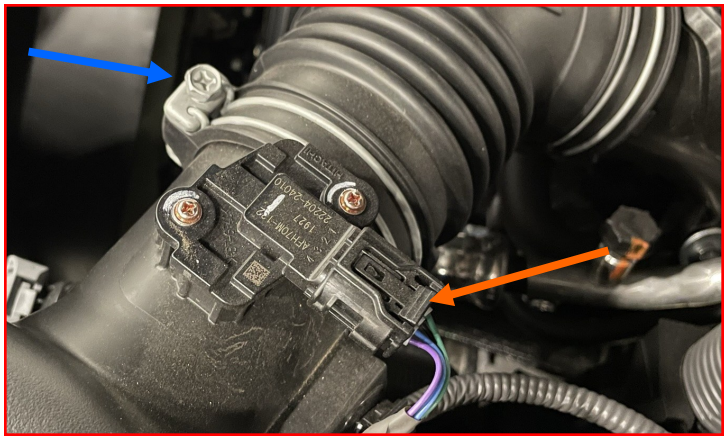
Torque the passenger side bracket to differential hardware to 145 ft lbs.

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

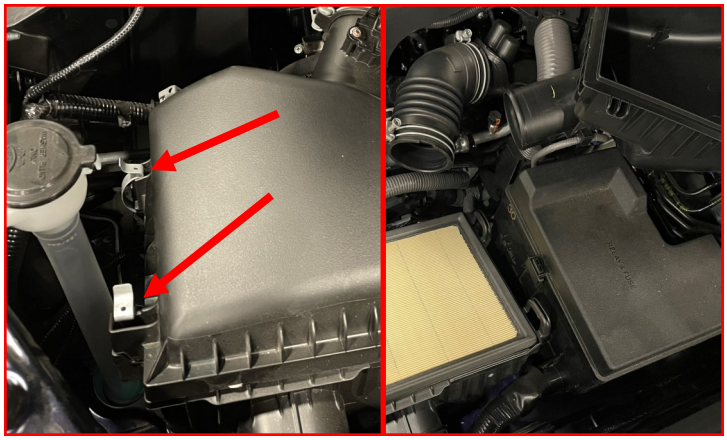
Driver side only steps are on pages 11&12.

Unplug the MAF sensor.

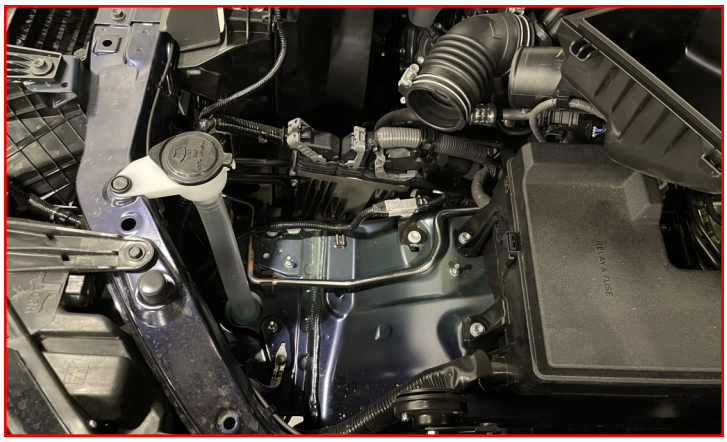
Loosen the hose clamp enough to slide the intake hose off of the airbox lid.



Unclip the air box cover and set aside.

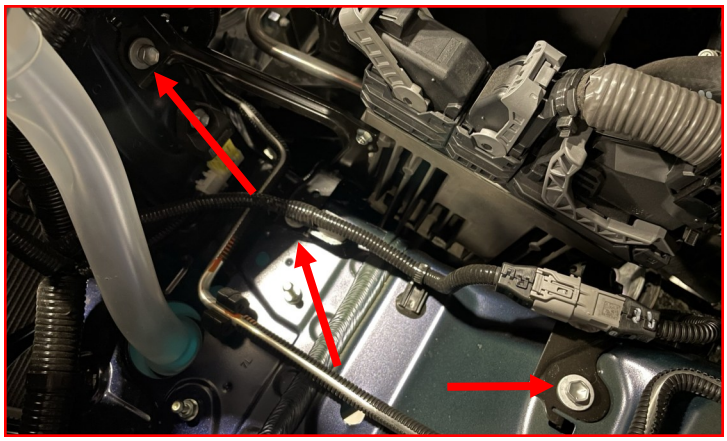


Lift the airbox out and set aside.



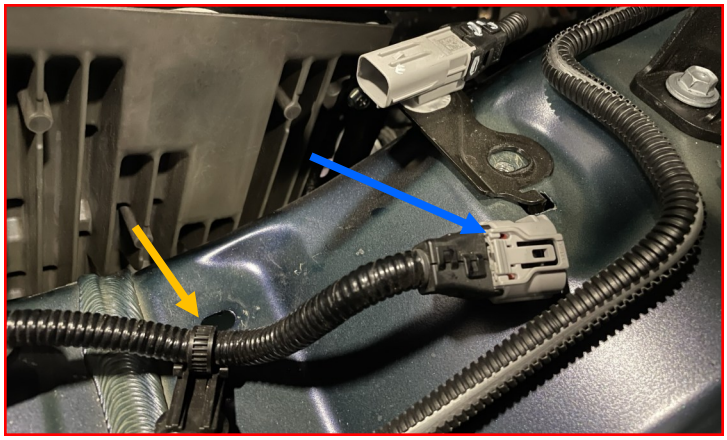
Remove the three (3) bolts holding the accumulator to the body.

Retain factory hardware.



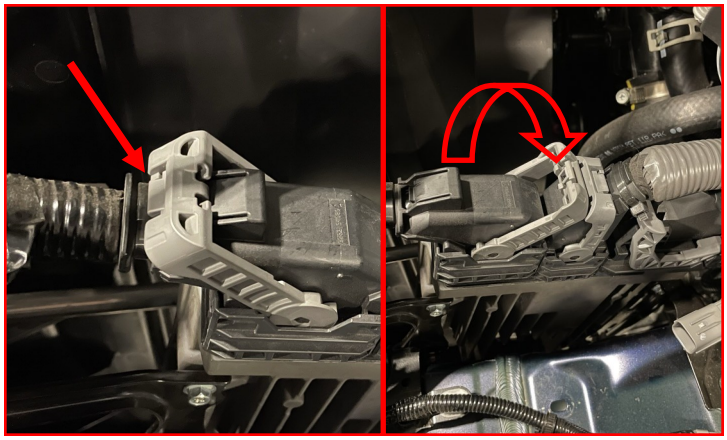
Unplug the electrical plug.

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



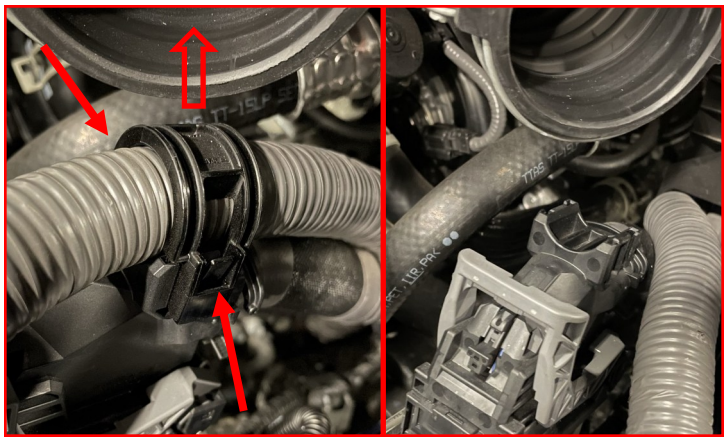
Release the leftmost accumulator plug by pressing in the tab and pulling the handle to the rear of the vehicle.

Let the plug hang out of the way.



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

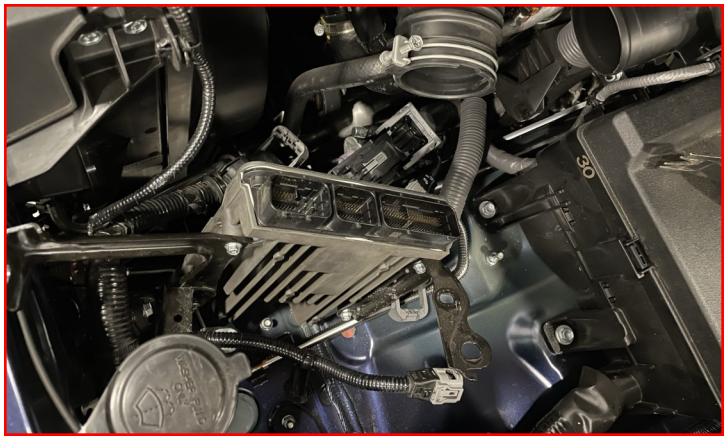
Retain factory hardware.



Remove the remaining two plugs.

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

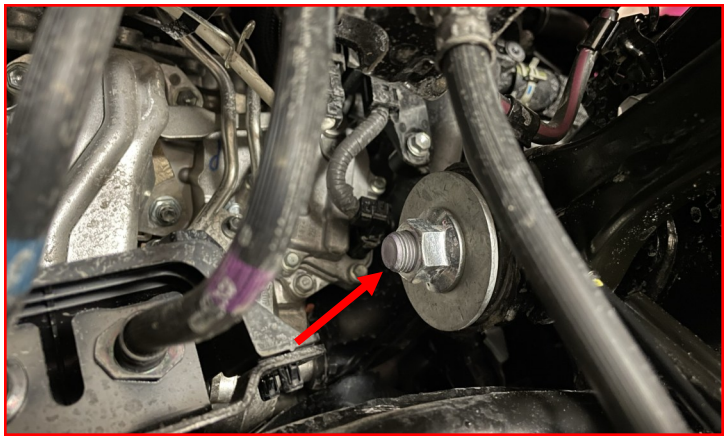
Symmetric instructions resumed on following page.



Remove the upper control arm nut.

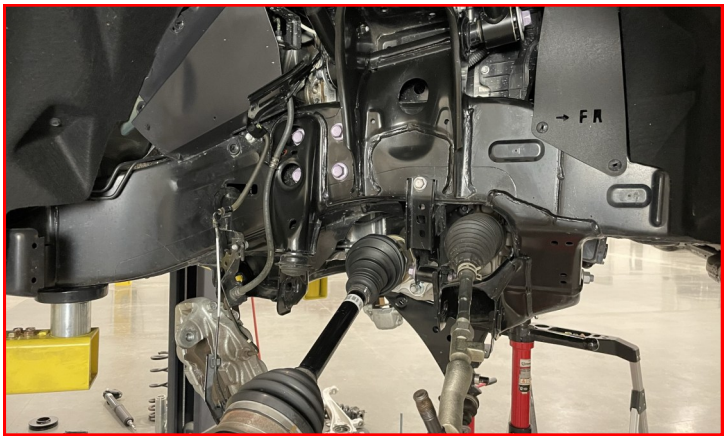
Note the orientation of the nut in respect to the washer.

Retain factory hardware.



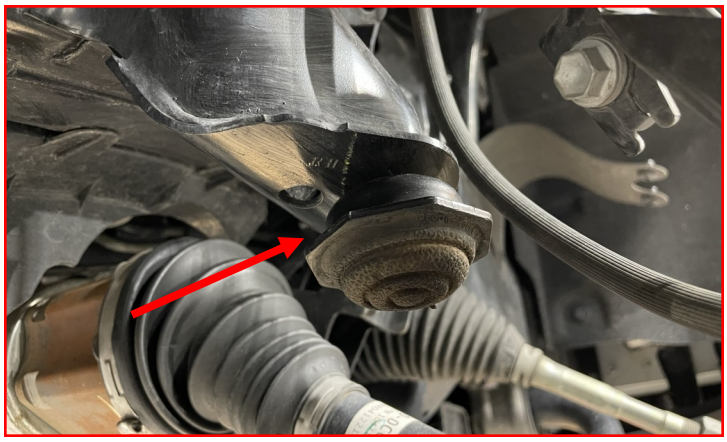
Remove the upper control arm bolt and remove the upper control arm.

Retain factory hardware.

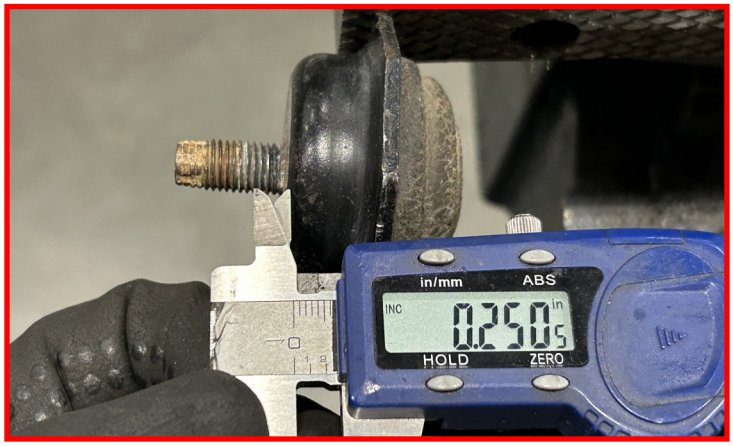


Remove the factory bump stop by unscrewing it from the chassis mount.

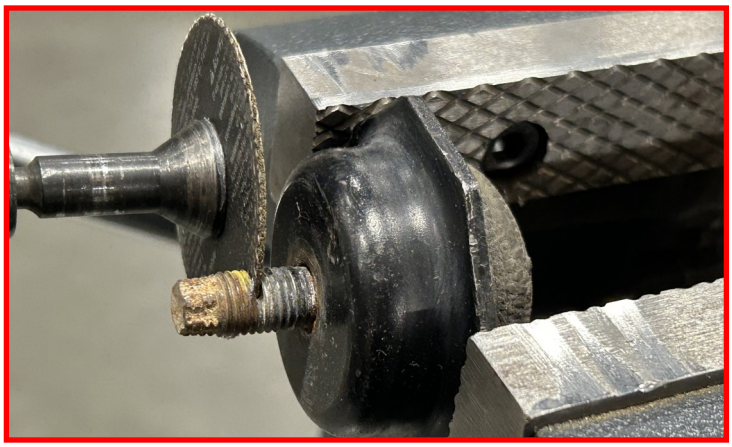
Retain factory hardware.



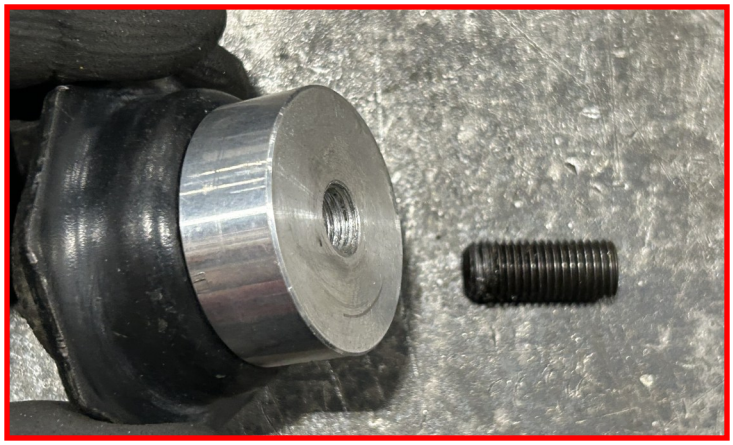
Mark the bump stop 1/4” from the mounting face.



Using an appropriate tool, cut the threads off beyond the 1/4” mark.

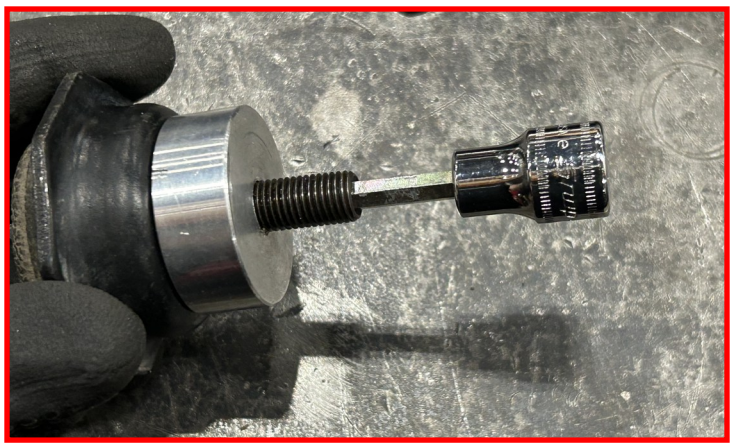


Apply thread locking compound and thread the bump stop extension onto the bump stop.



Apply thread locking compound on the supplied bump stop set screw and thread it into the bump stop extension.

Torque to 27 ft-lbs.



Install the bump stop assembly on the vehicle in the factory location.



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

Torque the factory hardware to 120 ft-lbs.

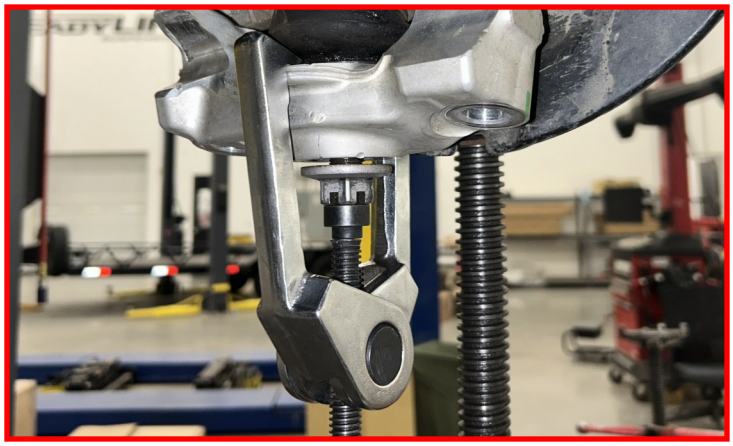


Remove cotter pin and nut from the lower ball joint.

Retain the factory nut.

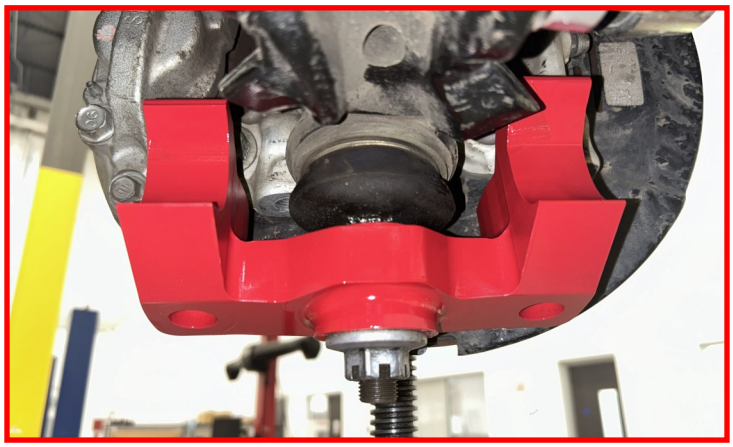


Using the appropriate tool, dislodge the ball joint taper from the steering stop.



Install the ReadyLift steering stop.

Do not torque the nut at this time.



Install the Falcon front coilover top mount using the supplied flange nuts.

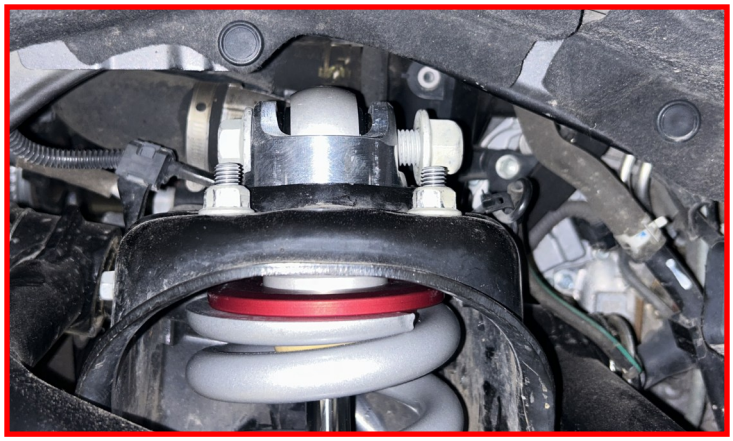
Torque to 35 ft-lbs.



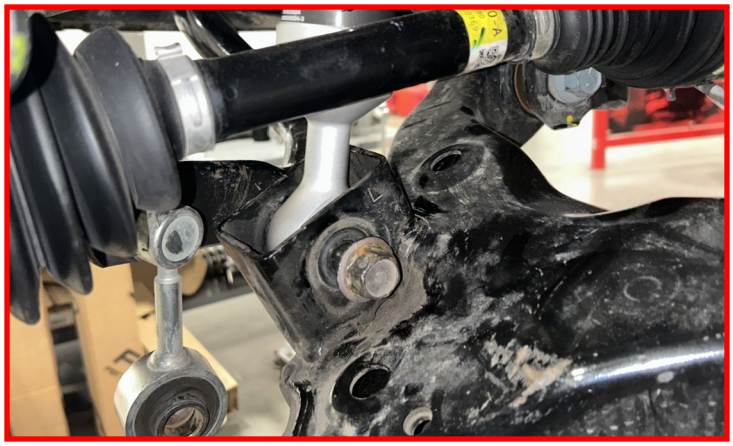
Slide the Falcon front coilover into the top mount.

Using the supplied bolt, fasten the coilover to the Falcon top hat.

Torque to 180 ft-lbs.



Install the factory lower control arm bolt.

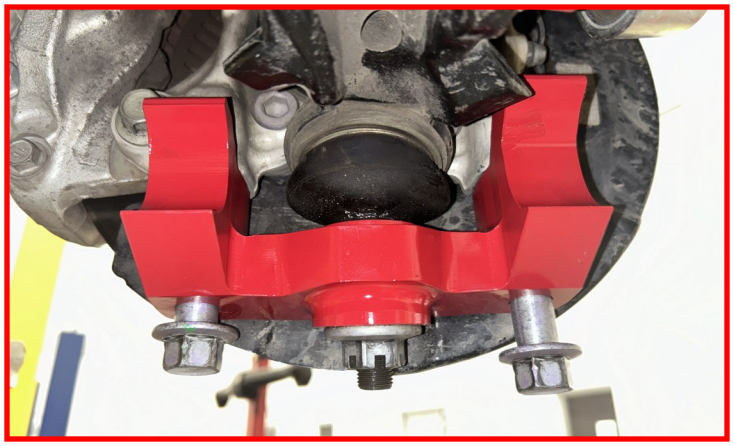


Attach the knuckle to the steering stop using the two factory bolts.

Torque the two bolts to 192 ft-lbs.

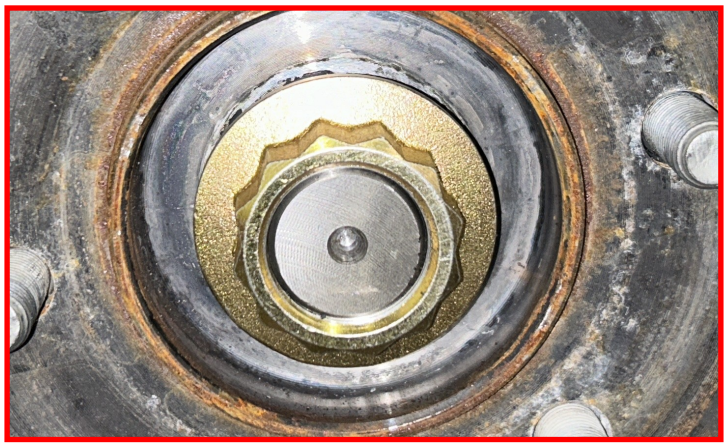
Torque the castle nut to 123 ft-lbs.

Install the 1/8x1.5 cotter pin through the castle nut.



Slide the CV shaft through the hub and install the supplied axle nut.

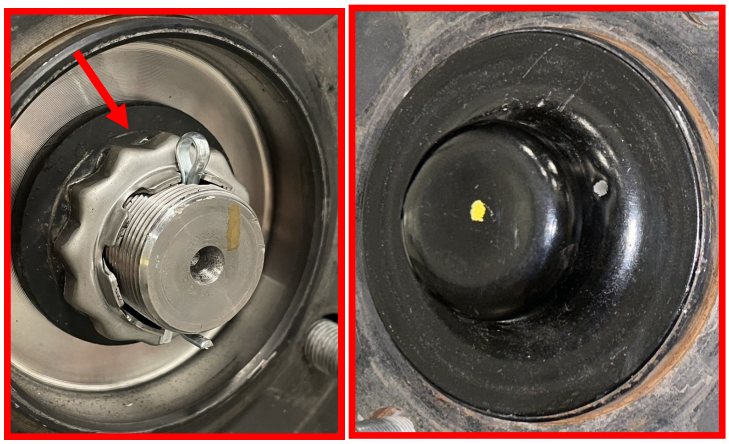
Torque the axle nut to 250 ft-lbs.



Slide the factory axle nut cover on.

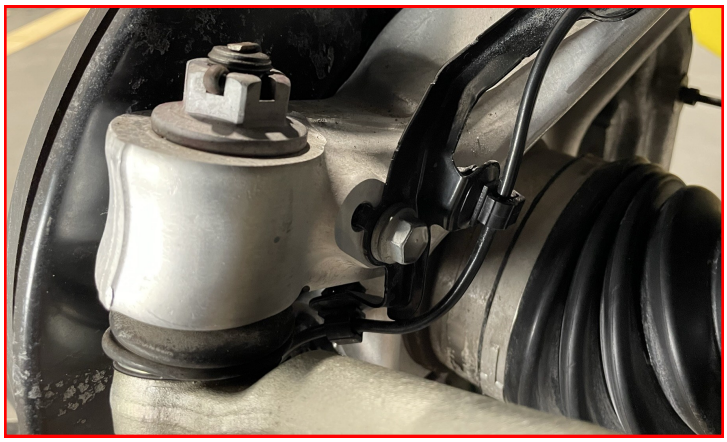
Use the cotter pin supplied with the cv axles to secure the axle nut.

Install the factory dust cover.

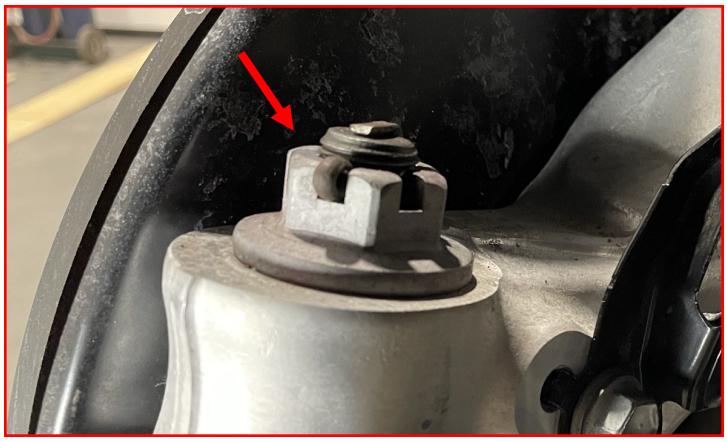


Using factory hardware, attach the tie rod to the knuckle.

Torque to 89 ft-lbs.



Install the supplied 5/32X1.5 cotter pin.

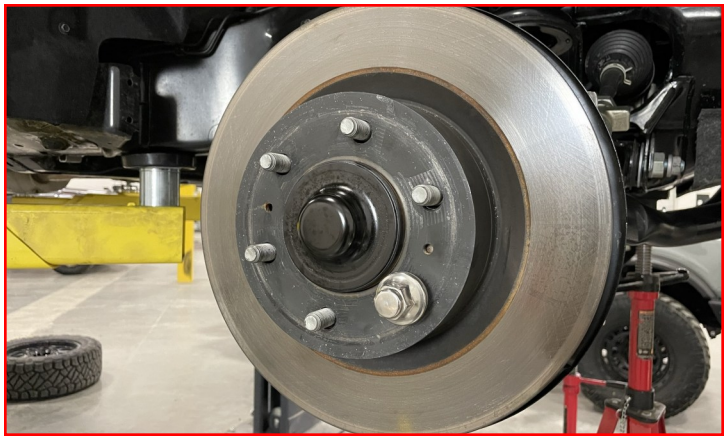


Lower the upper control enough to insert the ball joint stud into the knuckle using the supplied M12-1.75 flange nut and hardened washer.

Torque to 70 ft-lbs.

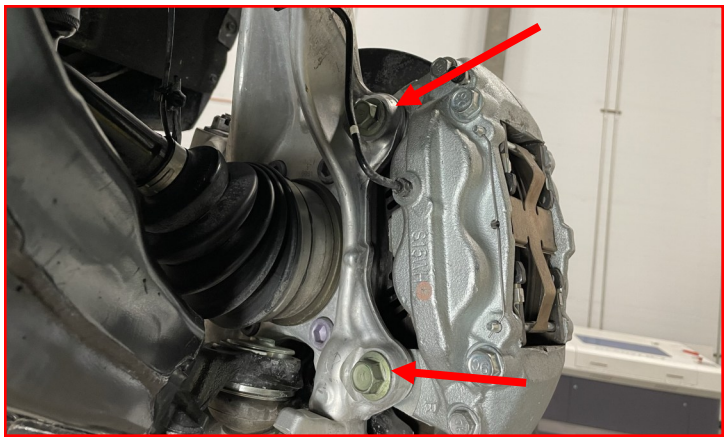


Slide the rotor onto the hub. Use a lug nut to keep it in place.



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

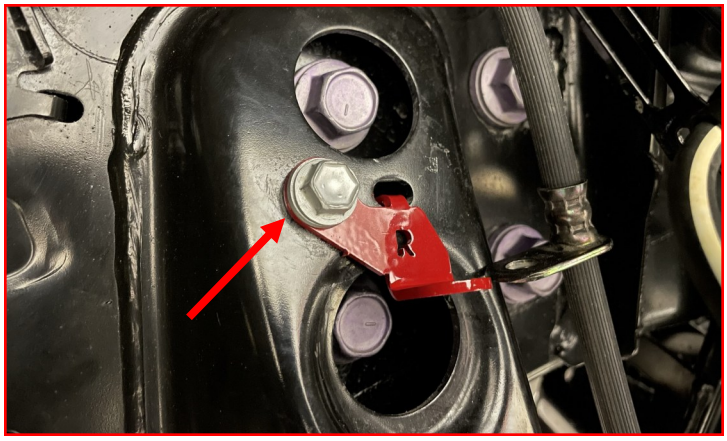
Torque factory hardware to 110 ft-lbs.



Using factory hardware, install the Ready-Lift brake line bracket.

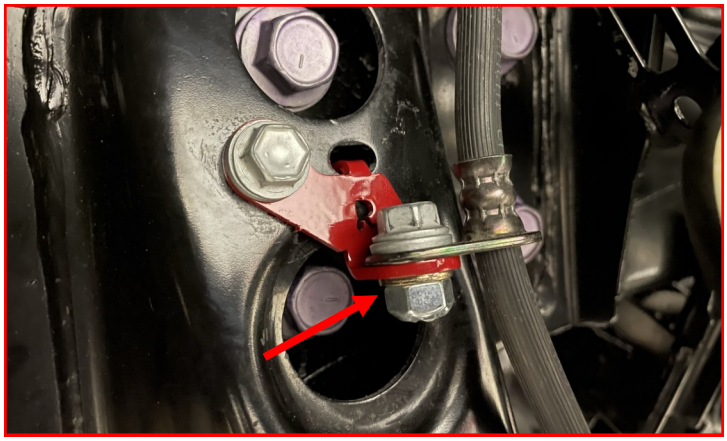
Note: They are left and right side specific.

Torque to 20 ft-lbs.



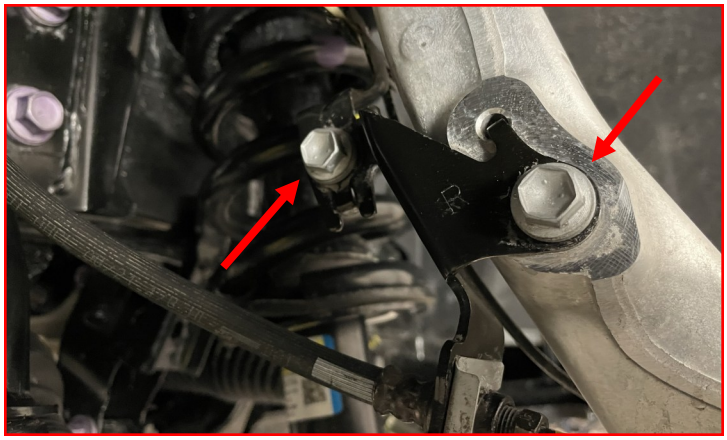
Attach the brake line to the brake line bracket using factory hardware and the supplied M8-1.25 locking nut and M8 washer.

Torque to 20 ft-lbs.

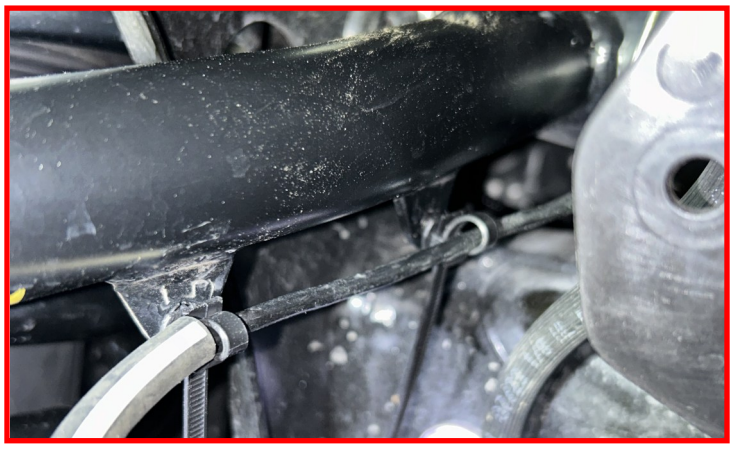


Using factory hardware, attach the ABS sensor wire at the middle of the knuckle.

Torque to 20 ft-lbs.

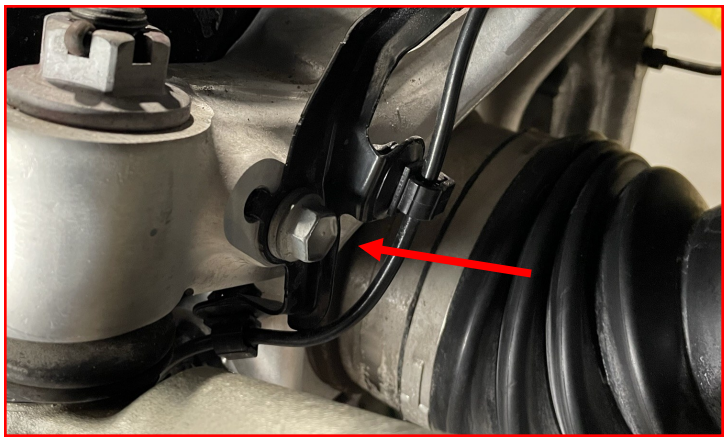


Secure the ABS wire to the ReadyLift upper control arm buy using the supplied fir tree zip ties.

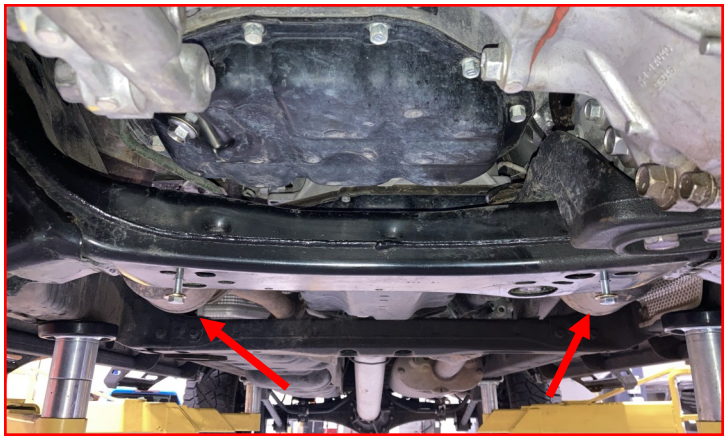


Using factory hardware, attach the ABS sensor wire at the bottom of the knuckle.

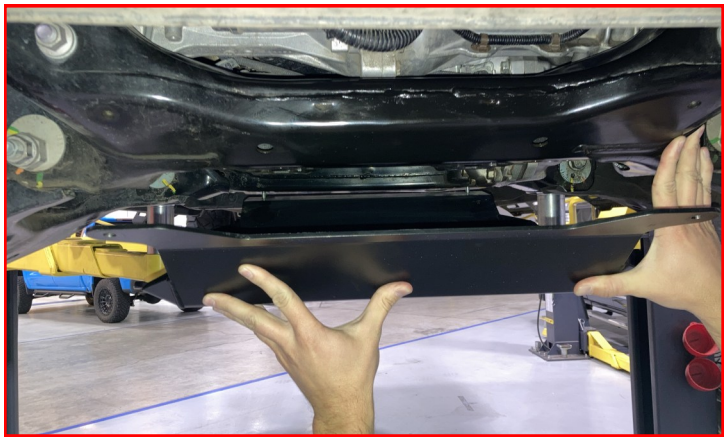
Torque to 20 ft-lbs.



Start the two supplied M8 bolts and washers in the rear crossmember. Leave them loose to slide the slotted holes on the skid plate into place.



Slide the ReadyLift Skid Plate between the frame and washers.



Use the two supplied M8 bolts and washers to secure the front of the skid plate to the crossmember.

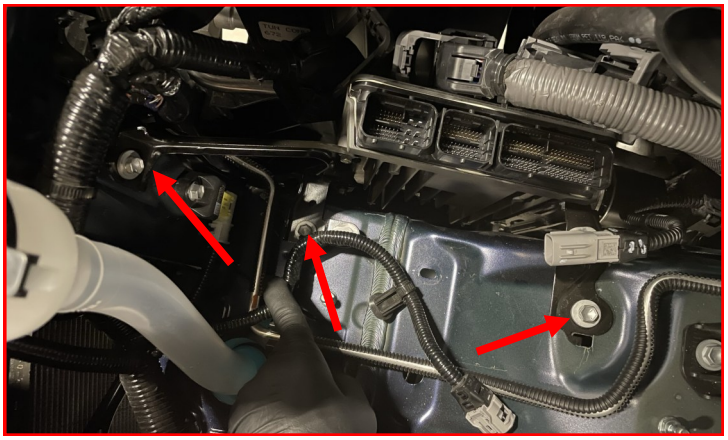


Torque all four M8 bolts to 20 ft lbs.

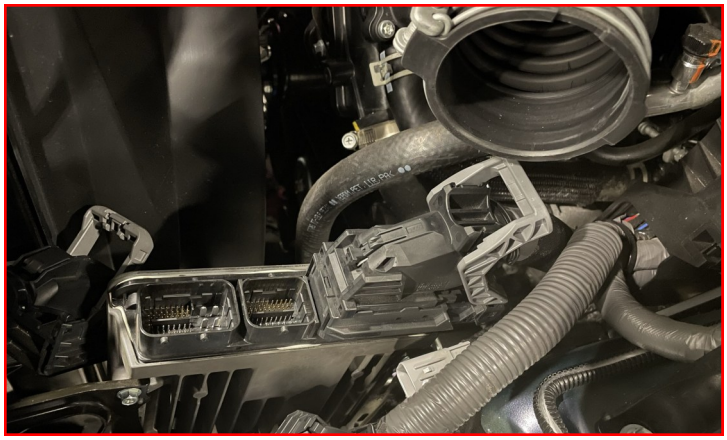


DRIVER SIDE SPECIFIC ACCUMULATOR INSTRUCTIONS

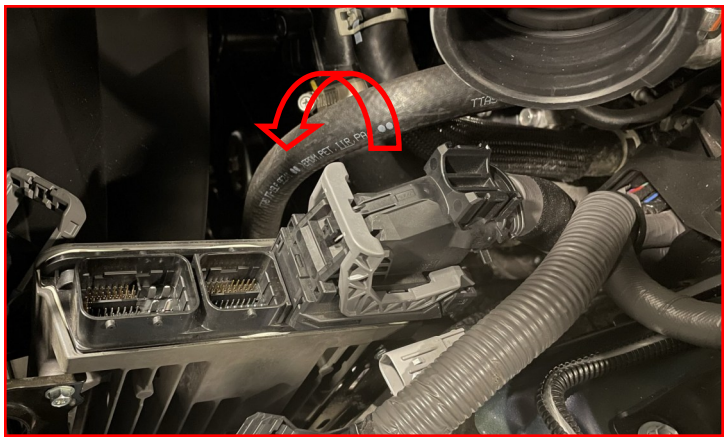
Using the three (3) factory bolts, attach the accumulator to the body.



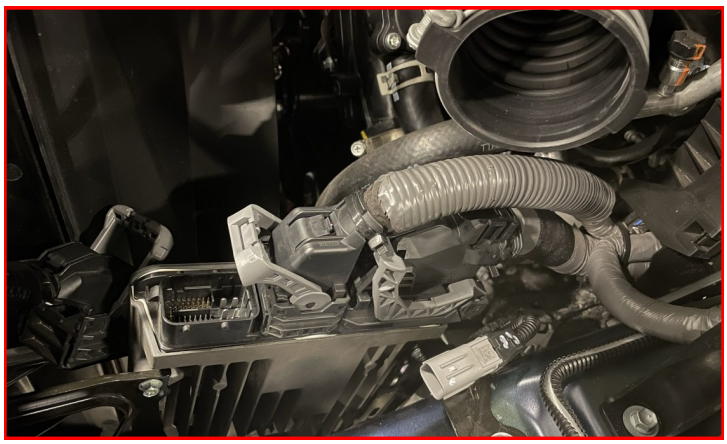
Plug the right most plug into the accumulator.



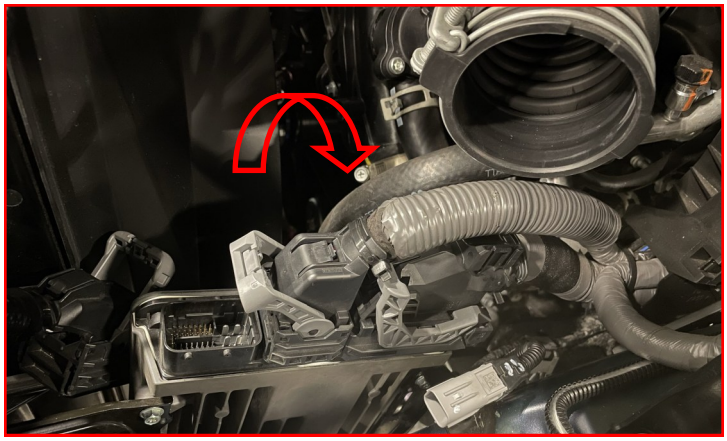
Lock it in place by closing the handle to the left.



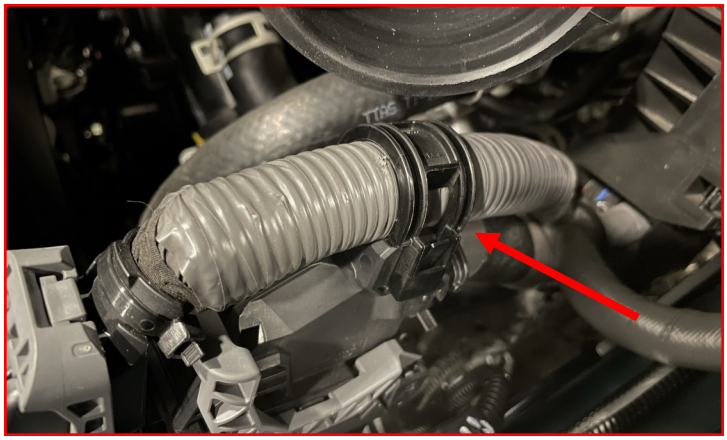
Plug the center plug into the accumulator.



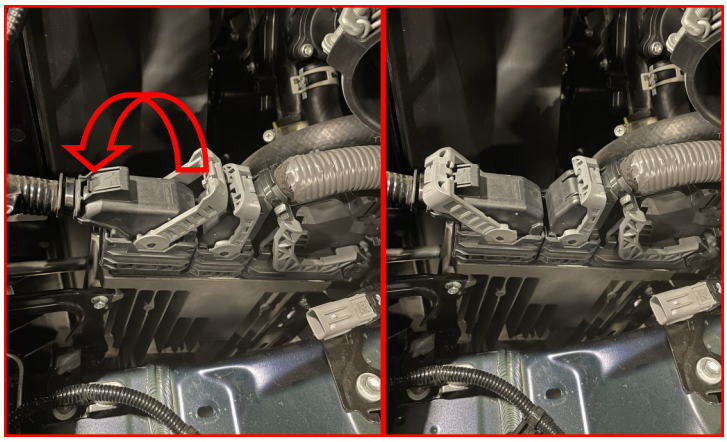
Lock it in place by closing the handle to the right.



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

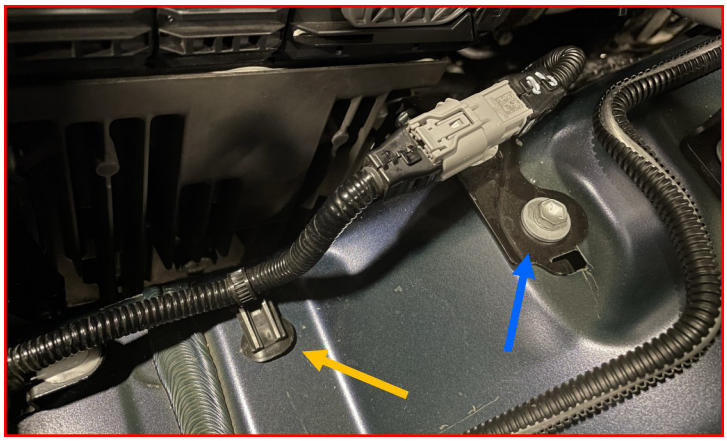


Plug the left most plug into the accumulator and lock it in place by closing the handle to the left.

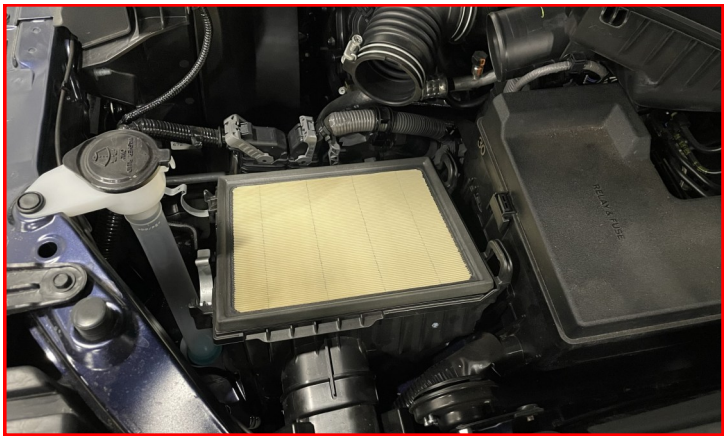


Plug the electrical plug back into its housing.

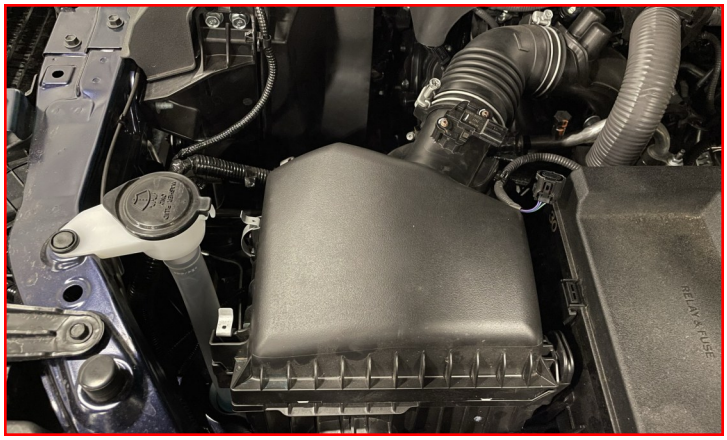
Snap the wire clip back into the body.



Push the air box back into place.

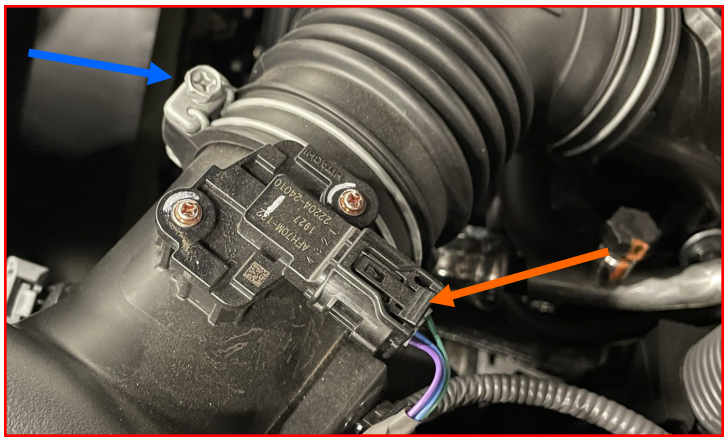


Slide the air box lid into the intake hose and clip it to the air box.



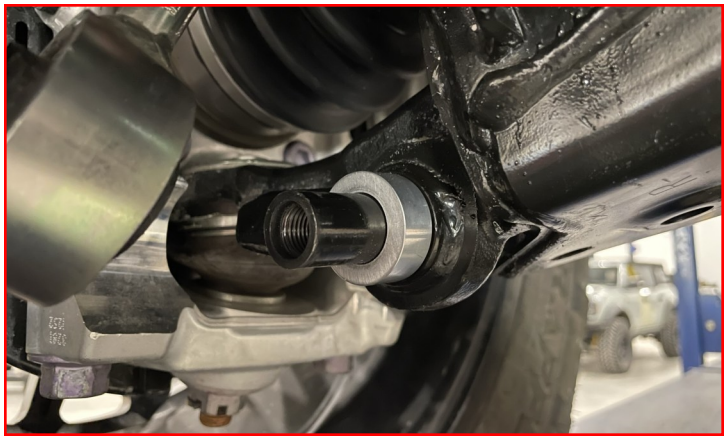
Plug the MAF sensor back into its housing.

Tighten the hose clamp until it is snug.



NOTE: The following steps may be easier with the wheels and tires installed on the vehicle on the ground.

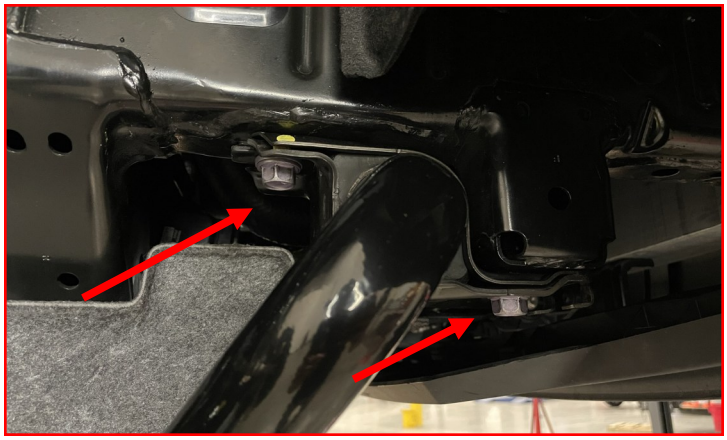
Slide the ReadyLIFT end link spacer onto the end link sleeve.



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



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



Install the front wheels. Lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs.

With everything tightened and torqued to specifications, set the wheels straight. Do so by loosening the tie rod pinch bolt. Rotate the adjuster until the steering wheel is straight with the wheels and tighten. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

Rear Installation

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

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

Remove the rear wheels.

Steps must be repeated on both side simultaneously.

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

Retain factory hardware.



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

Retain factory hardware.



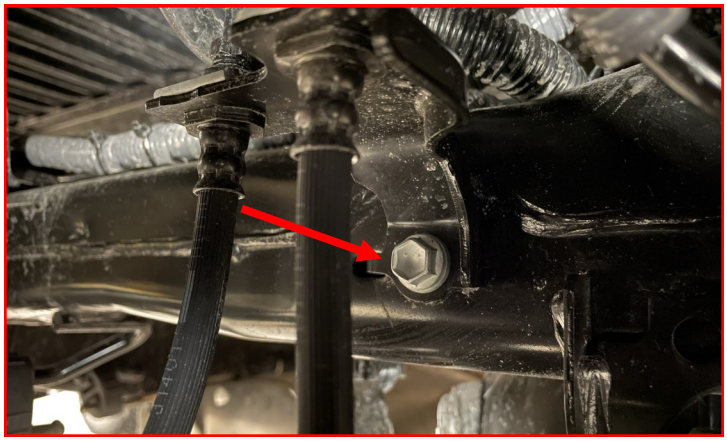
Remove the bolt (one on each side) holding the brake line to the body.

Retain factory hardware.



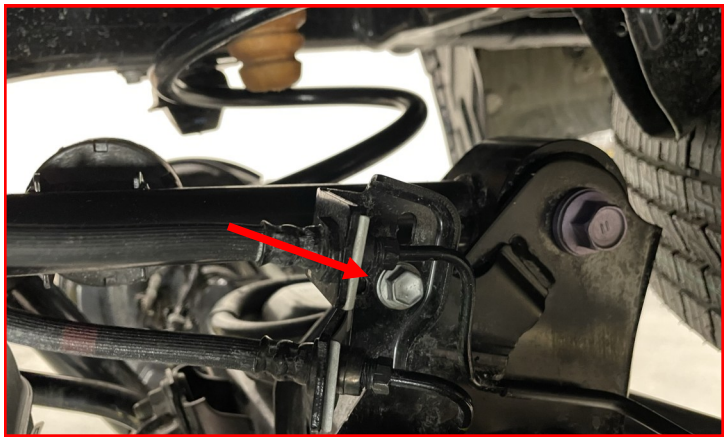
Remove the bolt holding the brake line to the frame.

Retain factory hardware.



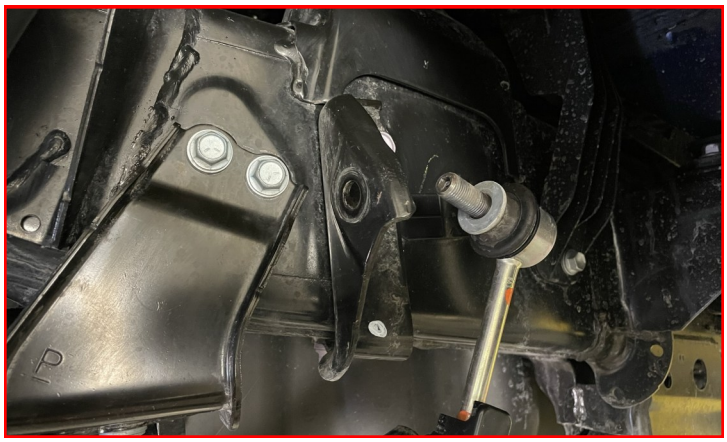
Remove the bolt holding the brake line to the axle.

Retain factory hardware.



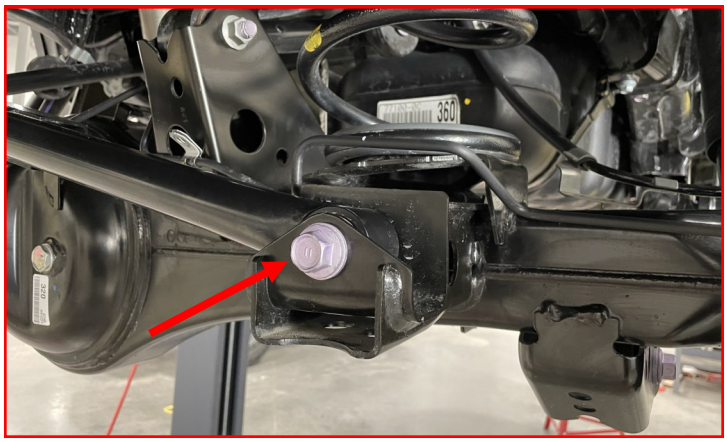
Remove the end link nut and let the end hang out of the way.

Retain factory hardware.



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

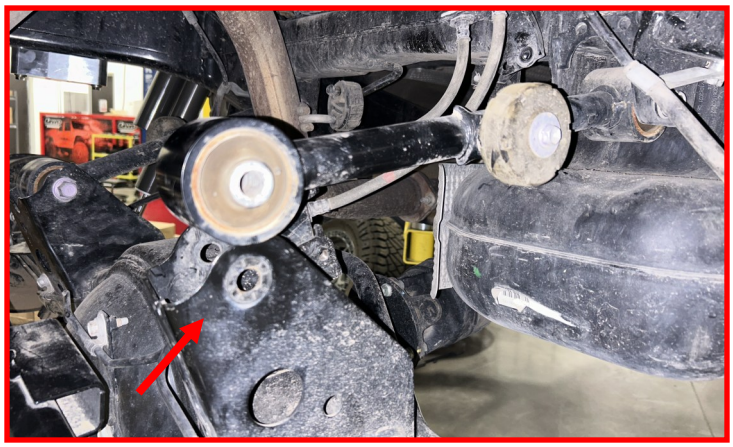
Retain factory hardware.



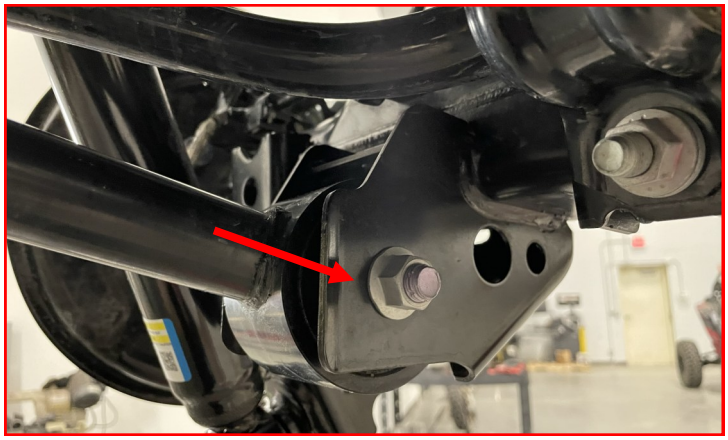
Loosen but **DO NOT** remove the **DRIVER** upper control nut at the axle.

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

Retain factory hardware.



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



Support the axle using an appropriate jack.

Remove the lower shock bolt.



Remove the upper shock nut and bushing.

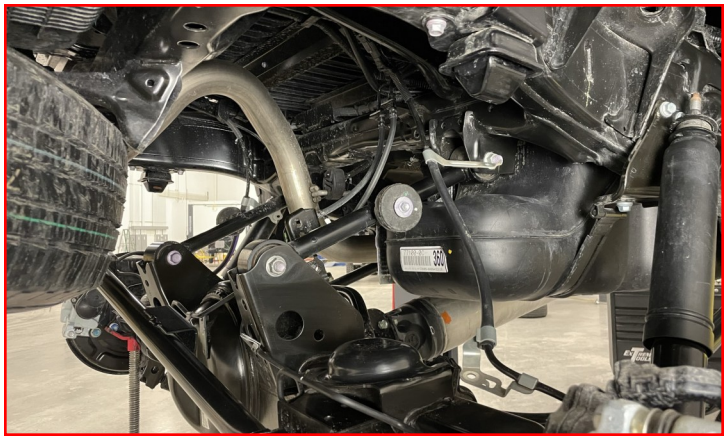
Remove the rear shock and dispose of the it in an appropriate fashion.



Lower the axle enough to remove the rear springs.

Discard factory spring at this time.

Retain factory bump isolator.



Remove the factory bump stop from the upper spring isolator by prying it out of the plastic holder.



Secure the ReadyLift bump stop extension to the plastic holder using the supplied M10 Bolt and Washer.

Torque to 20 ft-lbs.

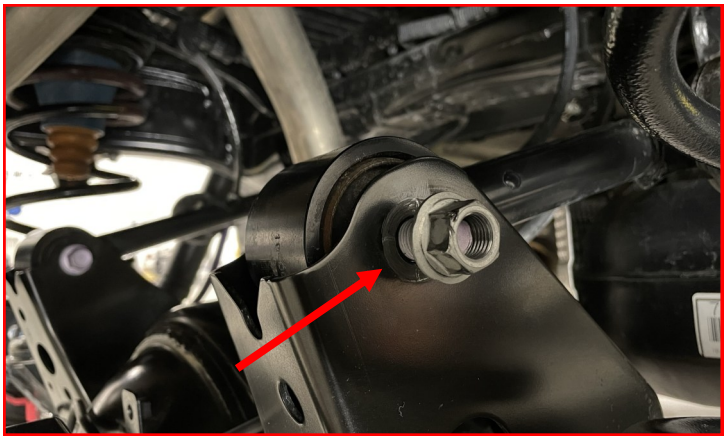


Install the ReadyLift coil spring with the factory isolator and bump stop extension in place.



Install the **PASSENGER** upper control arm using factory hardware.

Do not tighten at this time.



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.



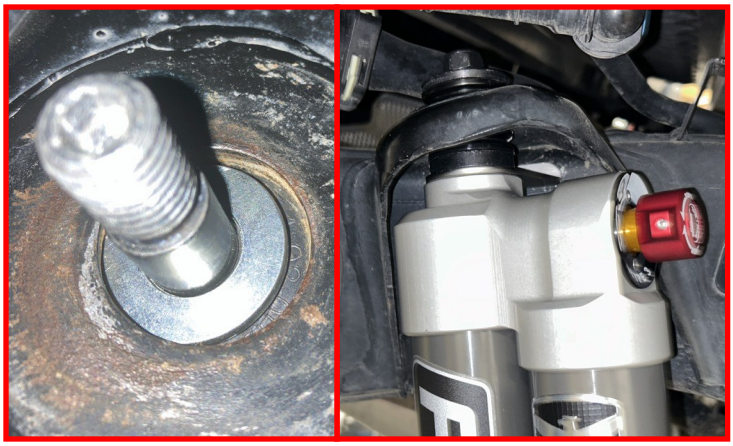
Second photo to help with orientation of anti-rotation plate.

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.

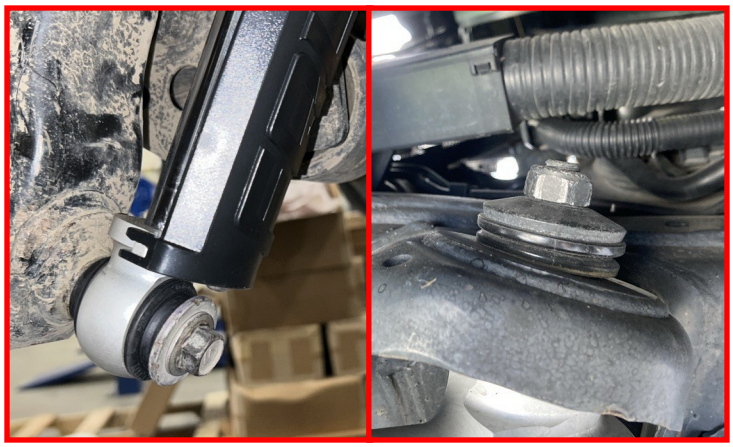


Slide the rear shock over the shock mount and secure using the factory hardware.

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.



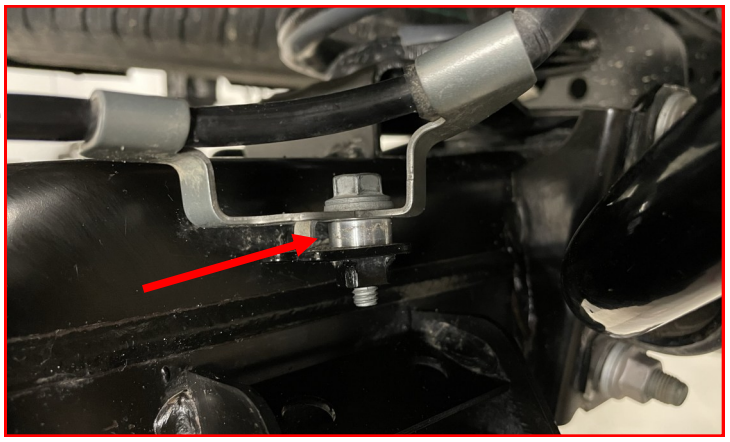
Install the five (5) bolts holding the rear brake line to the axle.

Torque to 20 ft-lbs.



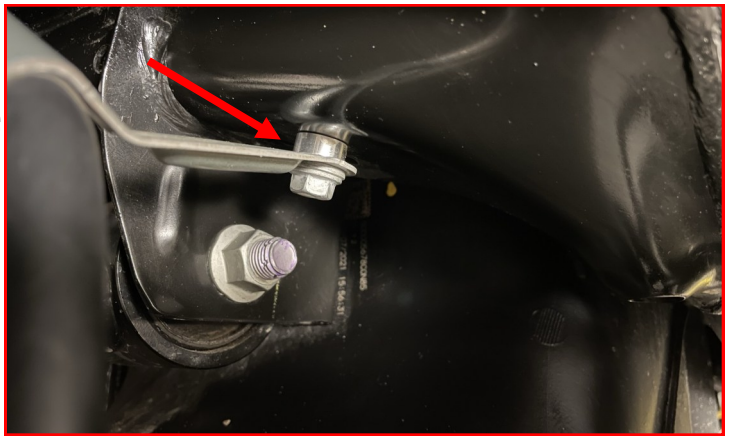
Install the rear brake line spacer between the brake line and the axle using the factory bolt (one on each side) holding the brake line to the axle.

Torque to 20 ft-lbs.



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

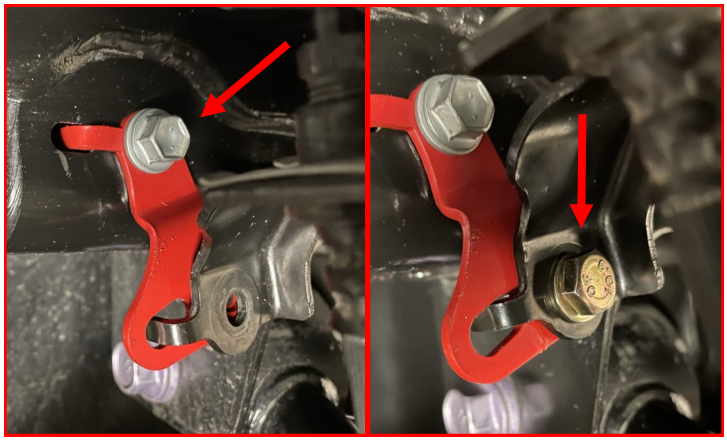
Torque to 20 ft-lbs.



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

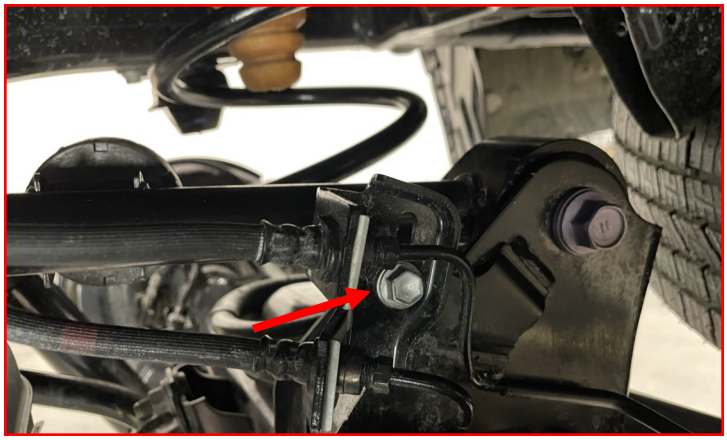
Attach the factory bracket to the relocation bracket using the supplied M8 bolt and washer.

Torque all hardware to 20 ft-lbs.



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

Torque to 20 ft-lbs.



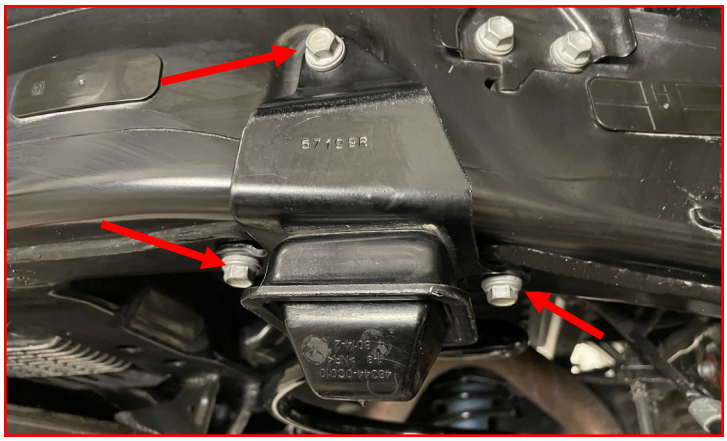
Install the end link onto the frame using factory hardware.

Torque to 60 ft-lbs.



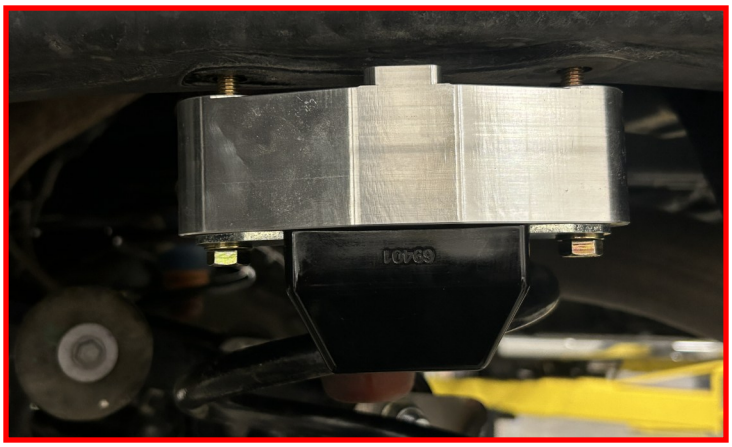
Remove the three bolts holding the factory bump stop to the frame.

Discard the factory hardware and bumpstop.



Install the ReadyLift bump stop and bump stop extension using the supplied M8-70mm bolts and washers.

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

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

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

⚠WARNING

FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

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

Vehicle Handling Warning

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

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

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

RECOMMENDED ALIGNMENT SPECS

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