67-32850 2007-2018 GM 1500 Upper Control Arms

IF your ReadyLIFT® product has a damaged or missing part, please contact customer service directly. For warranty issues please return to the place of installation and contact ReadyLIFT® .

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY

(877) 759-9991
MON-FRI 7AM-5PM PST
OR
EMAIL: INFO@ReadyLIFT.COM
WEBSITE: ReadyLIFT.COM
****Please retain this document in your vehicle at all times****

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT® manufactures. The ReadyLIFT® product warranty only extends to the original purchaser of any ReadyLIFT® product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts. Our Limited Lifetime Warranty excludes the following ReadyLIFT® items; bushings, bump stops, ball joints, tie rod ends, heim joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship. This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.

Product purchased directly from ReadyLIFT® has a 30 day return policy on uninstalled products from the date of purchase. Uninstalled product returns must be in the original ReadyLIFT® packaging. Please call **(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. If the part in question is deemed warrantable an RGA# will be assigned and can be returned for repair or replacement. Replacement parts required prior to warranty claim completion must be purchased. Upon receipt and verification of deemed warranty parts claim, a credit or refund can then be processed to complete warranty claim transaction.

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

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Please read Instructions thoroughly and completely before beginning installation.
Installation by a certified professional mechanic is highly recommended.

ReadyLIFT® Suspension is NOT responsible for any damage or failure resulting from improper installation.

Safety Warning: Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers. Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT® Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. You should never operate your vehicle under the influence of alcohol or drugs. Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use. It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT® products. It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle. All raised vehicles have increased blind spots; 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® Off Road 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.

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BILL OF MATERIALS

Description	QTY
Upper Control Arm, Driver	1
Upper Control Arm, Passenger	1
M6 Flat Washer	2
M6 Lock Nut	2

There are 3 different types of stock front suspension control arms. You will see different variations throughout these instructions. There are aluminum, cast steel and stamped steel. This particular kit will only fit the **cast steel versions (small taper ball joints)** of the stock suspension.

This suspension system was developed using a 34 x 11.5 tire with 20" x 9" wheel and a offset of +25. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 11" wide. The stock spare rim can be run in an emergency. Please note that if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur due to tire height differences.

Safety Warning

Before you start installation:

ReadyLIFT® Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT® Suspension customer service to find one of our "Pro-Grade" Dealers.

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 will need to be performed after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- Use of a Vehicle Hoist will greatly reduce installation time.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

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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.

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

Remove the front wheels. Remove the front splash guard/skid plate.

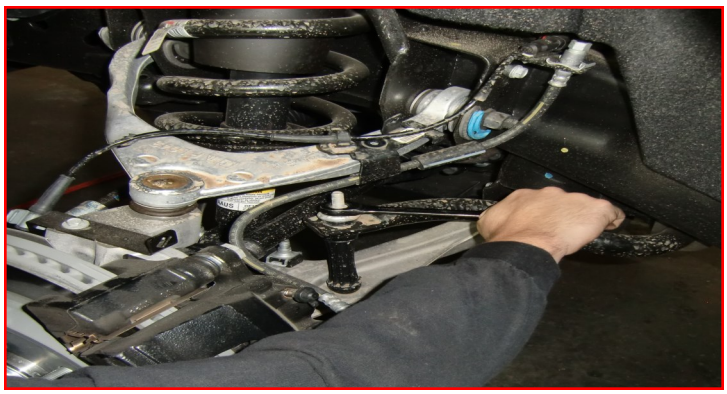
Remove the ABS from the upper control arm clip and frame rail. Disconnect the electrical connecter and move wire out of the way.



Remove the brake line bracket from the upper control arm and frame rail.

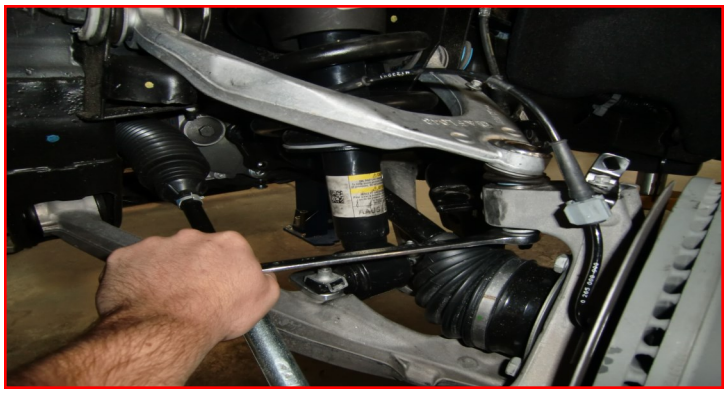


Remove the sway bar end links from the sway bar and lower control arm.



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Position a jack under the lower control arm for support. 4wd only: Remove the axle nut at the hub bearing. This is to keep the CV axle from being over extended when lowering the control arm in a later step. You may have to remove a axle nut cover to access this nut. Remove the upper ball joint nut from the knuckle. 2wd can use a socket, 4wd will require a wrench.



Strike the upper ball joint boss to release the taper.



Remove the lower strut from the lower control arm.

Retain the factory hardware.



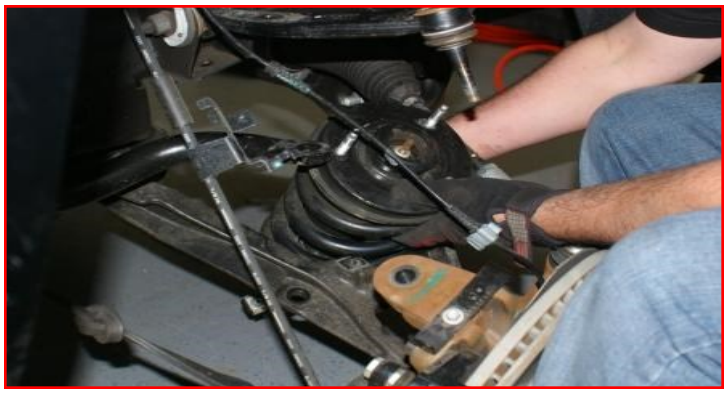
Remove the upper strut mount at the frame.

Retain the factory hardware.

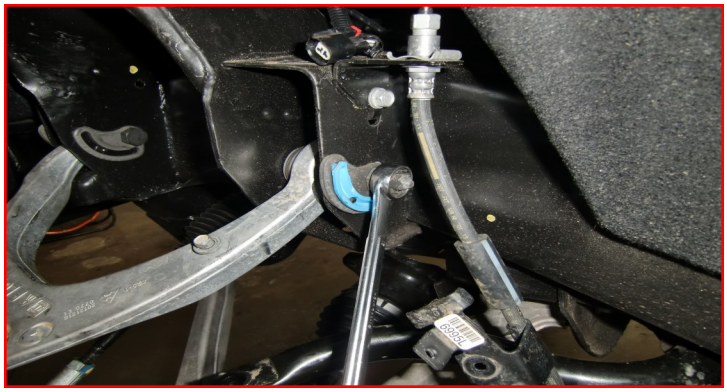


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Loosen but do not remove the lower control arm at the frame. Lower the control arm down enough to remove the strut from the vehicle. Be careful not to over stretch the brake lines.



Remove the upper control arms. Make sure to note the orientation of the alignment cams for re-installation later.



Install the appropriate side replacement upper control arms into the frame using the previously removed cam bolts and cams. (New design control arms do not have Zerk fittings in the pivot bushings and do not require grease) Do not tighten at this time.



Install the complete strut assembly into the vehicle using the factory nuts. Do not tighten at this time.



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Raise the lower control arm and install the lower strut using the factory hardware.

Torque to 45 ft-lbs.



Install the sway bar end links and factory hardware. Do not tighten at this time.



Attach the upper ball joint to the knuckle using the provided hardware (4wd: guide the CV axle through the hub bearing while installing the upper ball joint).

Torque the nut to 80 ft-lbs.

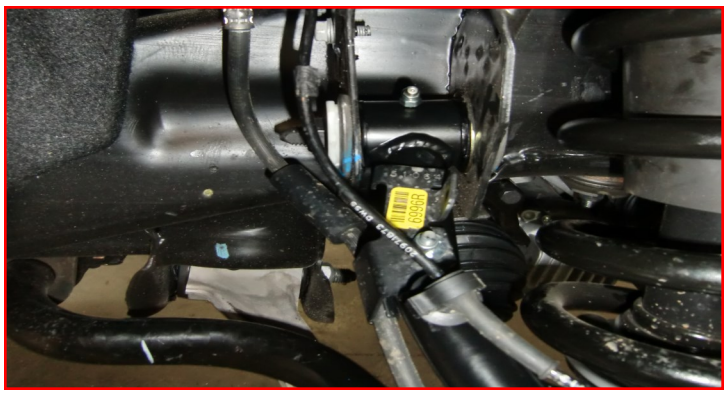
DO NOT use an impact.

4wd only: Install the CV axle using the factory hardware. Torque to 200 ft-lbs. Re-install axle nut cover by tapping into place with a mallet on the outer edge.



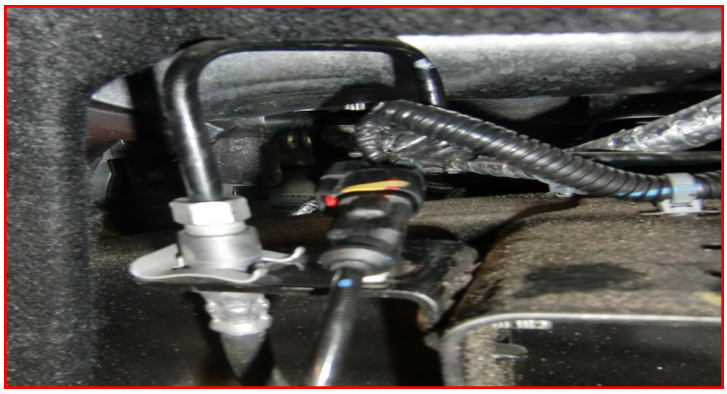
Install the brake line brackets to the upper control arm using the provided hardware and to the frame rail using the factory hardware.

Torque to 5 ft-lbs. Attach the ABS wire to the brake line bracket using the factory clip.



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Attach the ABS wire to the frame rail with the factory clip. Re-connect the electrical connector.



Install the wheels. Remove the jack stands and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle a few times to get the suspension to settle to the new ride height. Torque the lower control arms to 150 ft-lbs, the upper control arms to 120 ft-lbs (final torque to be set by the alignment tech), the sway bar end links and lower strut hardware to 45 ft-lbs, and upper strut hardware to 35 ft-lbs. Re-install the splash guard using the factory hardware. Torque to 5 ft-lbs.

Have the alignment set by a reputable shop using the provided alignment specs on the last page of the instruction booklet.

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*****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:

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.