69-52331 2022 Toyota Tundra 3" SST w/ Rear Air Suspension

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

(877) 759-9991

MON-FRI 7AM-4PM PST
OR
EMAIL: support@readylift-ami.COM
WEBSITE: ReadyLIFT.COM

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

READYLIFT " NO HASSLE" PRODUCT WARRANTY

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

READYLIFT "NO HASSLE" WARRANTY PROCEDURES

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

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

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

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

WARNING

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

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

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT products.

It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle.

All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

SAEJ2492 Warning

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

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

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

This suspension system was developed using a 35 x 12.5 tire with 18x9 wheel and a offset of 12mm. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 10.5" wide.

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

⚠ WARNING

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

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

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

PRE-INSTALLATION MEASUREMENTS:

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

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

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

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

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

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Front Strut Spacer	2
Front Bump Stop Extension	2
Upper Control Arm Left (Driver)	1
Upper Control Arm Right (Passenger)	1
Diff Drop Front Spacer	4
Front Diff Drop, Right	1
Front Diff Drop, Lift	1
0.87" OD x 0.56" ID x 2.65" Crush Sleeve	2
1.52" OD x 0.85" ID Polyurethane Bushing	4
End Link Spacer	2
Brake Line Relocation Bracket Left (Driver)	1
Brake Line Relocation Bracket Right (Pass)	1
Rear Airbag Spacer	2
Airbag Ride Height Sensor Bracket	2
Rear Bump Stop Extension - Right Hand Side	1
Rear Bump Stop Extension - Left Hand Side	1
Rear Bump Stop Extension Crush Sleeve	2
Rear Brake Line Relocation Bracket	1
Rear Brake Line Spacer	2
Rear Brake Line Spacer	2
Rear Brake Line Relocation Bracket	1
Rear Shock Extension– Left	1
Rear Shock Extension– Right	1
Rear Shock Extension Crush Sleeve	2
Hardware Pack	1
CV Axle kit	1
Ball Joint Washer	2

HARDWARE	
DESCRIPTION	QTY
Front Strut Spacer	
M10-1.25 Serrated Flange Nut, Zink	8
Upper Ball Joint	
M12-1.75 Top Lock Nut, Zink	2
Upper Control Arm	
M8-1.25 C-Lock nut	2
M8 Flat Washer	2
Front Diff Drop - Left Hand Side	
M14-1.5 x 60 Socket Head Cap Screw, Gr 12.9	1
M14-1.5x60mm Hex Head Bolt, GR 10.9	1
M14 Flat Washer	2
Front Diff Drop - Right Hand Side	
M16-1.5 C-Lock Nut	3
M16 Flat Washer	3
Brake Line Relocation Brackets (Left and Right)	
M8-1.25 C-Lock nut	2
M8 Flat Washer	2
Rear Brake Line Relocation Bracket	
M8-1.25 x 20 Hex Head Bolt	1
M8 Flat Washer	1
Rear Airbag Spacer	
M14-2.0 x 35mm Hex Head Bolt 10.9 ZC	2
M14 Flat Washer	2
Rear Shock Extension (Left and Right)	
M12-1.75 x 75mm Hex Head Bolt, GR 10.9 ZC	2
M12-1.75 x 30mm Hex Head Bolt, GR 10.9 ZC	2
M12-1.75 C-Lock Nut, GR 10.9 ZC	4
M12 Flat Washer ZC	8
Rear Bump Stop Extension (Left and Right)	
M8-1.25 x 20 Hex Head Bolt	6
M8-1.25 x 40 Hex Head Flange Bolt	2
M8 Flat Washer	6
Rear Brake Line Spacer - Tall	
M8-1.25 x 40 Hex Head Flange Bolt	2

IMPORTANT NOTE:

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

Before working on the vehicle, note the orientation of the rear ride height sensor mounting shaft angle at ride height.



Parts shown in red for picture clarification only

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

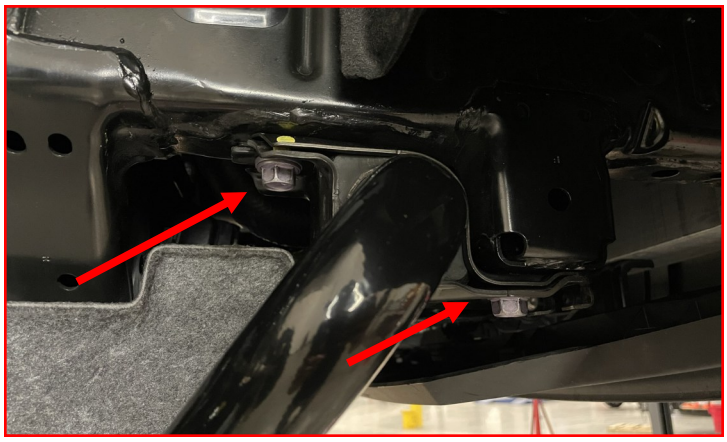
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

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

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

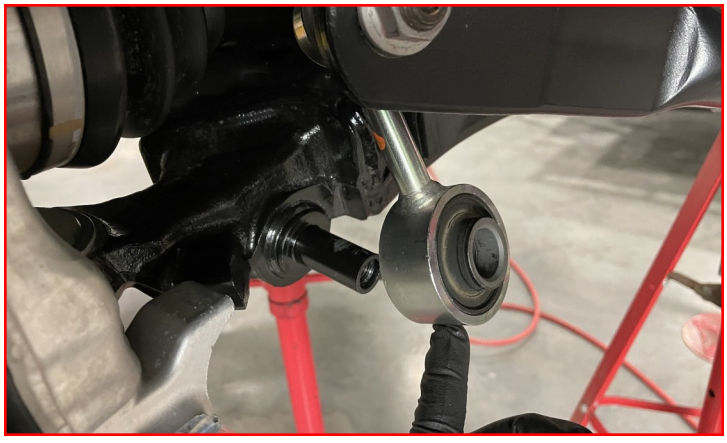
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Starting with the front of the vehicle, all steps are to be completed on both sides of the vehicle unless instructed.

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



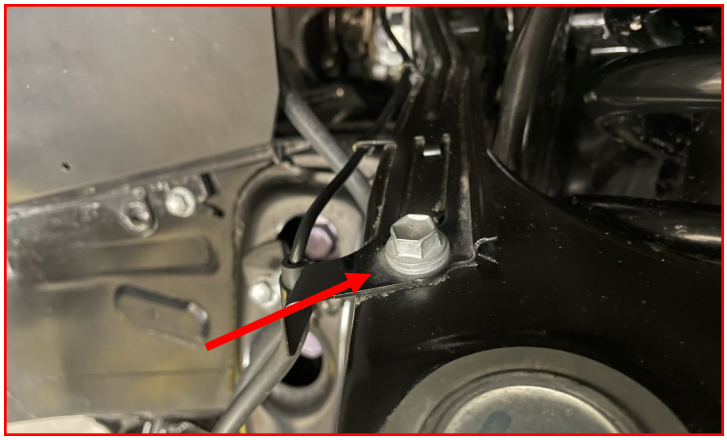
Remove the sway bar end link bolt from the lower control arm and slide the end link off of its perch.

Retain factory hardware.



Remove the ABS wire bracket on the upper control arm.

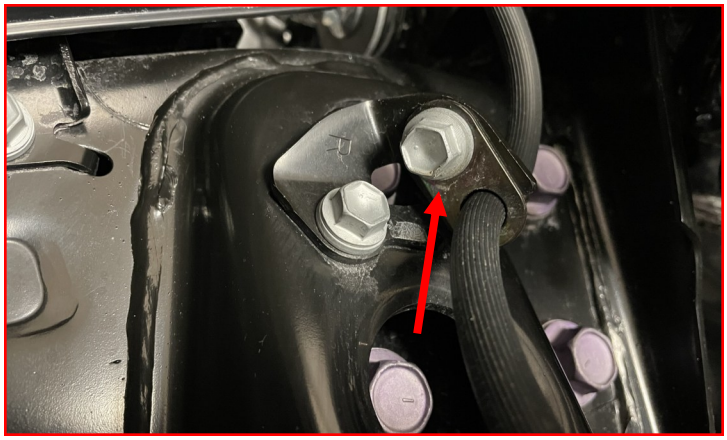
Retain factory hardware.



Remove the brake line from the bracket on the chassis.

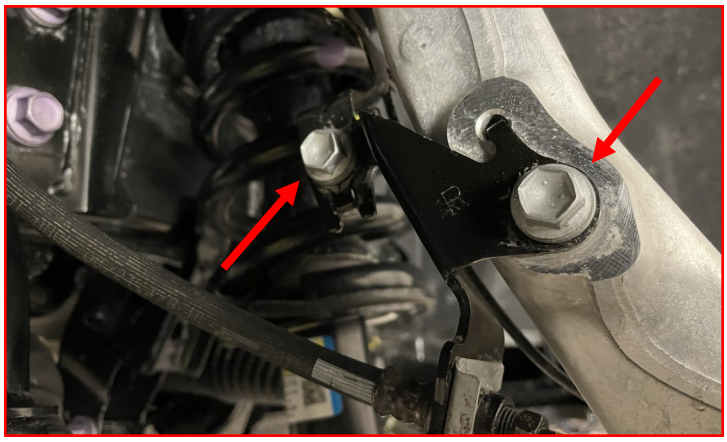
Do not disconnect brake line hydraulic connections.

Retain factory hardware.



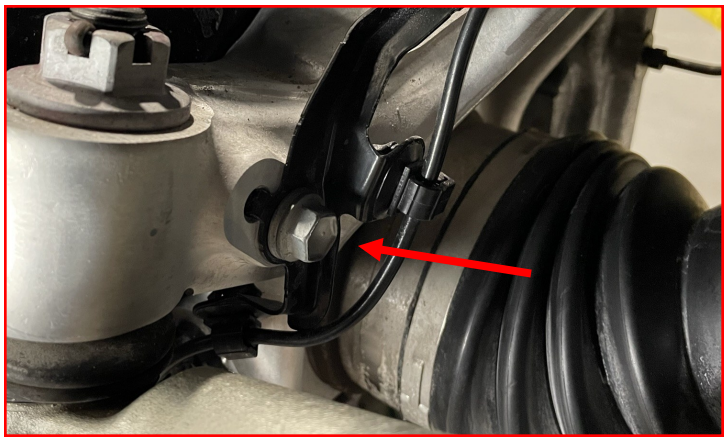
Remove both screws retaining the ABS wire to the middle of the knuckle.

Retain factory hardware.



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

Retain factory hardware.

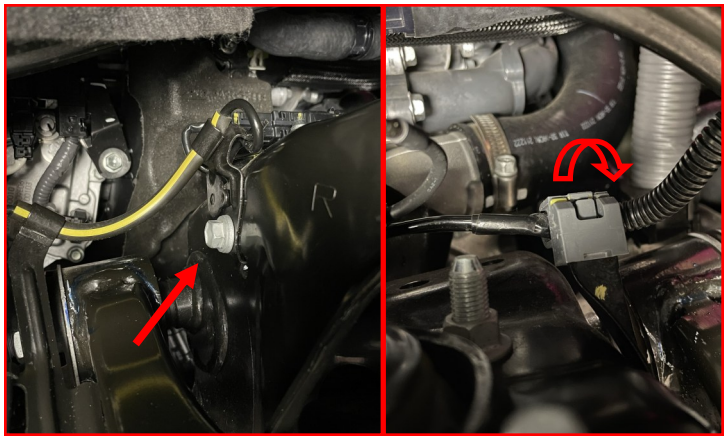


FOR AVS EQUIPPED VEHICLES

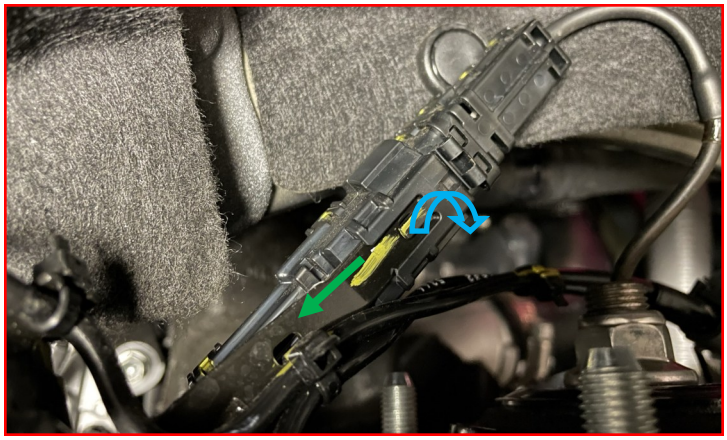
Remove the bolt holding the ABS bracket to the strut tower.

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

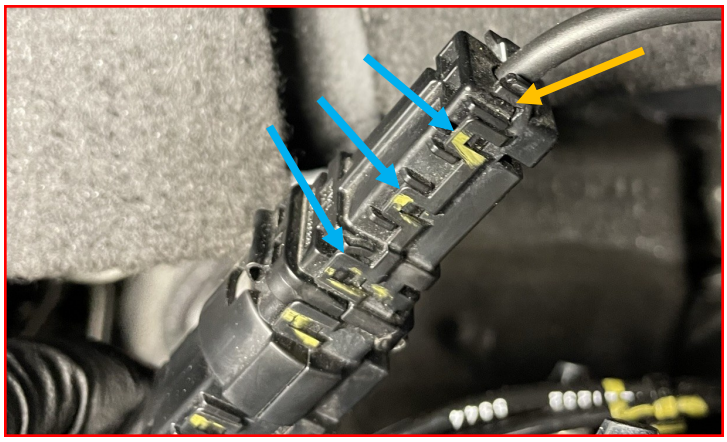
Retain factory hardware.



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

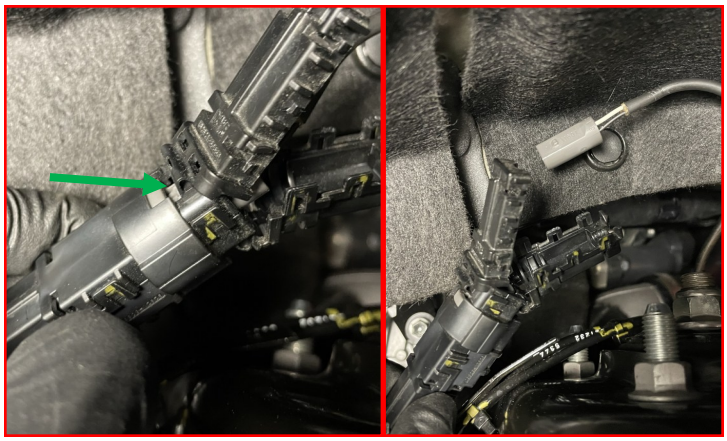


Using a small screwdriver or pick, carefully release the six (three on each side) latches on the plug while prying open the plug.



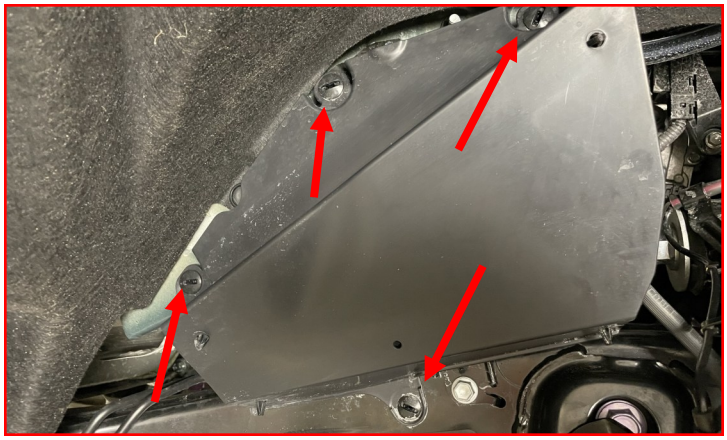
With the plug open, release the latch holding the plug pigtail. Remove the plug pigtail.

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



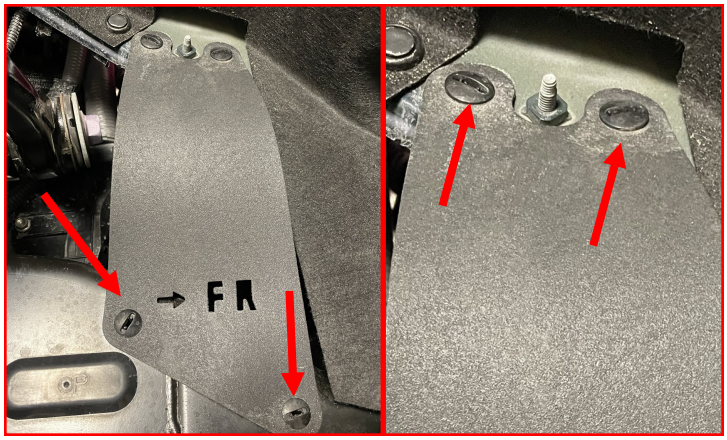
Using a trim removal tool, remove the four (4) clips for the plastic dirt shield.

Retain factory hardware.



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

Retain factory hardware.



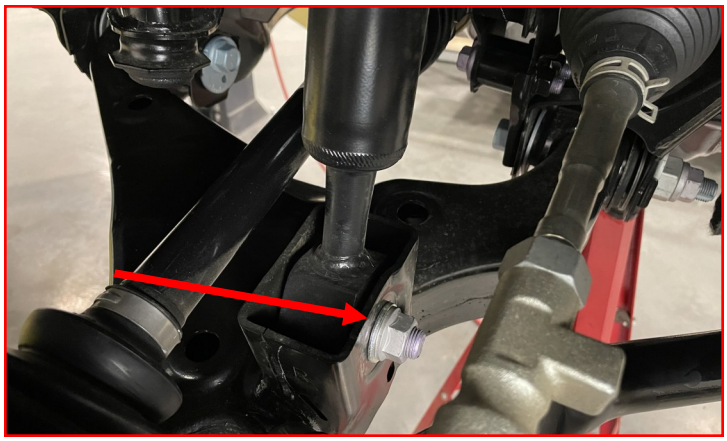
Remove the rear cover for caliper hanger hole.

Retain factory hardware.



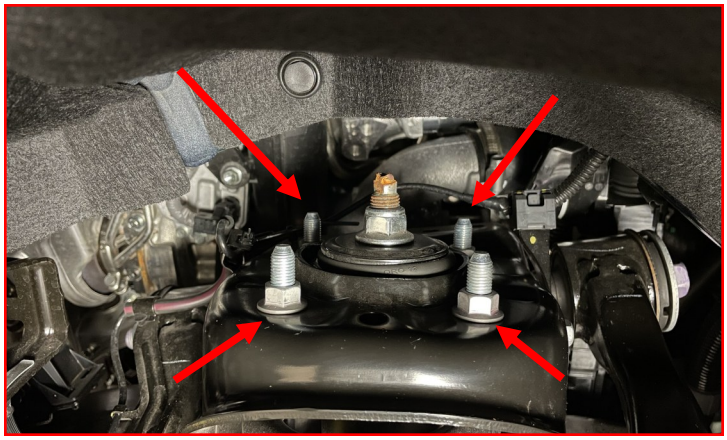
Support the lower control arm with a suitable jack.

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

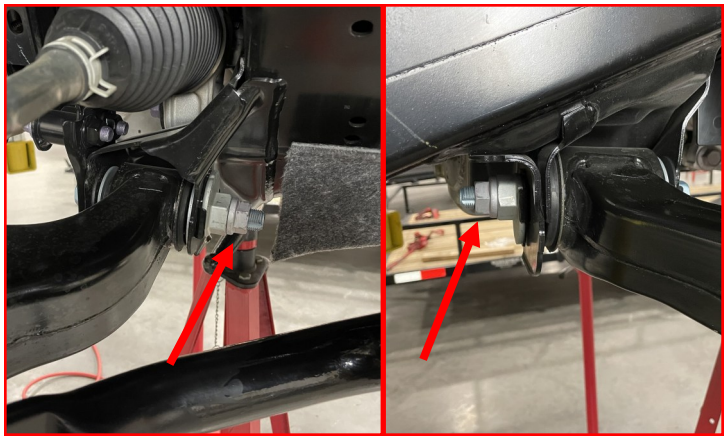


Remove the four (4) upper strut bolts.

Retain factory hardware.



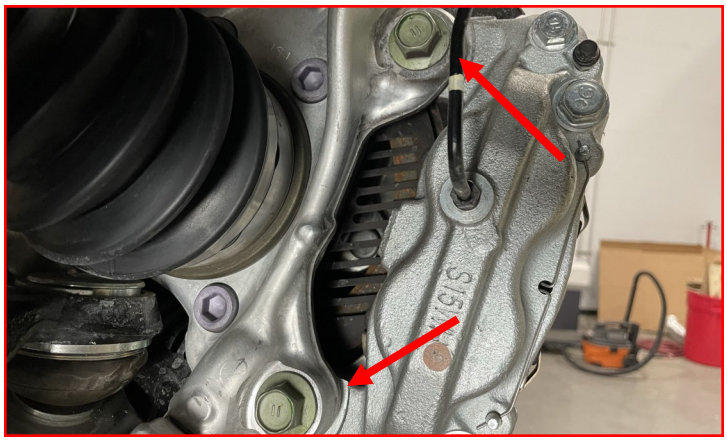
Loosen but **DO NOT** remove inner control arm nuts.



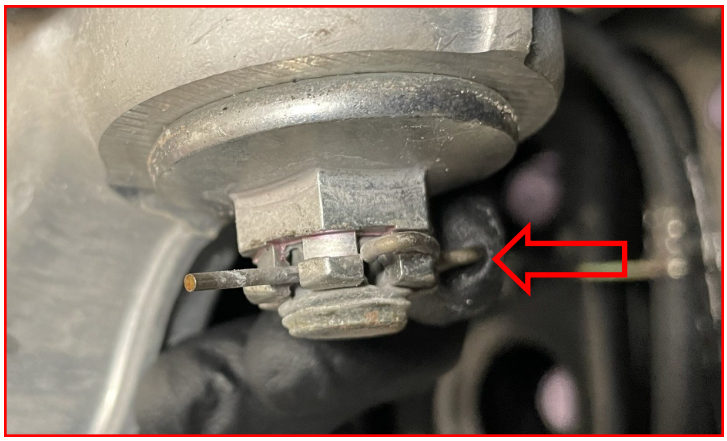
Remove the two (2) caliper bolts. Hang the caliper out of the way.

Remove rotor.

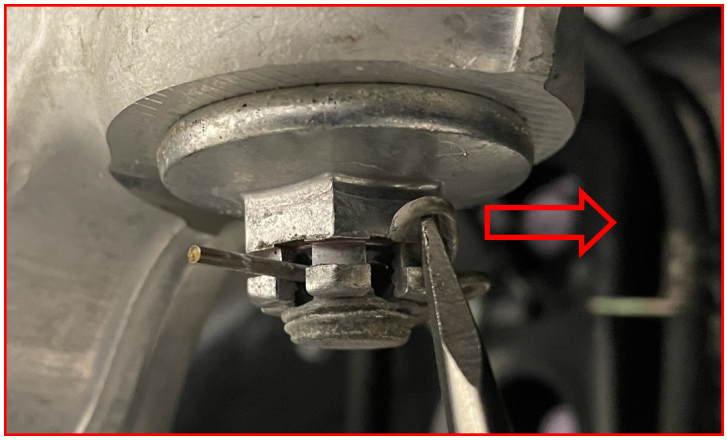
Retain factory hardware.



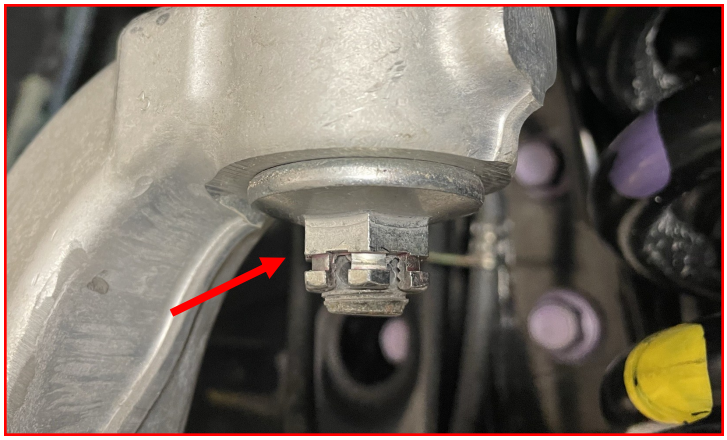
Remove the upper ball joint retaining clip by pushing in on the clip nub.



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

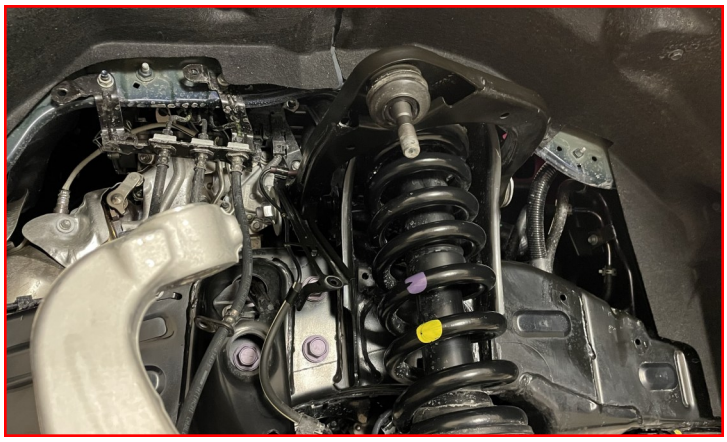


Loosen but **DO NOT** remove the upper ball joint nut.



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

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

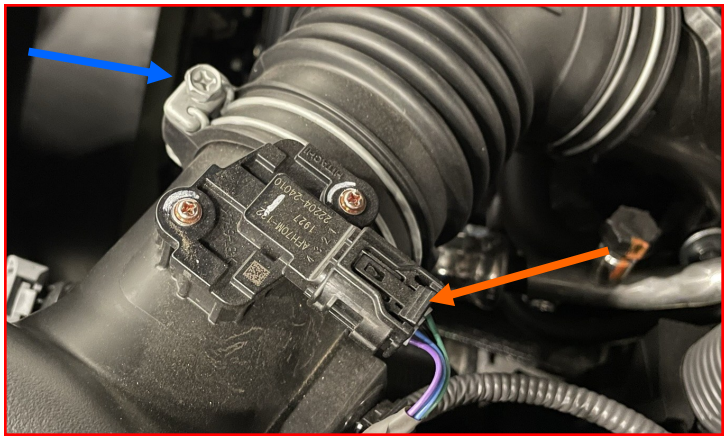


In order to remove the driver side upper control arm bolt, the following extra steps must be taken.

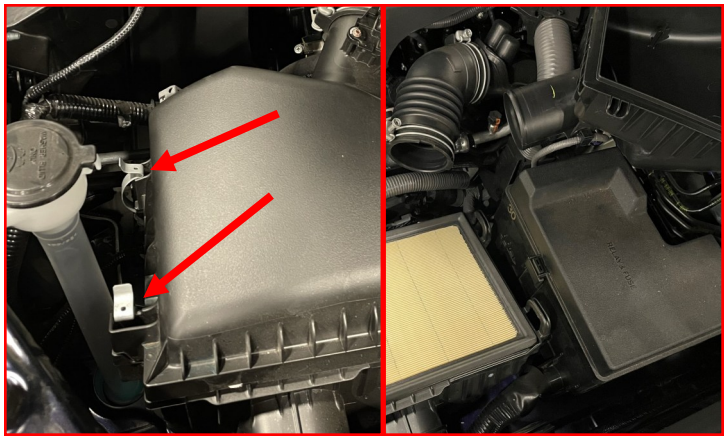
Driver side only steps are on pages 11&12.

Unplug the MAF sensor.

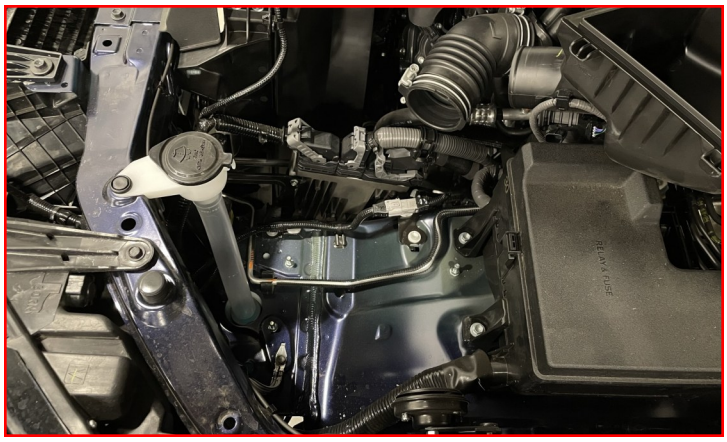
Loosen the hose clamp enough to slide the intake hose off of the airbox lid.



Unclip the air box cover and set aside.

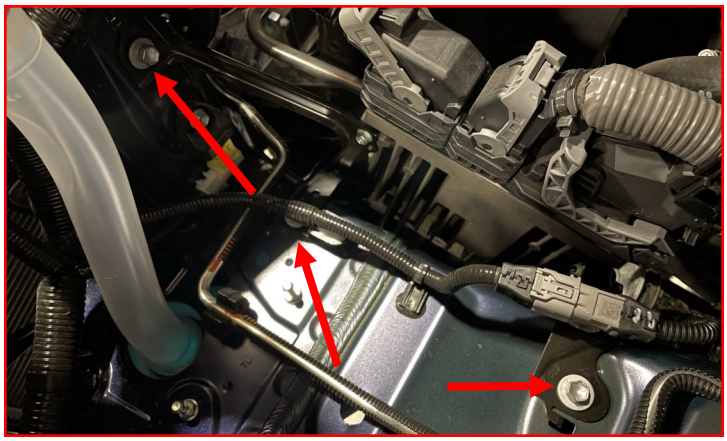


Lift the airbox out and set aside.



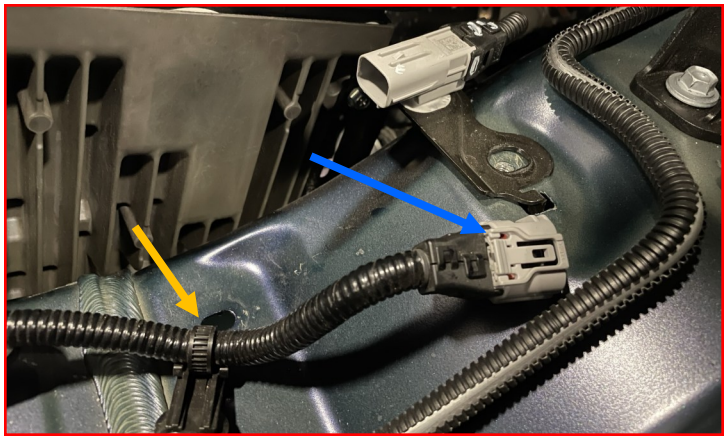
Remove the three (3) bolts holding the accumulator to the body.

Retain factory hardware.



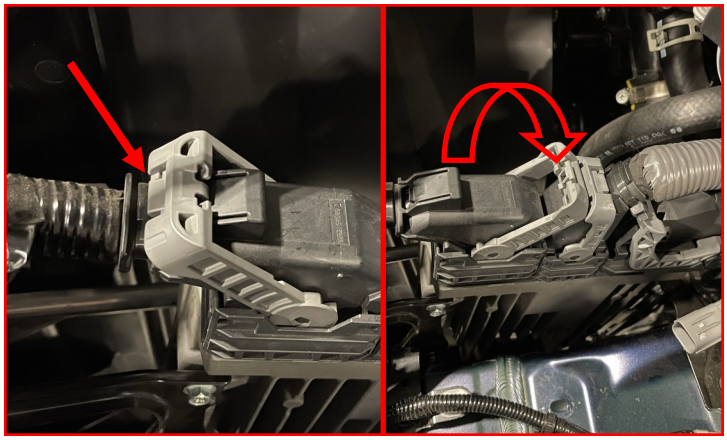
Unplug the electrical plug.

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



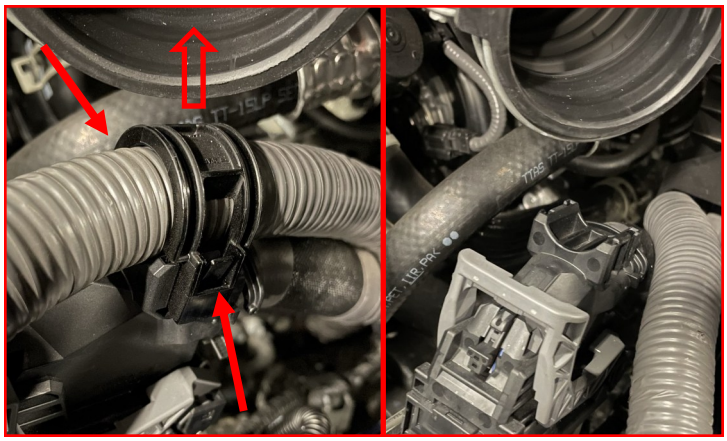
Release the leftmost accumulator plug by pressing in the tab and pulling the handle to the rear of the vehicle.

Let the plug hang out of the way.



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

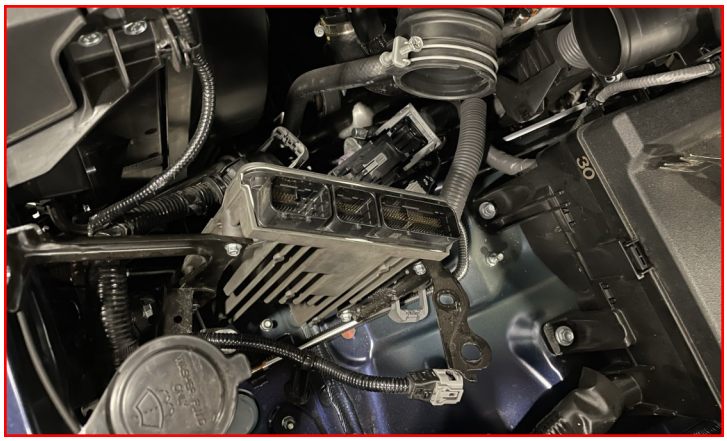
Retain factory hardware.



Remove the remaining two plugs.

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

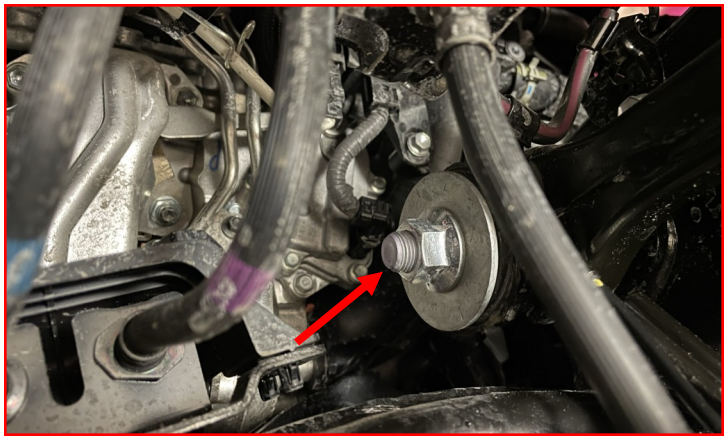
Symmetric instructions resumed on following page.



Remove the upper control arm nut.

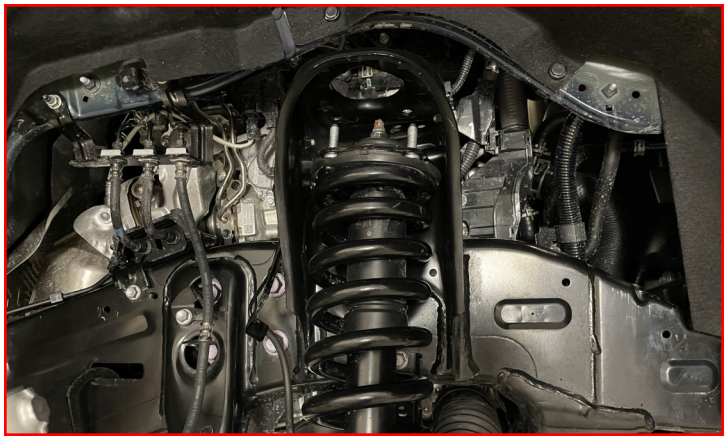
Note the orientation of the nut in respect to the washer.

Retain factory hardware.



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

Retain factory hardware.



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

Retain factory hardware.



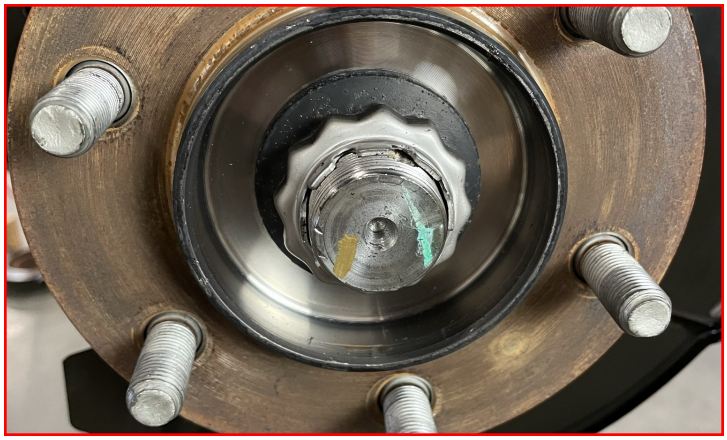
Remove the CV axle dust shield.

Retain factory cap.



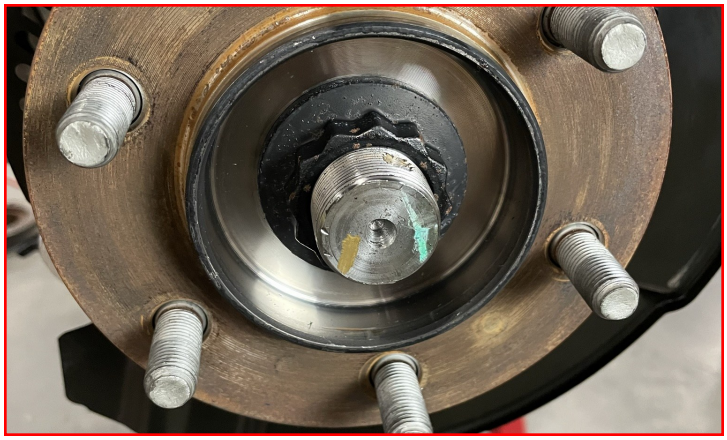
Remove the cotter pin and nut retainer.

Retain factory hardware.



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

Retain factory hardware.

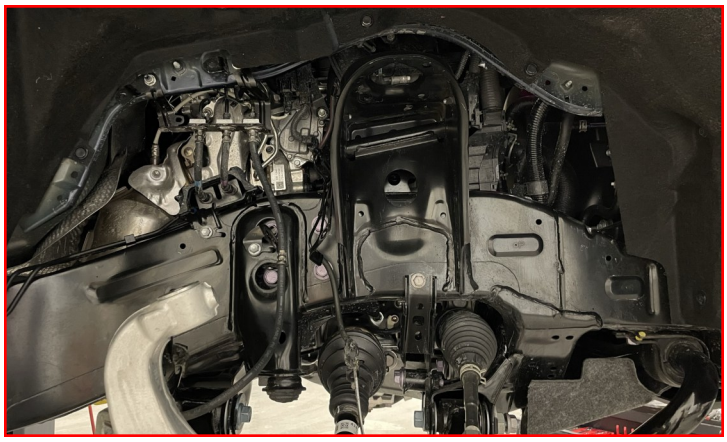


Remove the outer axle splines from the hub assembly.

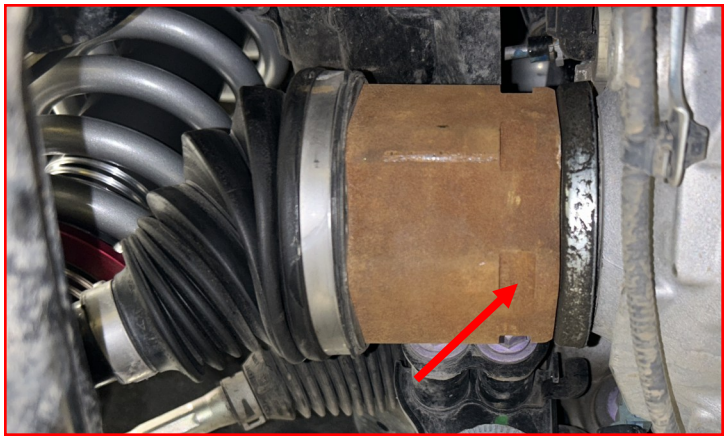


Lower the control arm enough to remove the strut assembly.

Retain factory hardware.



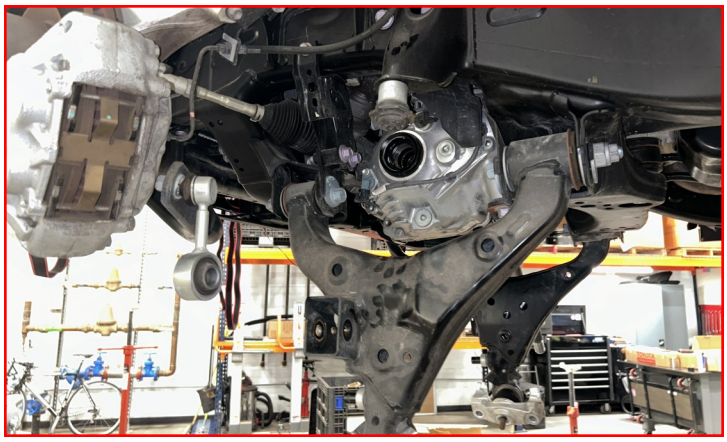
Using a chisel and a dead blow hammer, strike the groove in the outward direction to dislodge the spline.



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

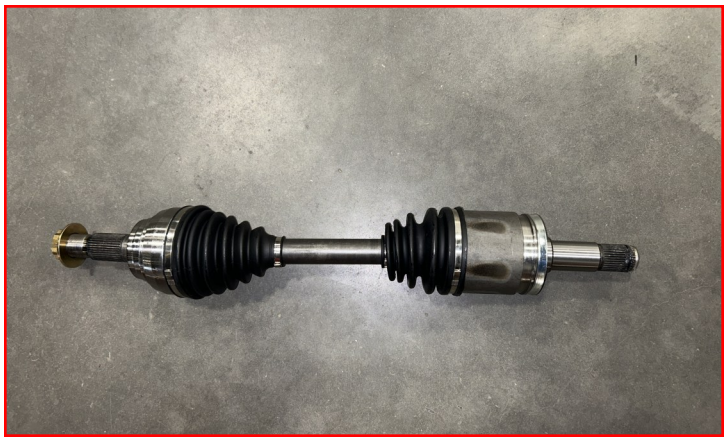


Remove the CV axle assembly from the vehicle.



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

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



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

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

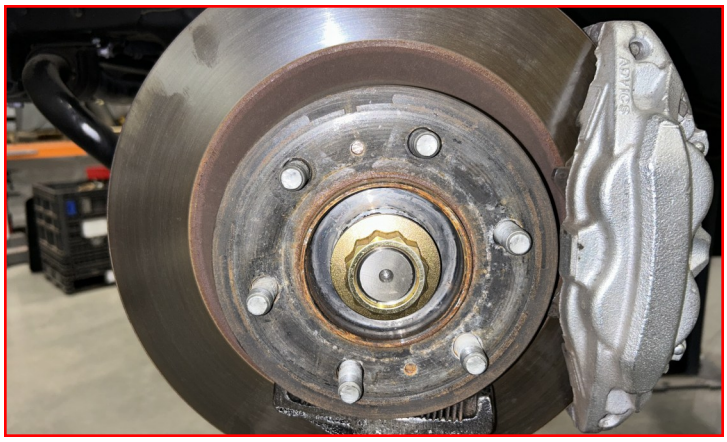


Install the outer splines through the hub assembly, in the factory orientation.



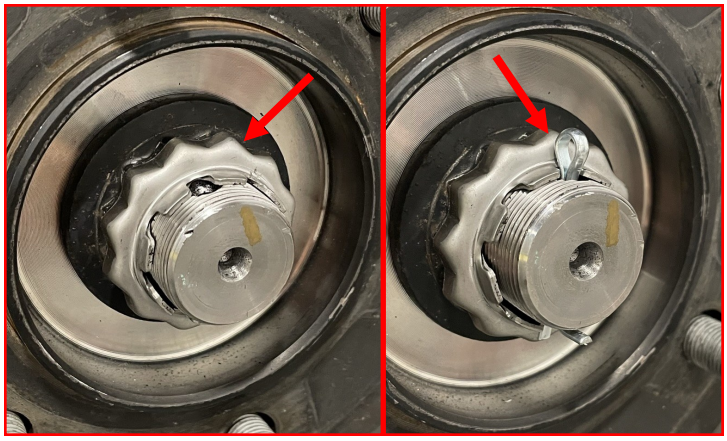
Install the supplied axle nut.

Torque the nut to factory specs.



Install the nut retainer and supplied cotter pin.

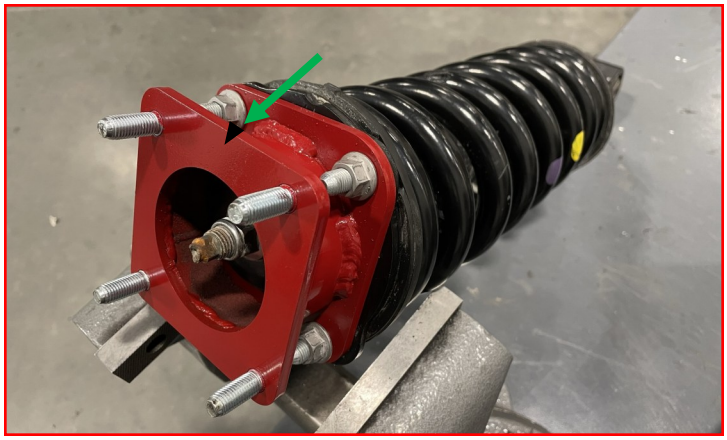
Install the factory axle nut dust shield.



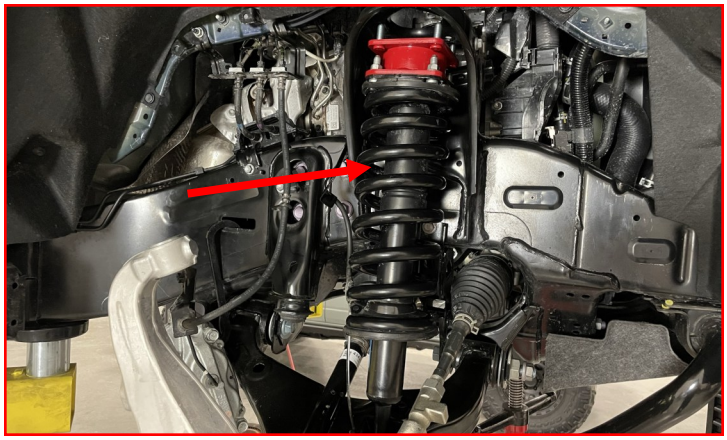
Install ReadyLift front strut spacer onto the strut using factory hardware.

Note that the notch faces outboard.

Torque to 40 ft-lbs.

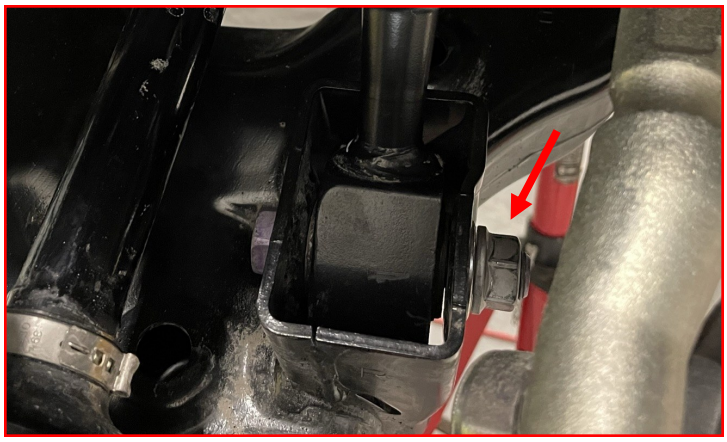


Place the strut and spacer assembly into the control arm.



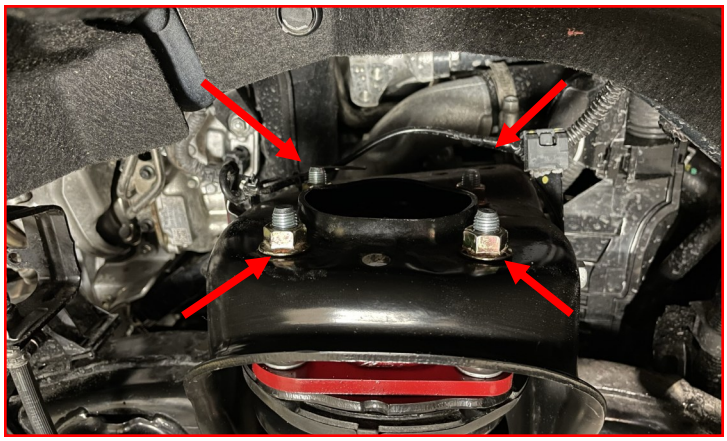
Install but **DO NOT TIGHTEN** the factory lower strut hardware.

Make sure the bolt is installed back to front.



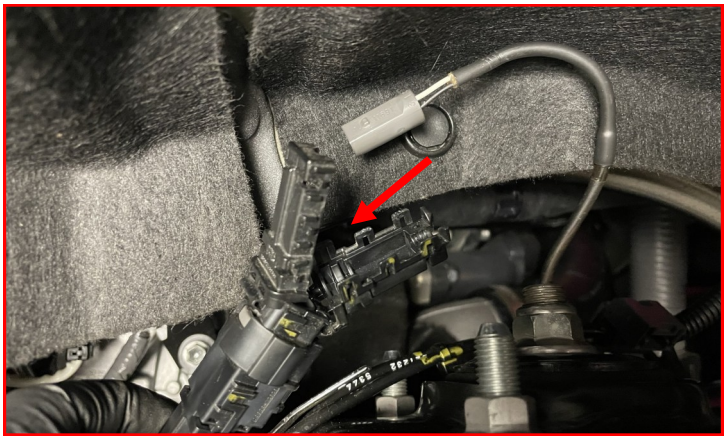
Raise the lower control arm enough to install the upper strut to the perch using the supplied M10-1.25 serrated flange nuts.

Torque to 40 ft-lbs.

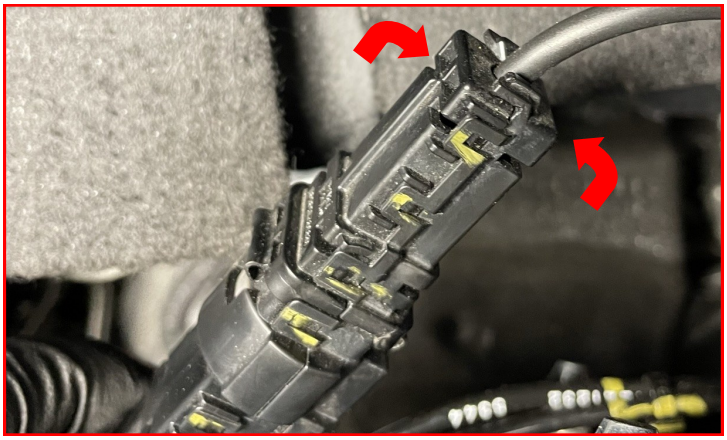


FOR AVS EQUIPPED VEHICLES

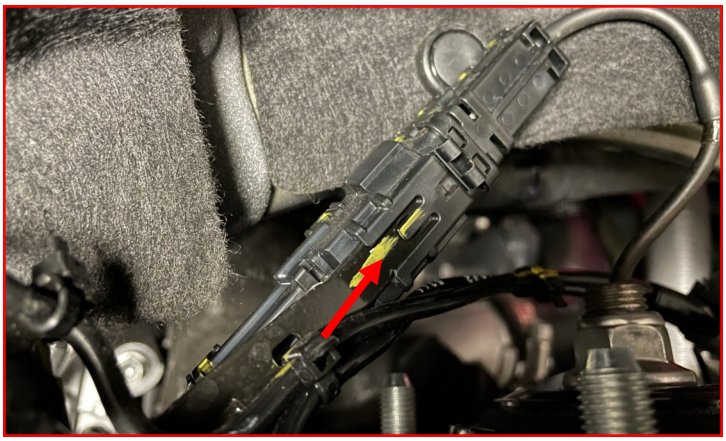
Slide the plug into the plug housing until it clicks.



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



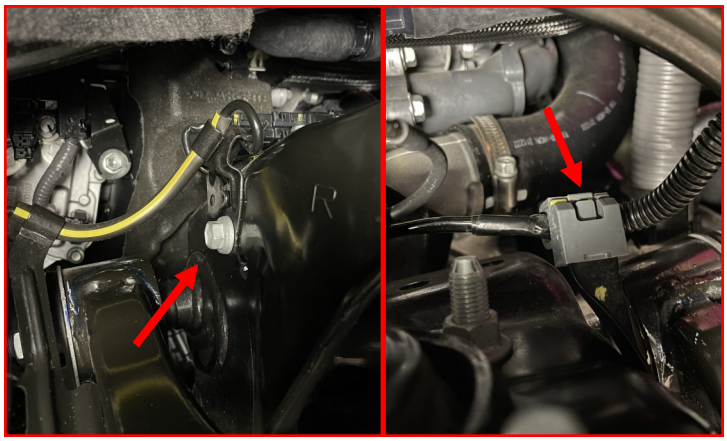
Slide the bracket into the plug housing until it clicks.



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

Torque to 20 ft-lbs.

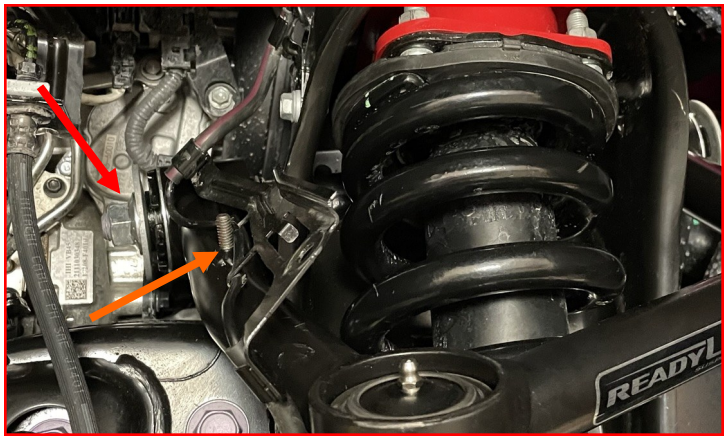
Attach the clip holding the AVS wire to the strut tower.



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

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

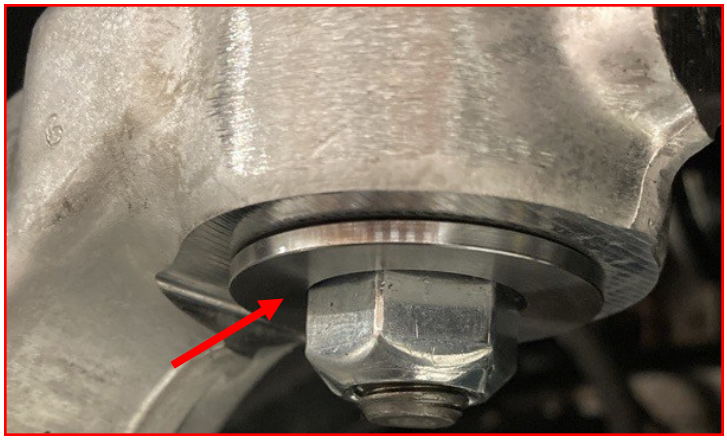
Torque to factory hardware to 120 ft-lbs.



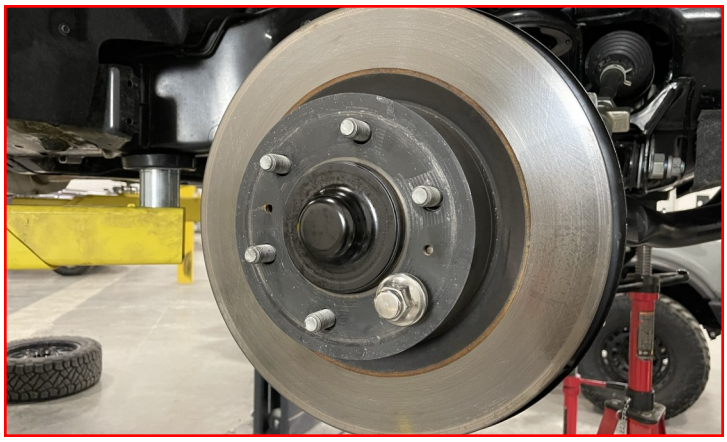
Lower the upper control enough to insert the ball joint stud into the knuckle. Use the supplied M12-1.75 lock nut and stepped washer.

NOTE: Ensure the nut sits within the recess on the washer.

Torque to 70 ft-lbs.

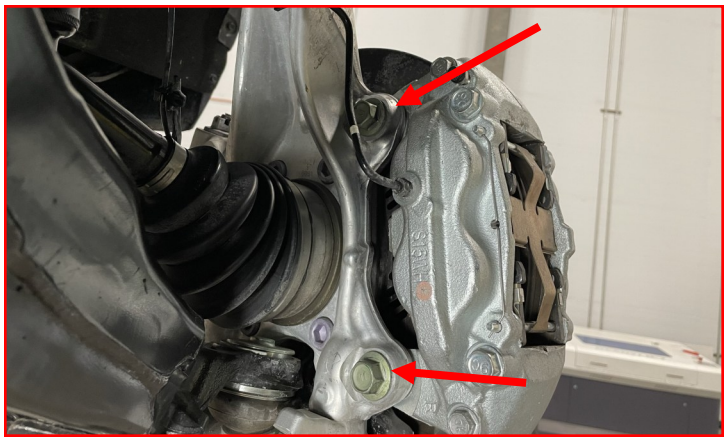


Slide the rotor onto the hub. Use a lug nut to keep it in place.



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.

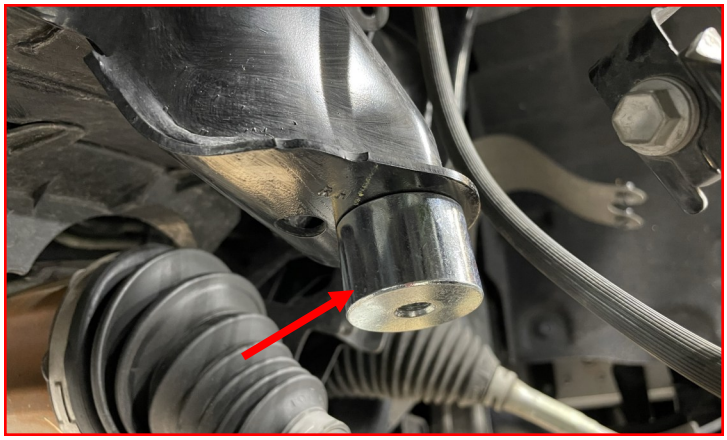


Remove the factory bump stop by unscrewing it from the chassis mount.

Retain factory hardware.

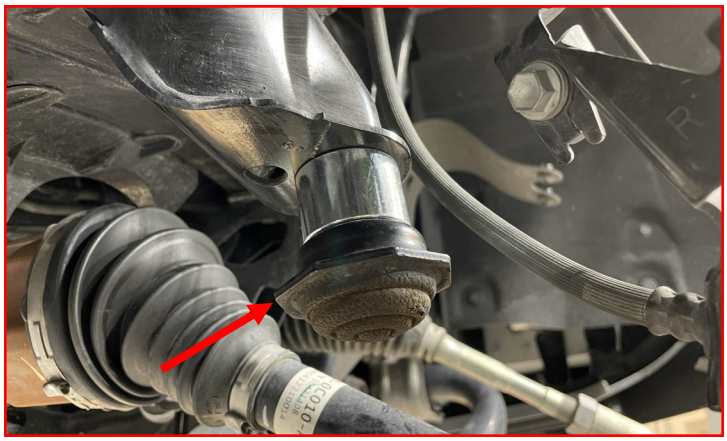


Screw in the supplied front bump stop extension.



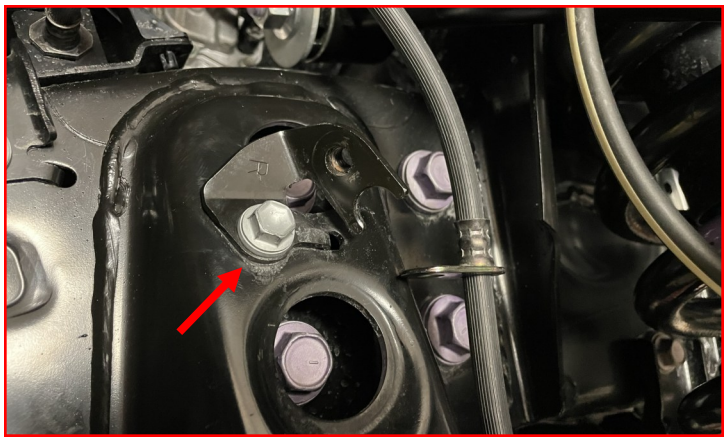
Attach the factory bump stop to the supplied extension.

Tighten until firmly snug.



Remove the brake line bracket from the chassis.

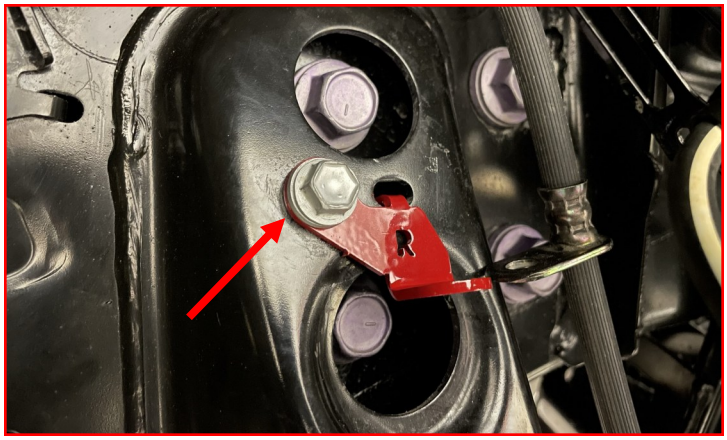
Retain factory hardware.



Using factory hardware, install the ReadyLift brake line bracket.

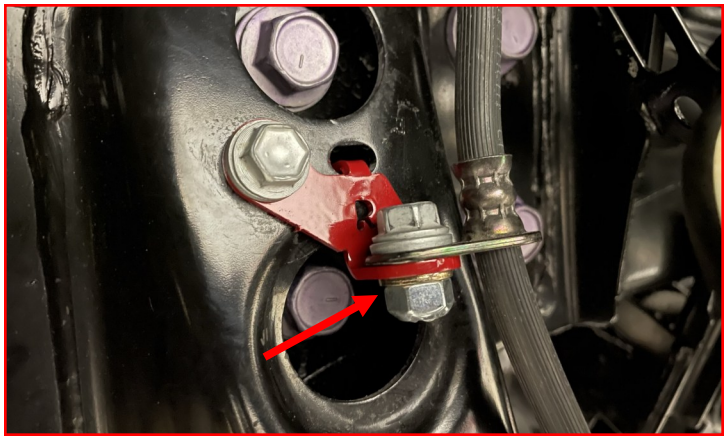
Note that they are left and right side specific.

Torque to 20 ft-lbs.



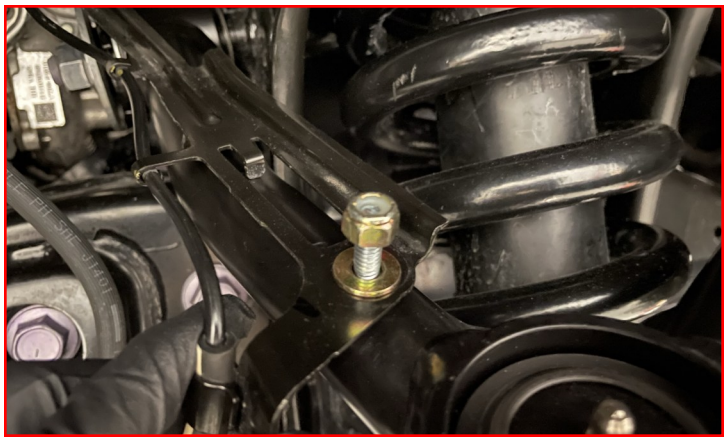
Attach the brake line to the brake line bracket using factory hardware and the supplied M8-1.25 locking nut and M8 washer.

Torque to 20 ft-lbs.



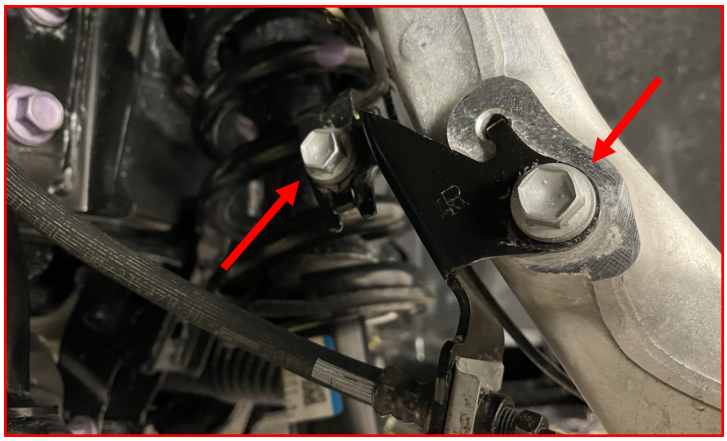
Attach the upper control arm ABS wire bracket to the upper control arm stud using the supplied M8 locking nut and M8 washer.

Torque to 20 ft-lbs.



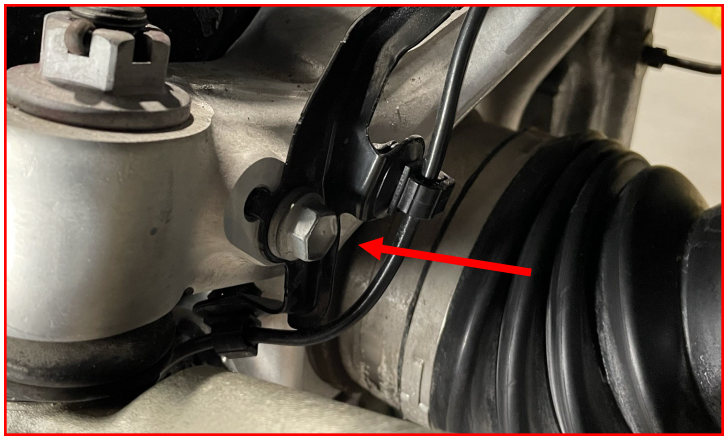
Using factory hardware, attach the ABS sensor wire at the middle of the knuckle.

Torque to 20 ft-lbs.



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

Torque to 20 ft-lbs.

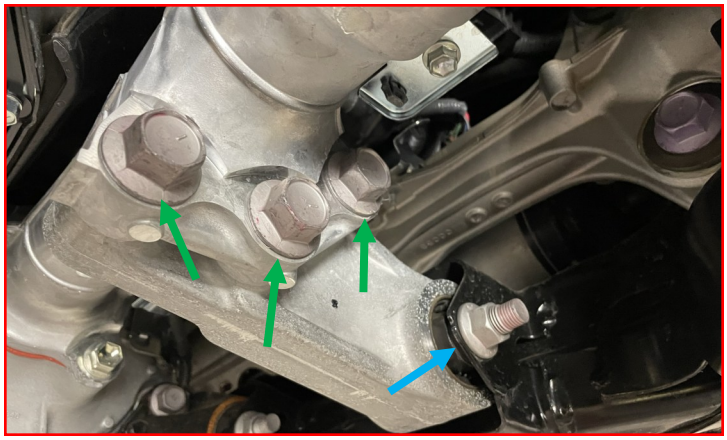


Support the front differential with a jack.

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

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

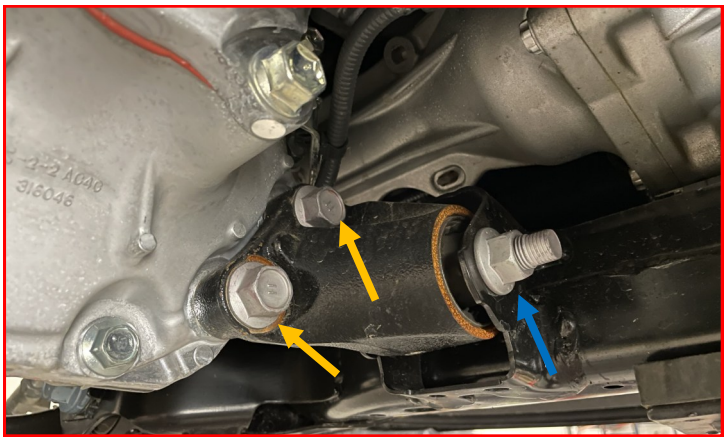
Retain factory hardware.



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

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

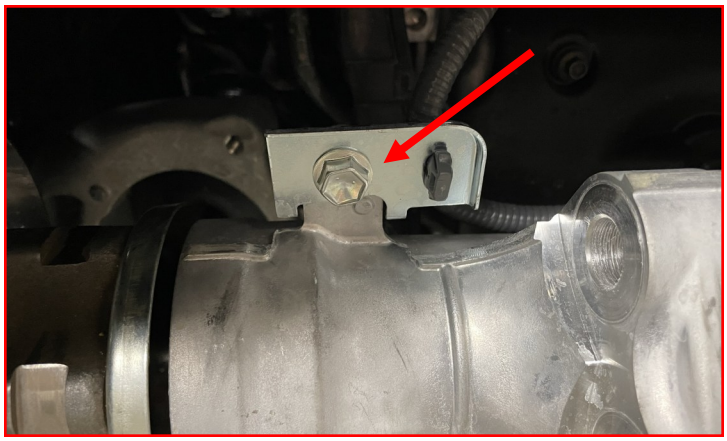
Retain factory hardware.



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

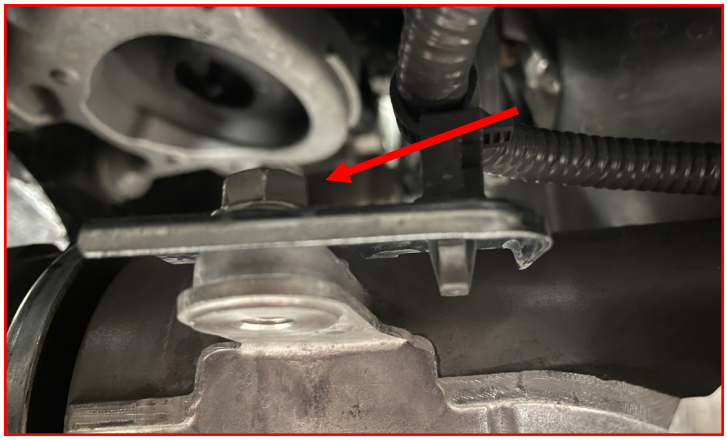
Remove the bolt holding the wire bracket to the differential.

Retain factory hardware.

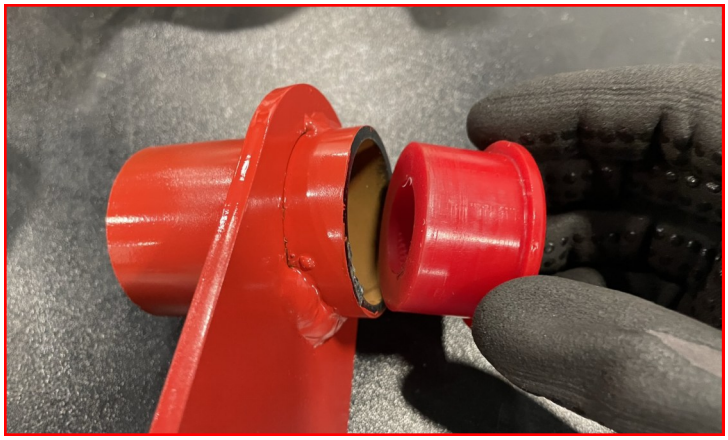


Relocate the bracket from the bottom on the mounting point to the top of the mounting point and attach using the factory hardware.

Torque to 20 ft-lbs.

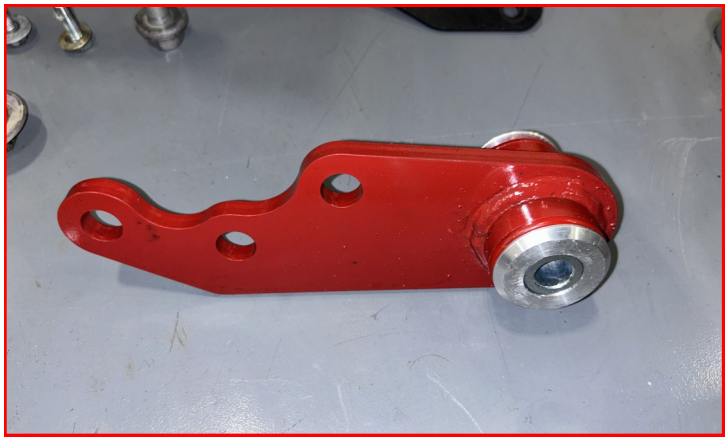


Prepare the front differential drops by pressing the supplied bushings into the differential drop tubes.



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 ReadyLIFT 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 supplied M14 flat washer and M14-1.5 x 60 Hex Head Bolt into the lower hole.

Do not tighten at this time.

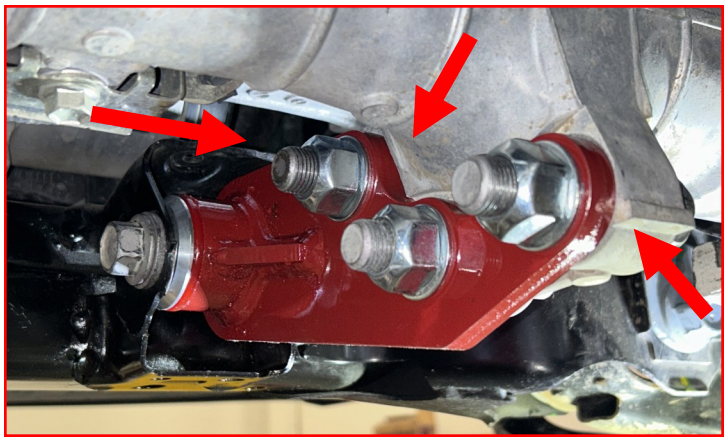


Attach the ReadyLIFT passenger side differential drop bracket to the chassis using factory hardware.

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.



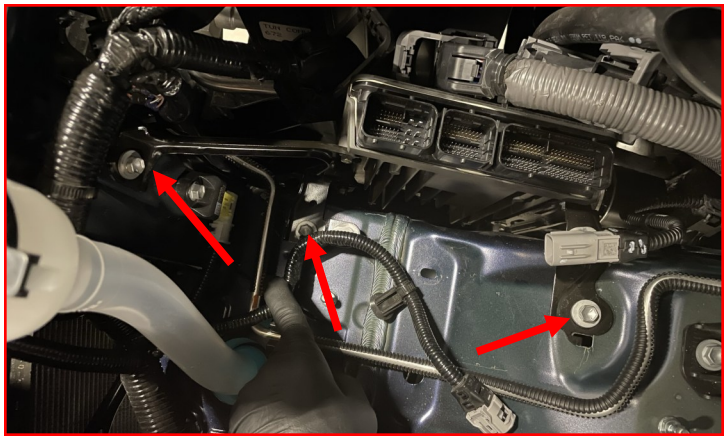
Torque the chassis to differential drop bracket hardware to 110 ft-lbs.

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

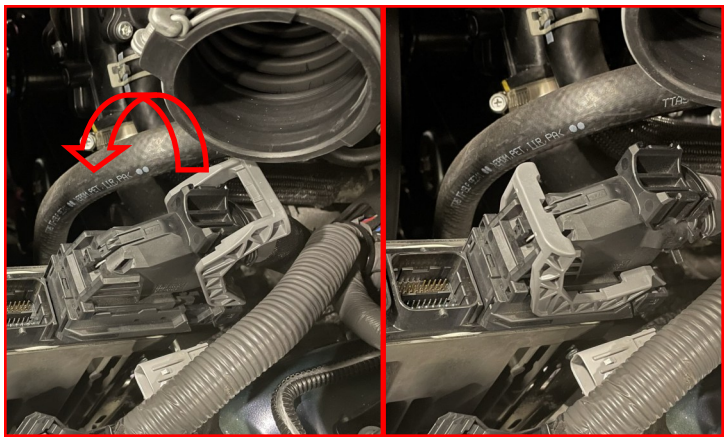
Torque the passenger side bracket to differential hardware to 145 ft lbs.

DRIVER SIDE SPECIFIC ACCUMULATOR INSTRUCTIONS

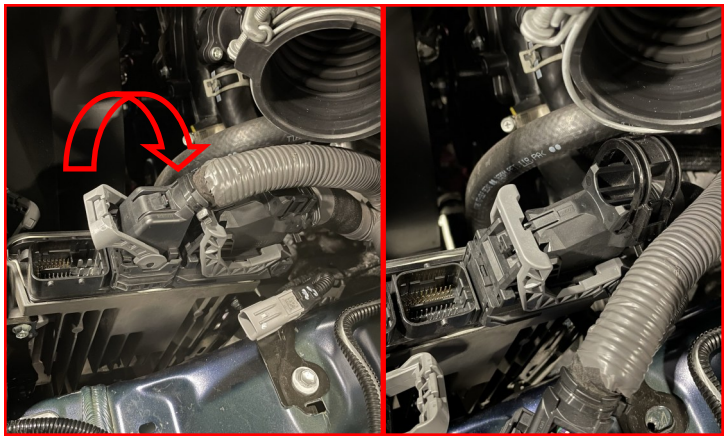
Using the three (3) factory bolts, attach the accumulator to the body.



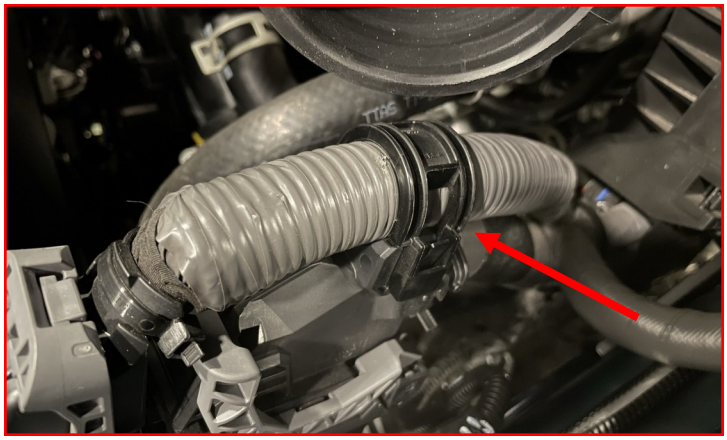
Plug the right most plug into the accumulator and lock it in place by closing the handle to the left.



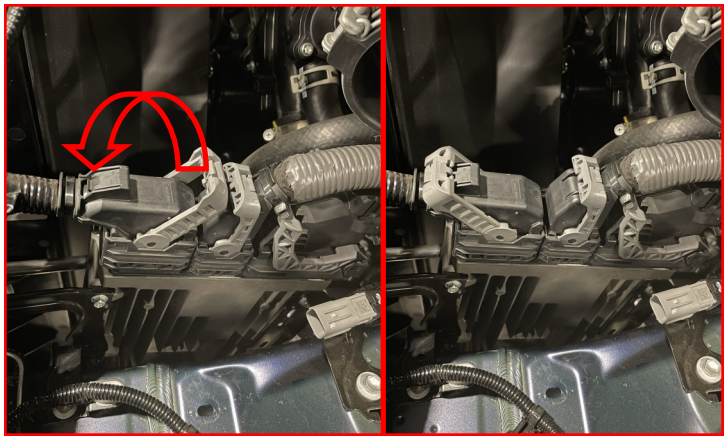
Plug the center plug into the accumulator and lock it in place by closing the handle to the right.



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

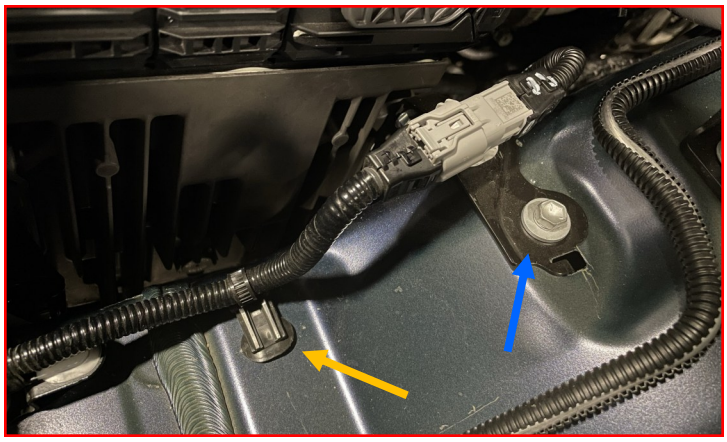


Plug the left most plug into the accumulator and lock it in place by closing the handle to the left.

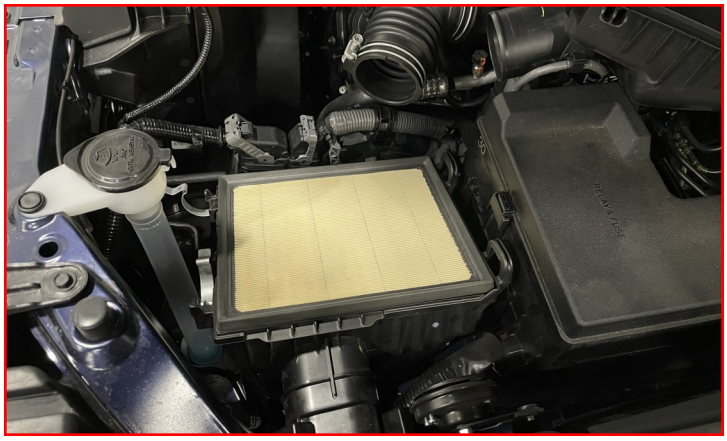


Plug the electrical plug back into its housing.

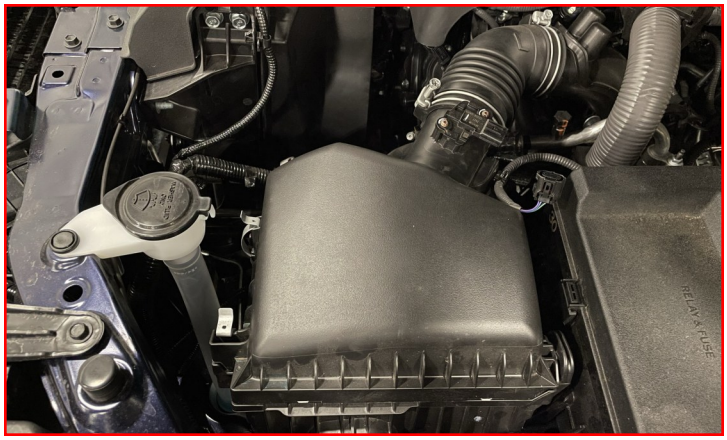
Snap the wire clip back into the body.



Push the air box back into place.

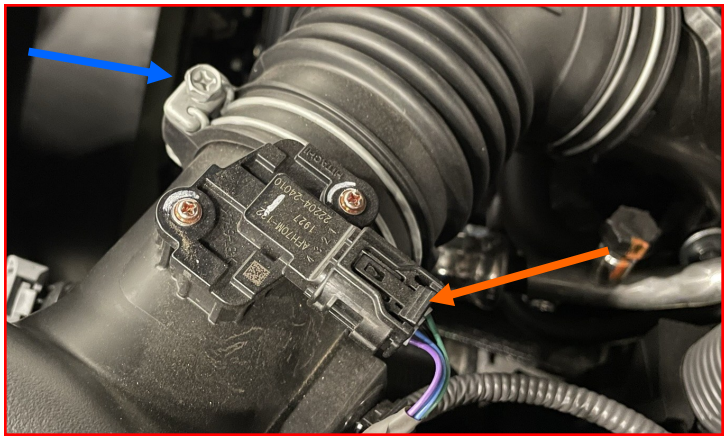


Slide the air box lid into the intake hose and clip it to the air box.



Plug the MAF sensor back into its housing.

Tighten the hose clamp until it is snug.

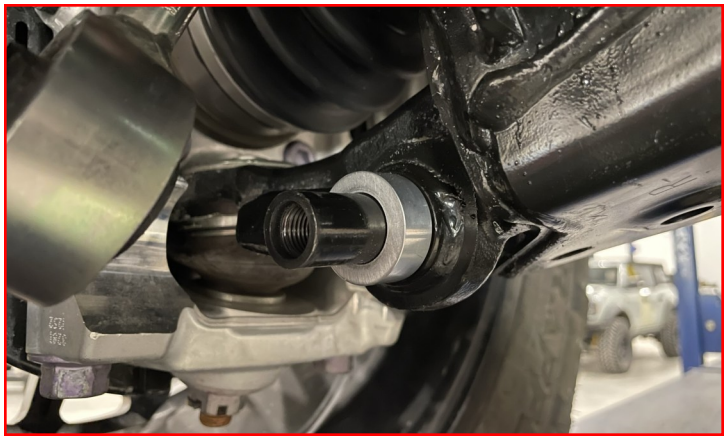


Install the front wheels and lower vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs.

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

Attach the vehicle negative power source.

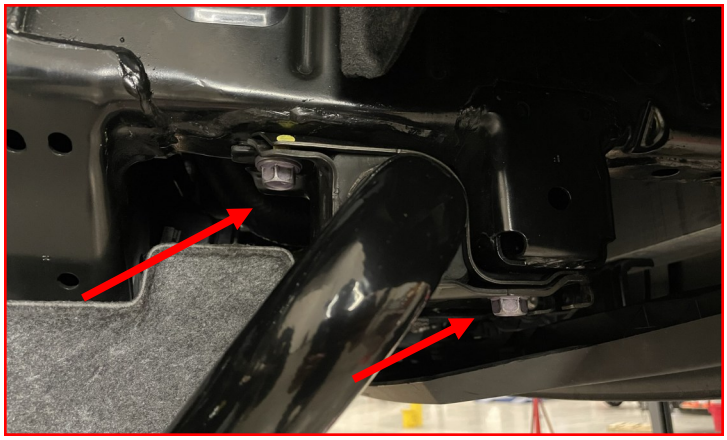
Slide the ReadyLIFT end link spacer onto the end link sleeve.



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



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



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

Rear instructions continued on following page.

Rear Installation

Before disassembling any parts, note the location of the ball stud in the OE air level sensor arm.

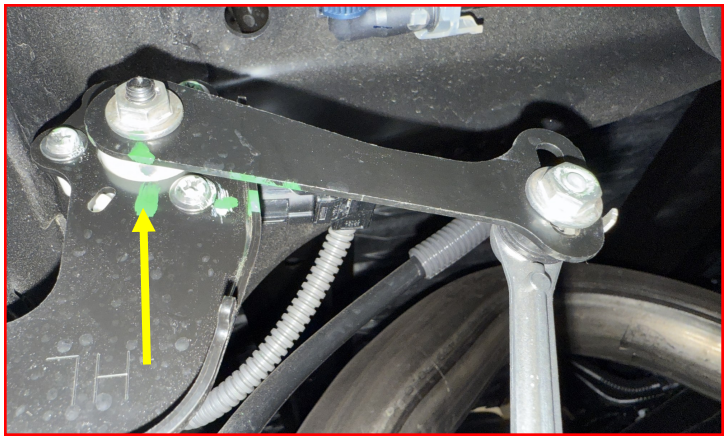
Block the front tires and raise the rear of the vehicle using a suitable jack.

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

Remove the rear wheels.

Steps must be repeated on both sides concurrently.

There is a straight indentation in the end of the threaded shaft that retains the sensor arm to the sensor. This line will be close to vertical when at ride height.



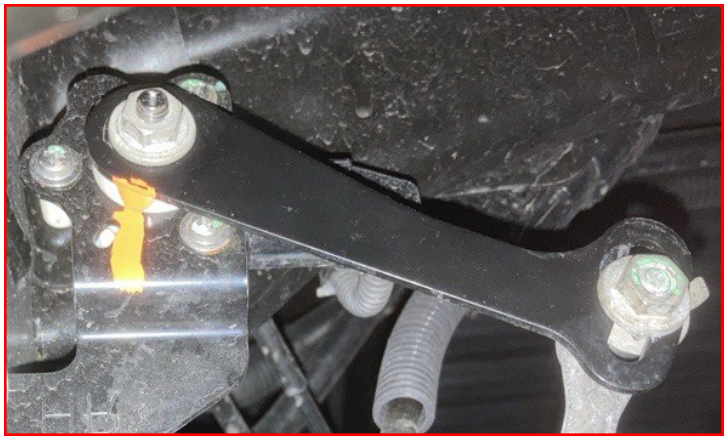
Remove the OE ball stud from the OE sensor arm.

Retain factory hardware.



Use the OE hardware to replace the OE sensor arm with the supplied sensor arm.

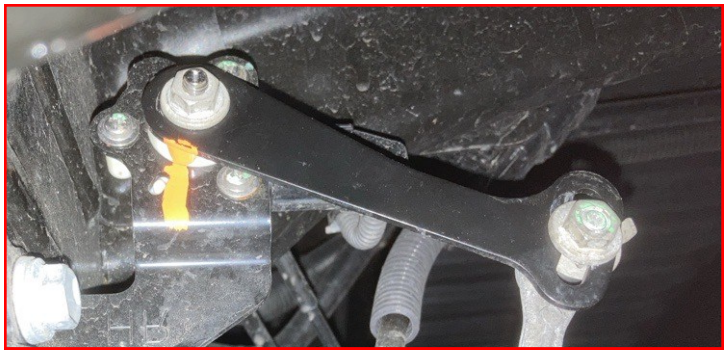
Torque to 8 ft-lbs.



Attach the ball stud to the sensor arm near the same location in the slot as the OE orientation.

NOTE: This should be a good starting point for adjusting ride height later.

Torque ball stud to 8 ft-lbs.



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.

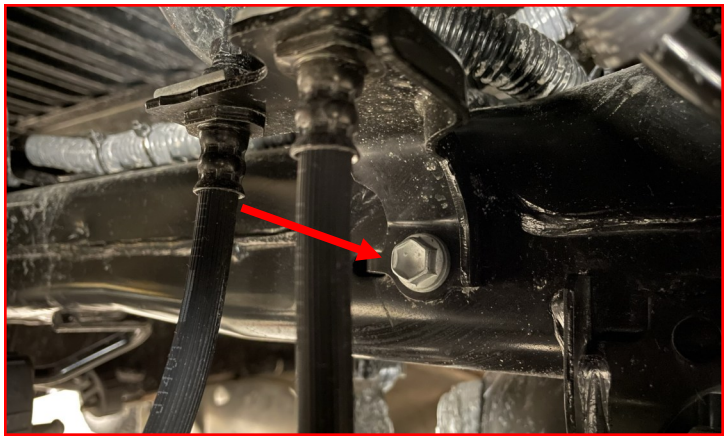


If vehicle is equipped with wire harness from rear axle to frame, remove clips holding harness to OE mounting brackets. Do not reattach.



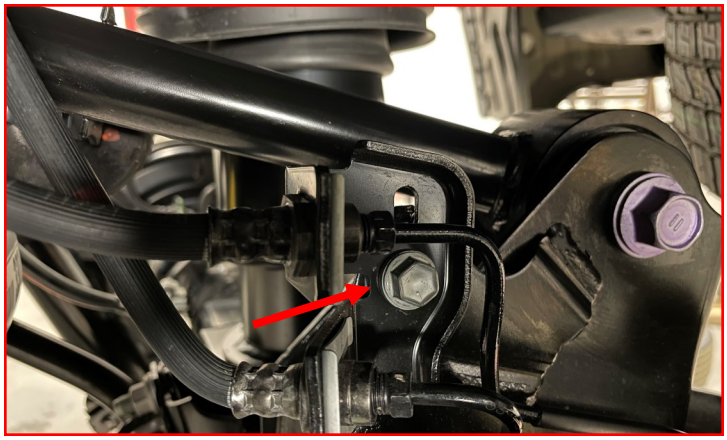
Remove the bolt holding the brake line to the frame.

Retain factory hardware.



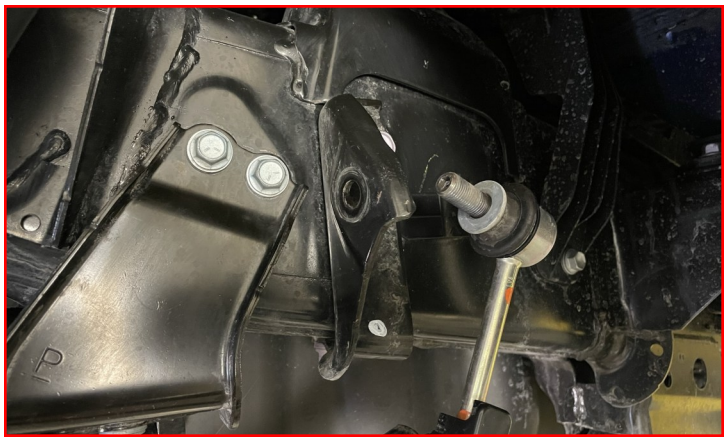
Remove the bolt holding the brake line to the axle.

Retain factory hardware.



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

Retain factory hardware.



DO NOT HANG THE AXLE FROM THE FACTORY AIRBAG! SEVERE DAMAGE WILL OCCUR IF NOT FOLLOWED!

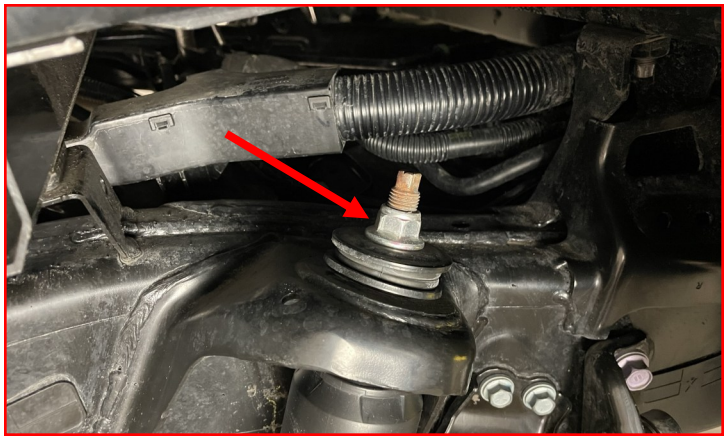
Support the axle with adequate jacks.

Locate the airline junction located nearest each air bag. Use the OE retaining clip to remove the airline from the fitting.

NOTE: 1/4" transmission line removal tool works well to remove the air lines.



Loosen but **DO NOT** remove the upper shock nut.

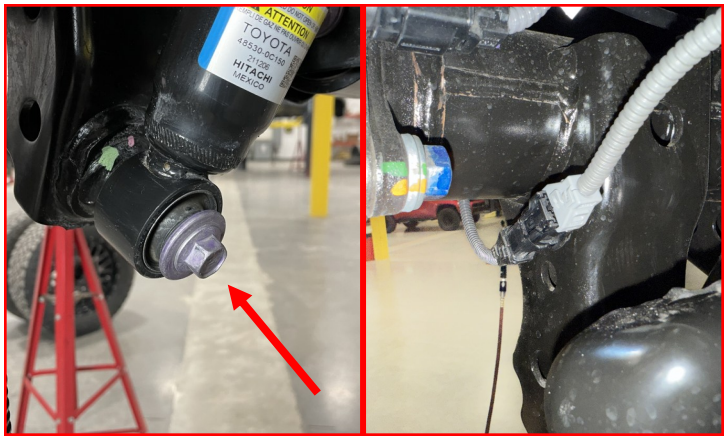


Remove the lower shock bolt and pull the shock free from the shock mount.

Retain factory hardware.

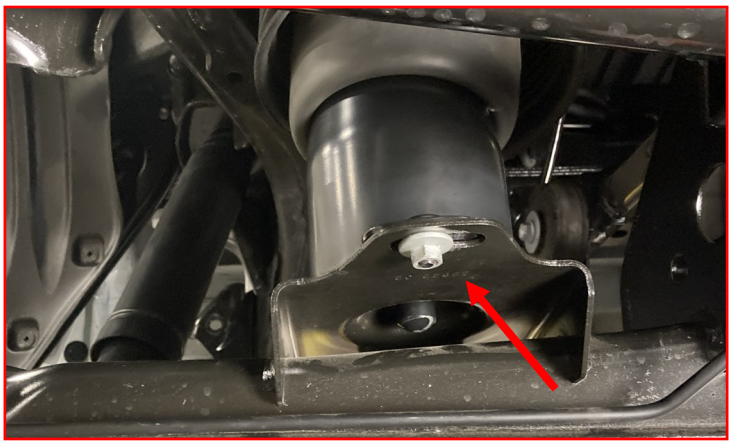
For AVS equipped vehicles

Unclip the AVS wire before removing the shock.



Remove the nut securing the air bag to the axle housing.

Retain factory hardware.

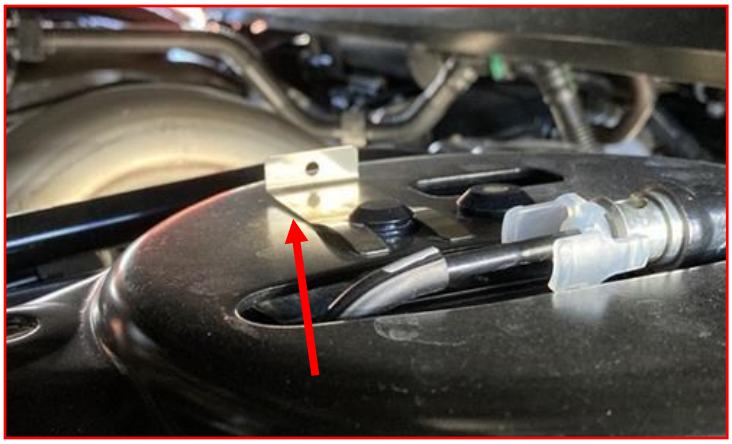


Once the air is released from the bags, remove the spring clip on the top of the bag between the bed and frame rail.

Retain factory hardware.

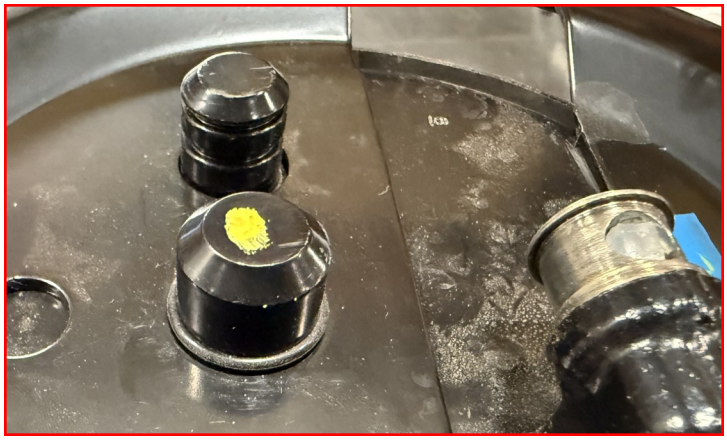
Remove the air bag from the vehicle.

NOTE: Take care not to damage the hose that is still attached to the air bag.



Remove the o-ring from the pin on the air bag.

Discard the o-ring.



Remove the top plate from the air bag.

Discard the top plate.

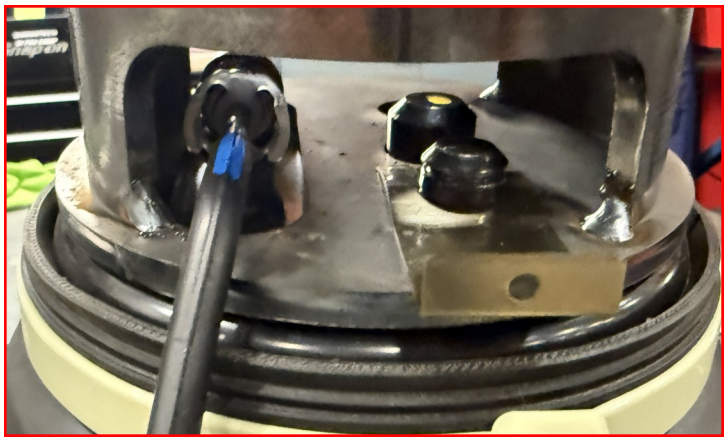


Route the air hose through the supplied air spacer as shown.



Use the OE retaining clip to secure the bag to the spacer during assembly.

NOTE: It may be necessary to add a little more bend to the retaining clip to secure the bag in place. This can be done by hand.



Insert the bag and spacer into the vehicle. Use the supplied M14-2.0 bolt and washer to secure the assembly against the frame.

NOTE: Ensure the spacer is sitting flat and centered in the frame mount before tightening the bolt completely.

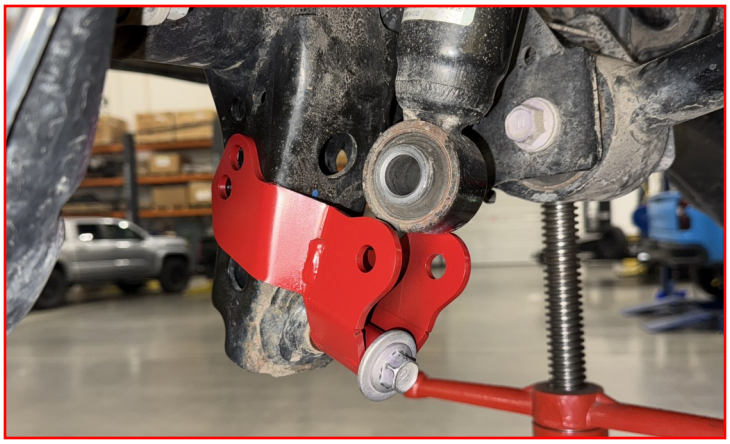
Torque bolt to 80 ft-lbs.



Slide the ReadyLIFT lower shock extension over the factory shock mount boss and install the factory bolt.

Do not tighten at this time.

Note: The long flange on the shock extension should be toward the outside of the vehicle.

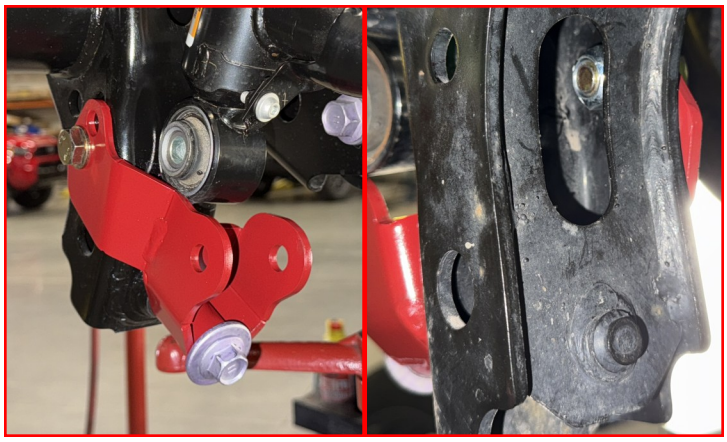


Install the supplied M12 x 75 mm bolt and washer through the shock extension and shock mount. Thread the M12 nut and washer on the inside of the shock mount.

NOTE: Side hole location will vary from vehicle to vehicle– both options provided.

Torque to 80 ft-lbs

Torque the lower OE shock bolt to 65 ft-lbs.



Install the supplied crush sleeve through the lower shock bushing.



Raise the axle enough to install the supplied M12x75mm bolt, nut and washers through the shock extension and shock.

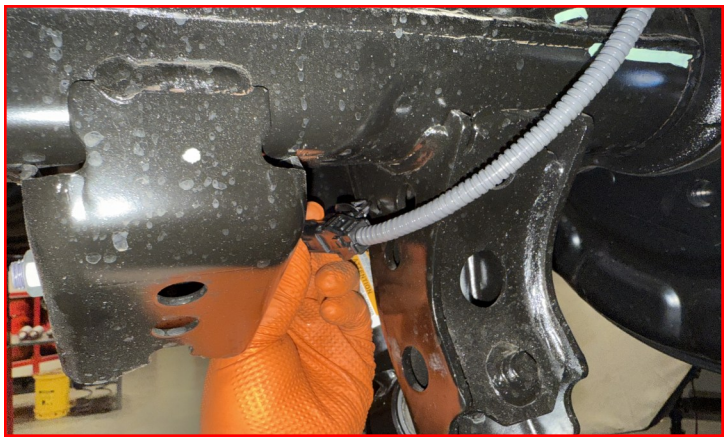
Torque to 80 ft-lbs.



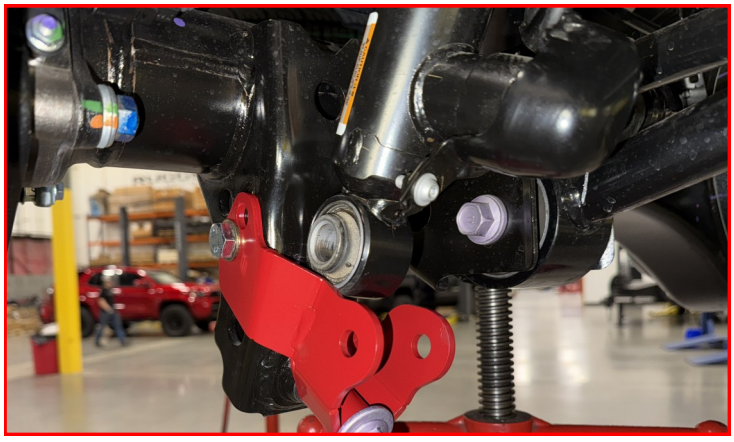
If vehicle is equipped with AVS, remove the harness clip from the shock mount.



Reroute the wire to the opposite side of the shock mount and insert the clip into the hole.



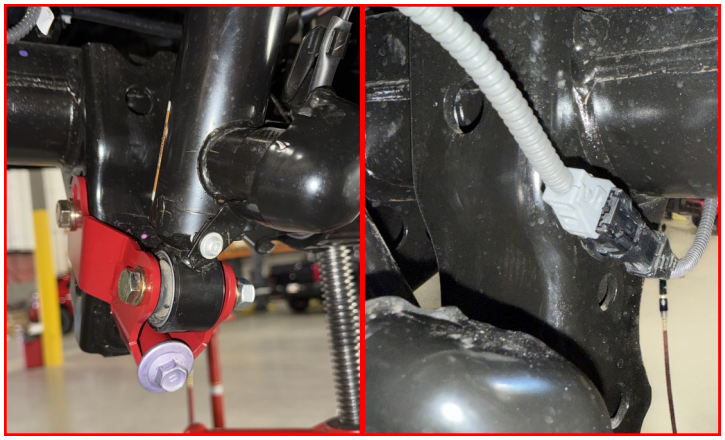
Rotate the shock such that the AVS solenoid is facing away from the axle housing.



Raise the axle enough to install the supplied M12x75mm bolt, nut and washers through the shock extension and shock.

Torque to 80 ft-lbs.

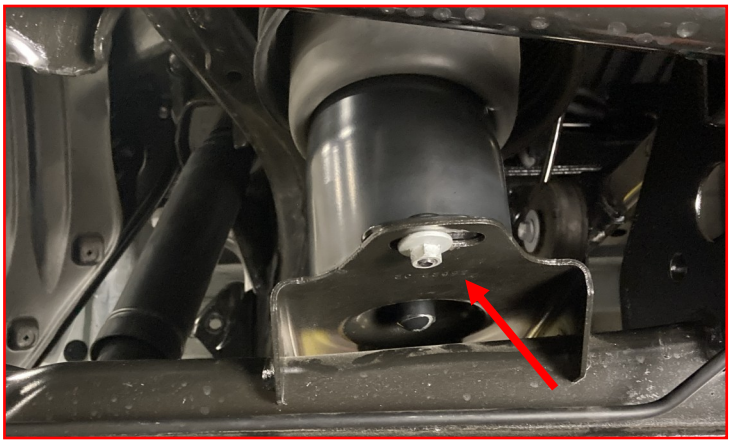
Reconnect the wire harness in the new location.



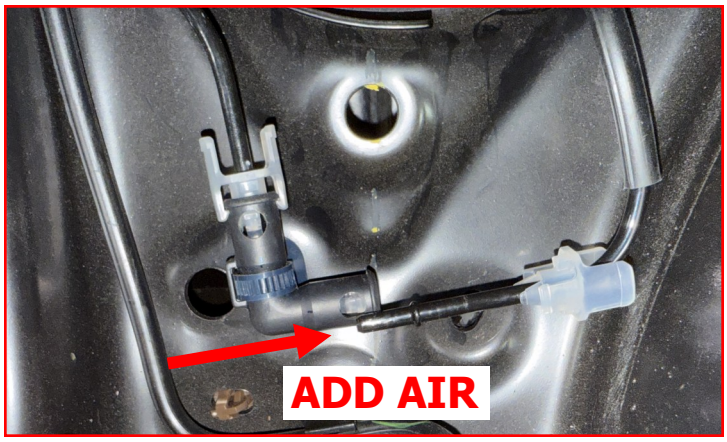
Use an airline to gently inflate and seat the air bag against the axle mount. Install the oe retaining nut.

NOTE: Take care not to damage the stud on the lower bag mount when adding air.

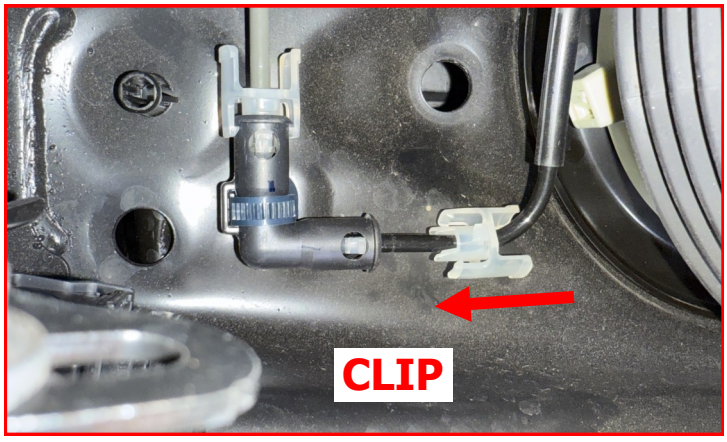
Torque to 8 ft-lbs.



Add a little more air to the bag and then quickly reconnect the air line to the system.

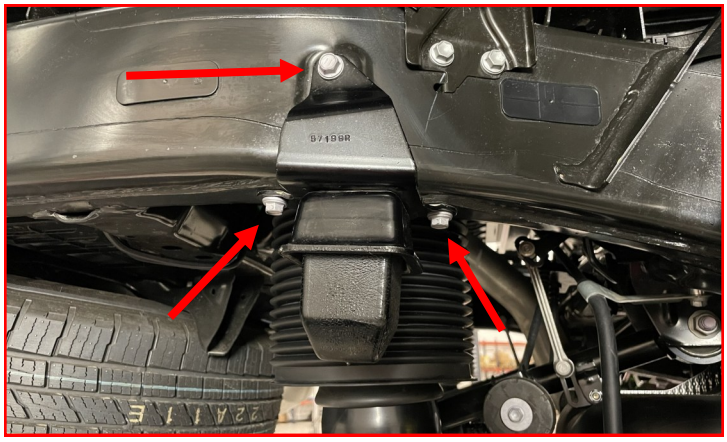


Install the OE backup retention/removal clip.



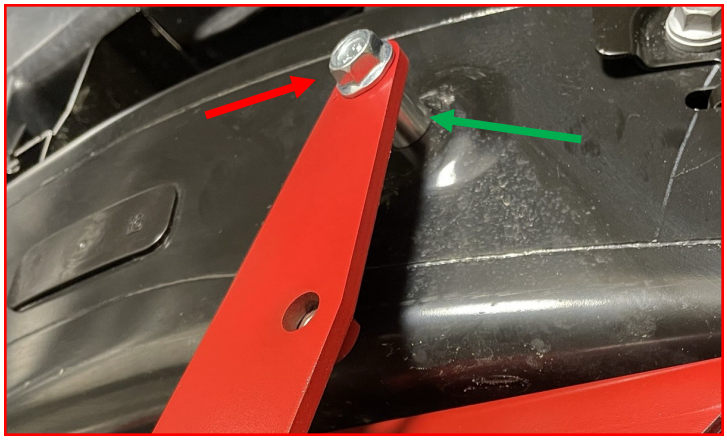
Remove the three bolts holding the factory bump stop to the frame.

Retain factory hardware.



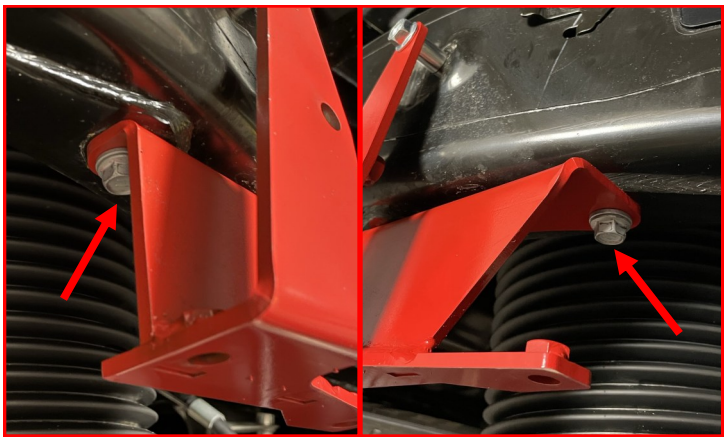
Using the supplied M8-1.25 x 40 hex head flange bolt and the aluminum crush sleeve, attach the bump stop extension to the frame using the top hole on the extension.

Do not tighten at this time.



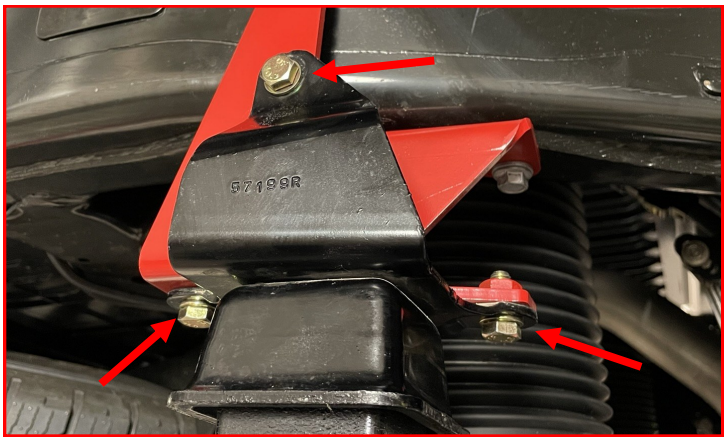
Use factory hardware in the bottom holes.

Torque all hardware to 20 ft-lbs.



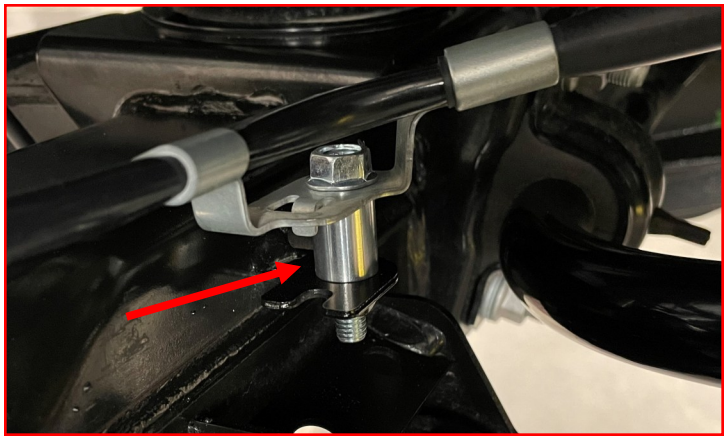
Attach the factory bump stop to the extension using the supplied M8-1.25 x 20 hex head bolts and M8 flat washers, starting with the lower bolts.

Torque hardware to 20 ft-lbs.



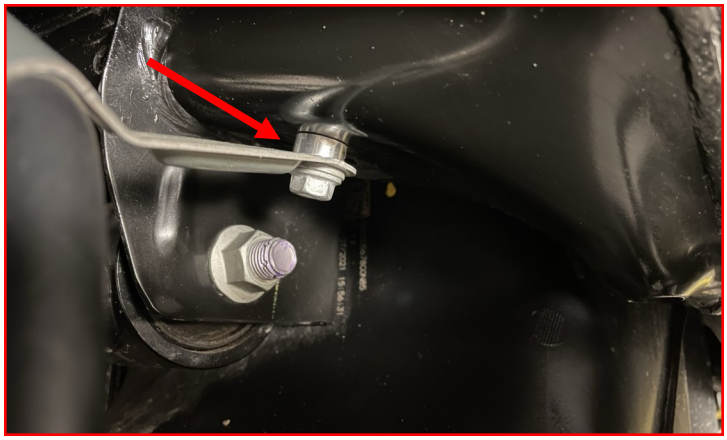
Install the rear brake line spacer—tall between the brake line and the axle using the supplied M8-1.25 x 40 flange bolt (one on each side) holding the brake line to the axle.

Torque to 20 ft-lbs.



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

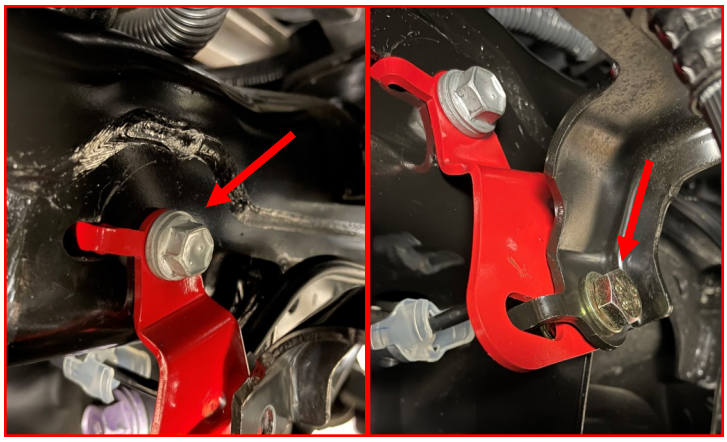
Torque to 20 ft-lbs.



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

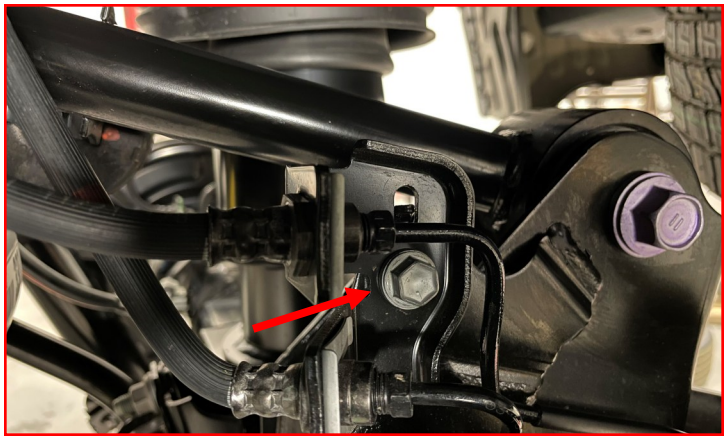
Attach the factory bracket to the relocation bracket.

Torque to hardware to 20 ft-lbs.



Install the bracket holding the brake line to the axle using factory hardware.

Torque to 20 ft-lbs.



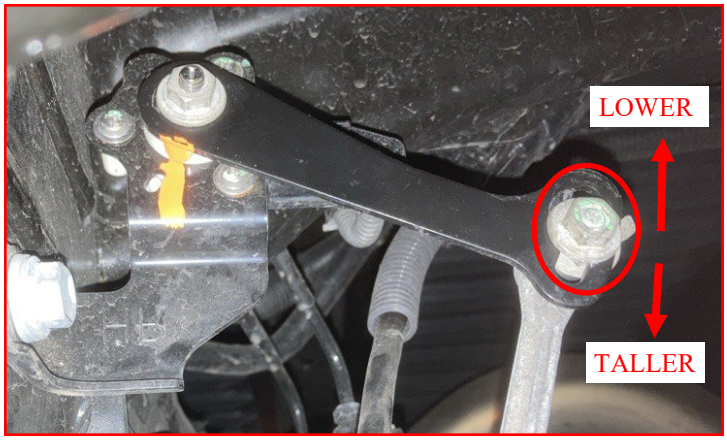
Install the end link onto the frame using factory hardware.

Torque to 60 ft-lbs.



After compressor activates and fills the air bags, adjust the ball stud location to achieve desired ride height.

NOTE: It will be necessary to drive the vehicle or adjust the ride height between adjustments of the ball stud location.



BEFORE LOWERING THE VEHICLE TO THE GROUND, INFLATE THE AIRBAGS!

*****SEVERE DAMAGE CAN OCCUR IF NOT FOLLOWED!*****

It is suggested to lower the vehicle so the wheels are on the ground, but the system is still unloaded.

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

Set the rear ride height to the original rear ride height measurement plus 3 inches (~24.5") by sliding the rear ride height sensor arm up or down the slotted bracket.

Torque the factory hardware on the slotted hole to 8 ft-lbs.



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**