69-95200 Subaru Outback 2” Lift

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

(877) 759-9991

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

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

READYLIFT® “ NO HASSLE” PRODUCT WARRANTY

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

READYLIFT “NO HASSLE” WARRANTY PROCEDURES

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

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

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

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

⚠ WARNING

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

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

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

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

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

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

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

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

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

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

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

Installation Warning

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

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

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

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

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

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

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

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

This suspension system was developed using a 235-65R17" tire with 17" x 9" wheel and a offset of +38. 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 - 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:

Vehicle's rear suspension mounting points MUST be left loose until the full vehicle weight is set on the wheel/tire and the vehicle has been settled to the new ride height. This may require pulling the vehicle forward and backwards while tapping the brakes to get it to settle to the new ride height. New vehicles with low miles need this to happen as the springs have not had a chance to relax due to cycling of the suspension. This is necessary to get the rear to settle in for proper alignment specs to be achieved. NEVER tighten any suspension components while the suspension is at full droop on a lift or jack stands. Full vehicle weight must be applied and all rubber isolated points must be settled prior to alignment.

235-75R15 tire size can fit with minor trimming of the "mud flaps" and front bumper edge. The front air dam in front of each tire will need to be removed. The inner fender liner at the front bumper will need to be relocated forward. You can remove all the mounting clips under the bumper, push the plastic forward and drill new clip holes. You can trim the "mud flap" at the back of the front wheel well, or remove it. See supplemental instructions for front modifications.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

DESCRIPTION	QTY
Driver Front Strut Spacer	1
Pass Front Strut Spacer	1
Rear Strut Spacer	2
Passenger End Link	1
Driver End Link	1
Rear Sway Bar Bracket	2
M8 Counter Sunk Bolt	4
M10 Flange Nut	10

⚠WARNING

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

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

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

Parts shown in red for picture clarification only

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

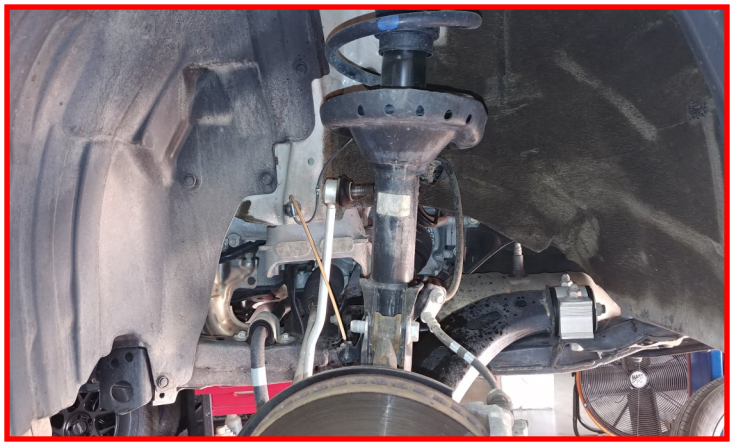
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Open the hood and set on the prop rod.

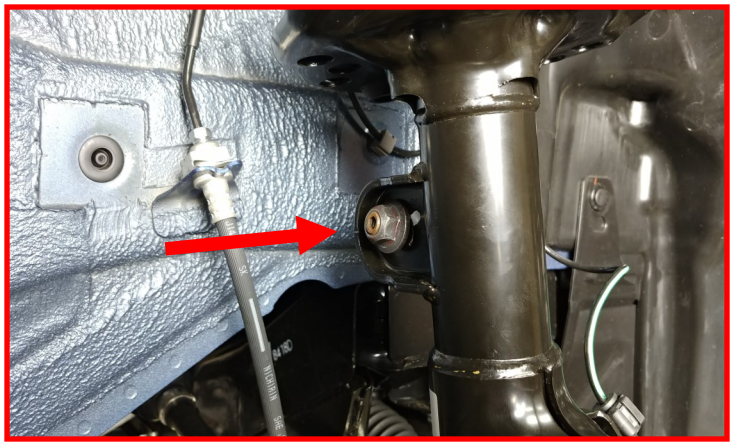
Disconnect the vehicle power source at the ground terminal on the battery.

Jack the front of the vehicle up and place jack stands under the main lifting points indicated by the owners manual.

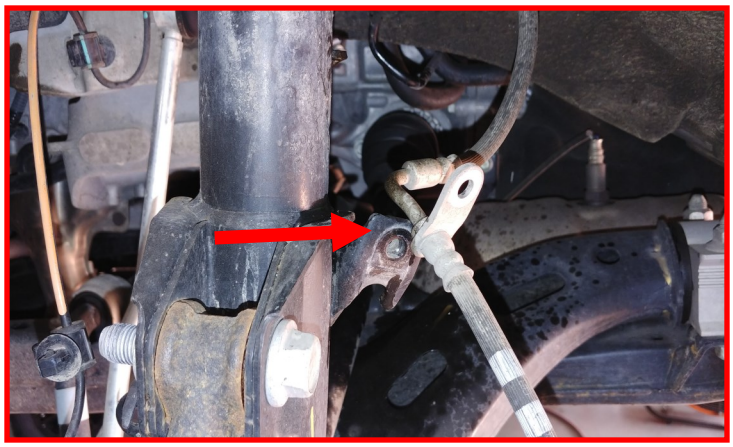
Support the lower control arm with a suitable jack. Remove the front wheels. All steps are repeated for both sides of the vehicle.



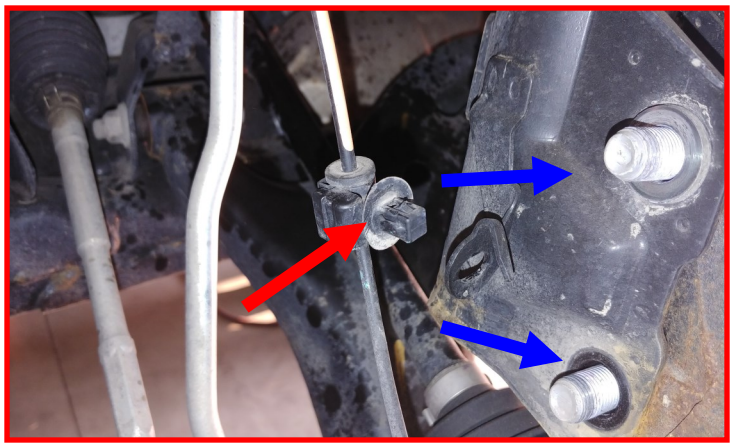
Remove the front sway bar end link at the strut body. This step should be completed on both sides to ease in installation at later steps.



Remove the brake line bracket at the strut body. Let hang out of the way.



Remove the ABS harness clip at the strut body. Let hang out of the way. Remove the strut to knuckle bolts. The bolts are specific to upper and lower mounting locations and direction of install. The upper is a cam bolt, while the lower is a standard bolt. Make sure to note their orientation for reinstallation later.



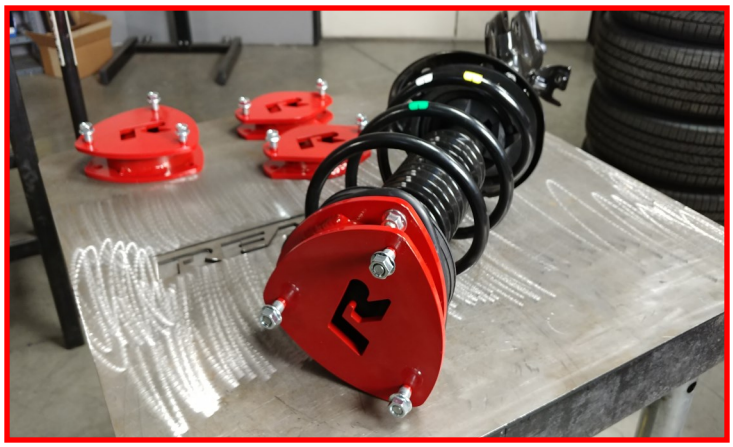
While keeping the lower control arm supported, release the knuckle from the strut body and let hang out of the way. Make sure to not overextend the ABS, brake line, and CV axle. Adjust as necessary.



Remove the upper strut hardware. Make sure to hold the strut assembly from falling out of the vehicle. A helper is recommended for removal.



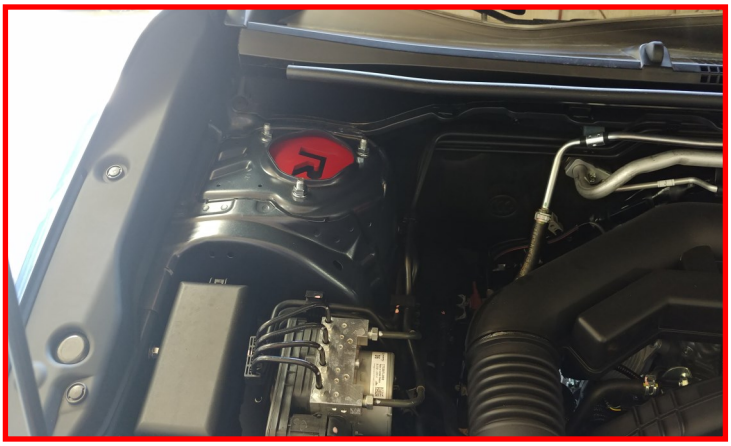
Locate the ReadyLIFT front strut extension. These are driver and passenger side specific and are etched with a D and P. Passenger side shown. Install to the top of the strut using the factory hardware. Torque to 30 ft-lbs.



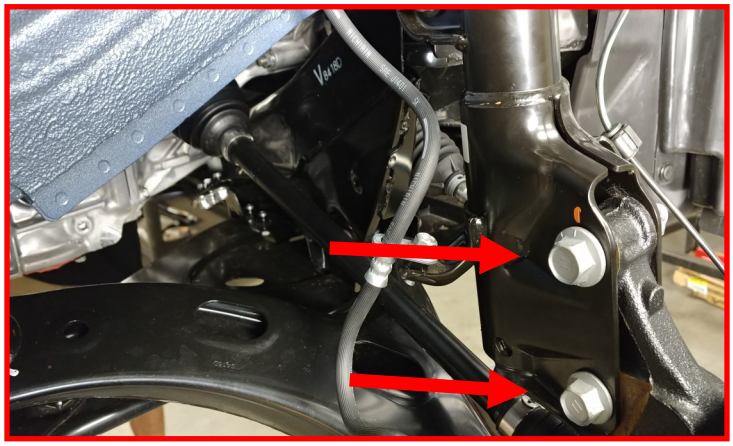
Drill out the 6 strut mounting holes in the strut tower with a 27/64" drill bit. Paint exposed metal with a high quality rust preventative paint.



Install the completed strut assembly to the strut tower using the provided M10 flange nuts. When installed correctly, the R logo will be legible through the strut tower when facing the engine compartment from the side that you are on. Passenger side shown. The spacers are offset to the inside and rear of the vehicle to adjust for camber and caster. THEY MUST BE INSTALLED AS SHOWN.



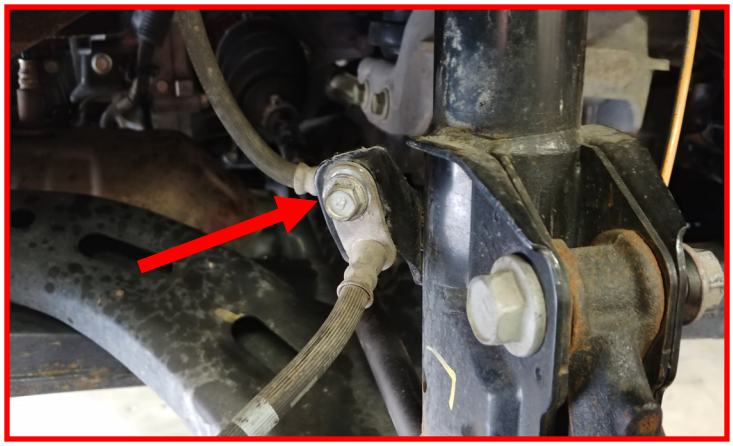
Raise the knuckle up and install into the strut body. Install the cam bolt into the upper hole and the remaining bolt into the lower.



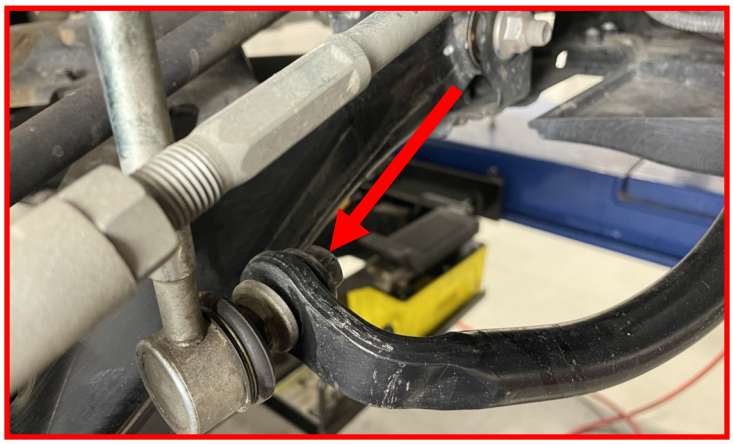
The cam bolt has lines that correspond to a notch on the strut body (paint marked for picture clarification). You will rotate the cam bolt until the lines are facing the inside of the vehicle. Line up the last line with the notch. This sets max negative camber. Torque both bolts to 95 ft-lbs. Final adjustment and torque to be set by the alignment tech.



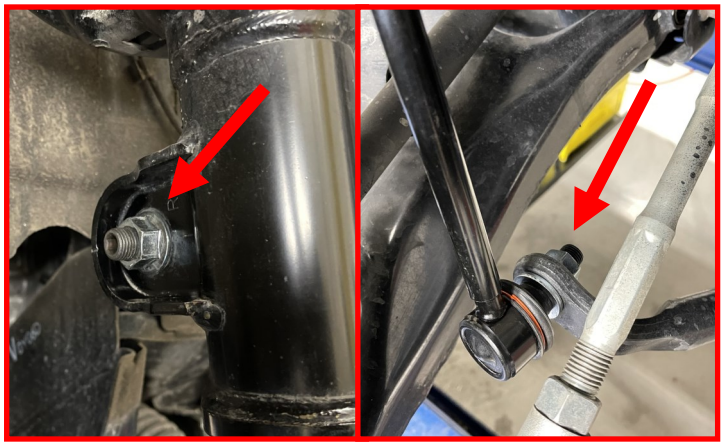
Install the brake line bracket to the strut body using the factory hardware. Torque to 5 ft-lbs. Install the ABS wire clip back to the strut.



Remove the factory end link from the sway bar. Remove from vehicle and discard.



Locate the ReadyLIFT end link. Note that they are drive and passenger side specific. The bend in the link goes on the bottom. Install the end link to the vehicle using supplied M10 flange nuts. Torque the end link to 45 ft-lbs.

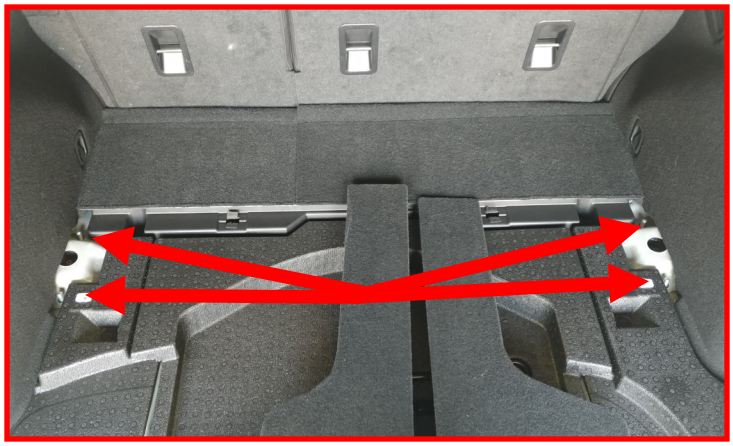


Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the front end to settle the suspension. Torque the upper strut spacer to 30 ft-lbs

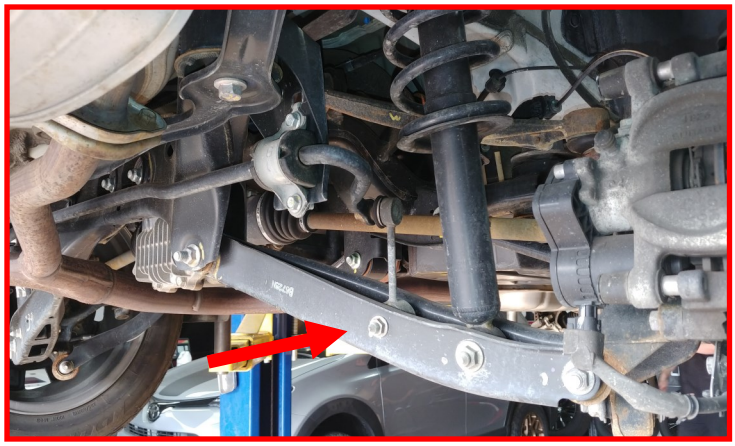
REAR INSTALL INSTRUCTIONS

Jack the rear of the vehicle up and place jack stands under the main lifting points indicated by the owners manual.

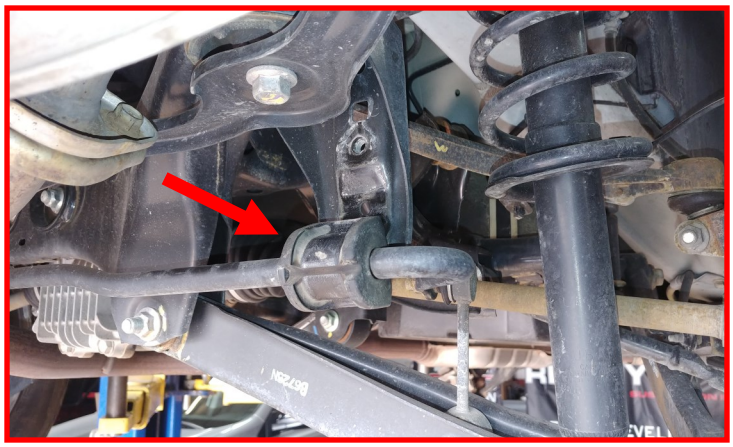
Open the hatch and remove the spare tire cover / carpet. Remove the two outer carpeted covers closest to the fender wells and set aside. Remove the 4 strut mounting nuts.



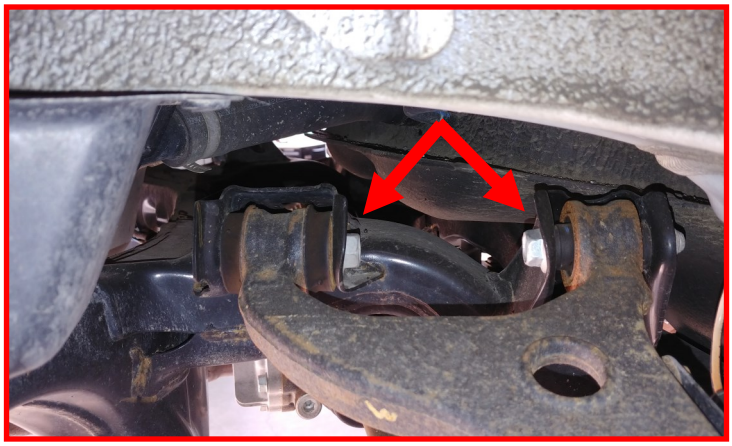
Support the lower control arm with a suitable jack. Remove the rear wheels. Loosen but do not remove the sway bar end link on the lower control arm.



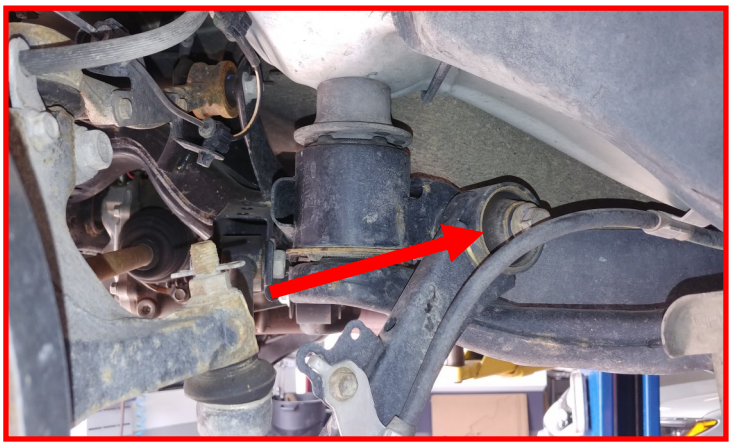
Remove the sway bar at the subframe and let hang out of the way.



Loosen but do not remove the upper control arm bolts.



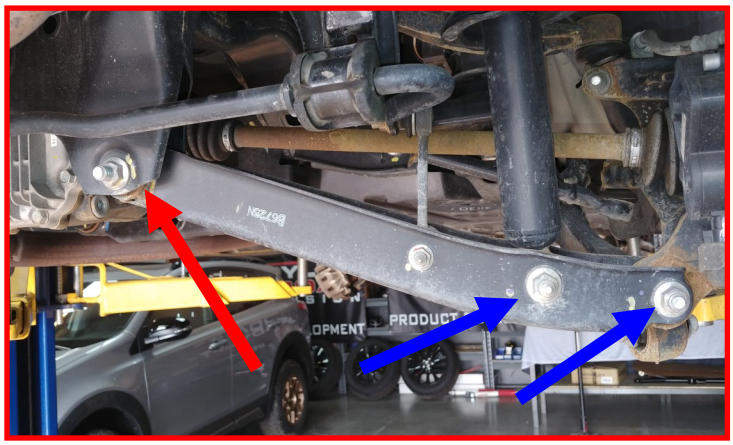
Loosen but do not remove the front lower control arm bolt at the subframe.



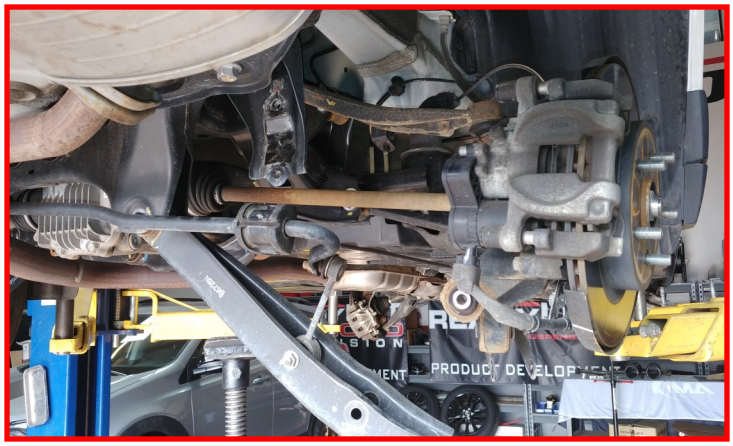
Remove the front lower control arm bolt at the knuckle. Let the control arm hang out of the way. This is for access to the rear lower control arm bolt removal.



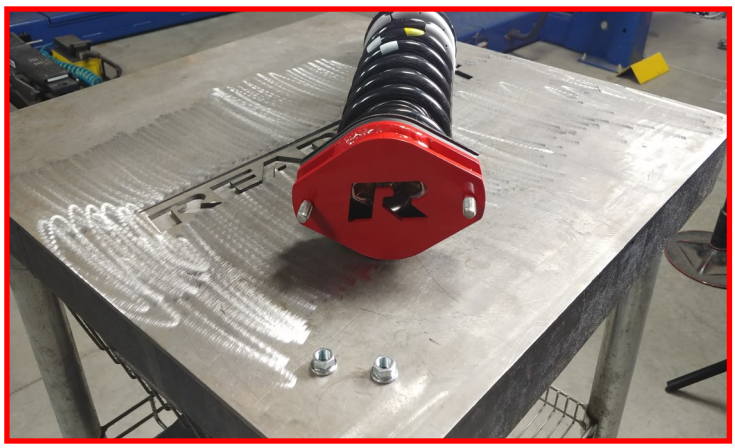
Loosen but do not remove the lower control arm bolt at the subframe. Remove the lower strut bolt on the lower control arm and the control arm bolt at the knuckle.



Lower the control arm down and remove the strut from the vehicle and let the control arm hang.



Locate the ReadyLIFT strut extension. Install using the factory hardware. You will have to start each nut before tightening fully. Run each nut down in an alternating pattern until you can torque them down. Torque to 30 ft-lbs.



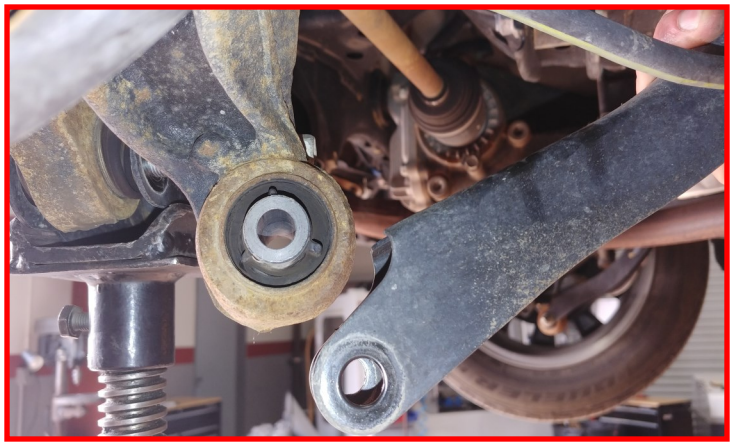
Install the completed strut assembly to the car using the provided M10 flange nuts. Do not tighten at this time. A helper is recommended.



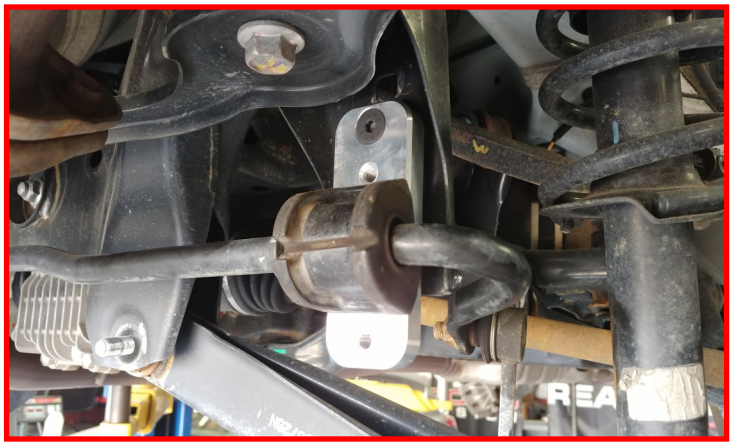
Raise the lower control arm into place and install the lower strut hardware. Do not tighten at this time. Use the jack and raise the lower control up to set pre load on the strut. Install the lower knuckle bolt.



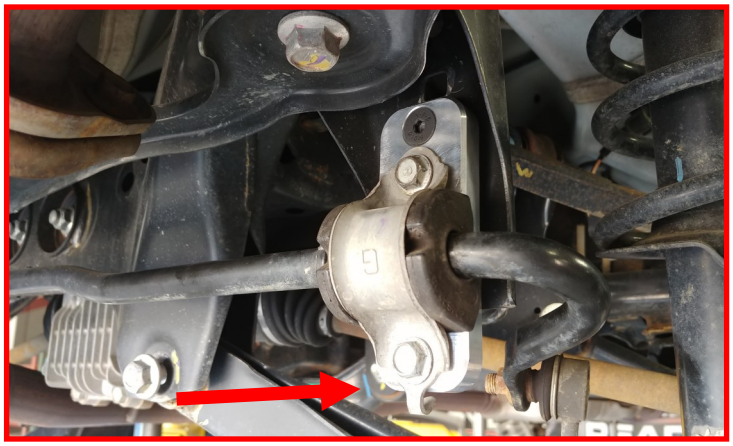
Install the lower front control arm to the knuckle using the factory hardware. Do not tighten at this time.



Install the ReadyLIFT sway bar brackets to the subframe using the provided M8 counter sunk bolts and a drop of thread locker. Torque to 25 ft-lbs.



Install the sway bar to the brackets using the factory hardware and factory pinch bracket. Make sure to install the factory pinch bracket with the locking tang down. Torque to 25 ft-lbs.



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

Jounce the vehicle to get it to settle to the new ride height. Torque the upper strut hardware to 30 ft-lbs. Install the strut covers. Torque all the upper, lower control arm, knuckle, and lower strut hardware to 85 ft-lbs, sway bar end link hardware to 35 ft-lbs.

Reconnect the vehicle power source at the negative terminal. Turn the front wheels from lock to lock verifying all clearances between tire, suspension components and ABS / brake lines. Adjust as necessary.

Have the vehicles alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop. Final torque of all tie rods and cam bolts to be done by the alignment tech. Make sure all steering wheel angle sensors and electronic controls are reset per the manufacturer requirements.

Front Caster is fixed, Camber and Toe are adjustable. Rear Camber and Caster are fixed unless aftermarket arms are used, Toe is adjustable.

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 recommended 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	+0.0	+0.0	+/- 0.5	+0.0
Caster	+4.5	+4.5	+/- 0.5	+0.0
Toe	+0.0	+0.0	+/- 0.05	+0.0
Rear	**Driver**	**Passenger**	**Tolerance**	**Total / Split**
Camber	+0.3	+0.3	+/- 0.5	+0.0
Toe	+0.07	+0.07	+/-0.05	+0.0

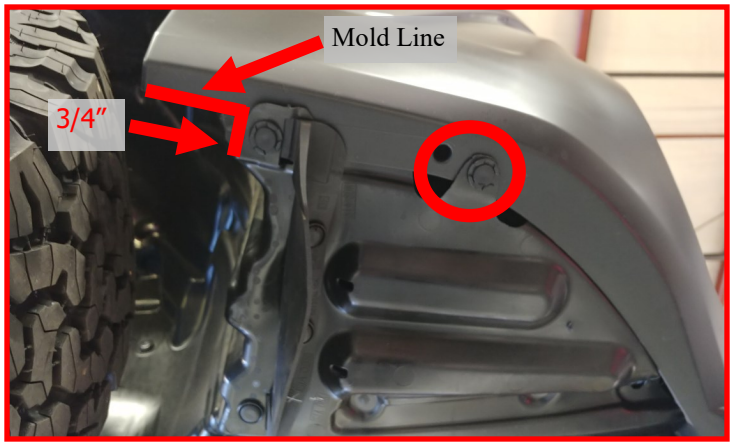
Tire Fitment Modifications for Front Wheel Well

The majority of the rubbing will happen in reverse with the wheels turned to full lock against the inner fender liner plastic. It is recommended to test drive the vehicle with this in mind.

Looking up from the ground under the bumper, locate the inner fender liner where it meets the bumper cover. Remove all plastic rivets and clips that hold the liner to the bumper cover and frame. Once all rivets and clips have been removed, pull the plastic cover back towards the wheel so that you can access the bumper cover.



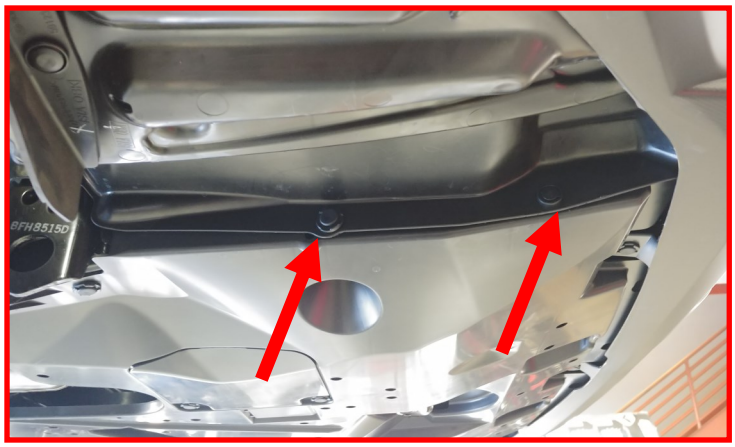
From the edge of the bumper cover closest to the wheel well, measure to the front 3/4" and mark a line as shown. There is a mold line for the forward cut you can follow. Use a suitable cutting tool and trim this lip off. You will be removing the last mounting hole and trimming this area allows the plastic to slide forward.



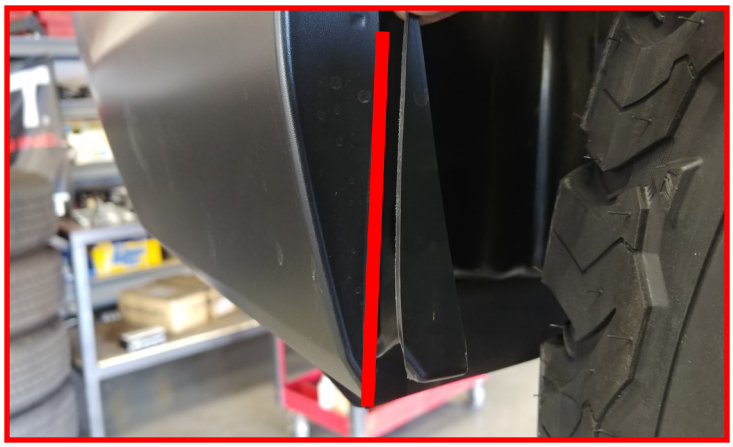
Once this is done, tuck the plastic line up above the bumper cover minus the one tab in the middle (circled in red). Once the plastic liner is in place, drill through the bumper cover in the two mounting locations using a 1/2" drill bit. Install the previously removed rivets. On the leading edge of the bumper cover there will be a tab that is left unused. You can trim this off as shown.



The inside edge clip holes can now be lined up and drilled out. Once done, reinstall using the previously removed clips.



Once all the above steps are completed, move to the bumper cover closest to the wheel well again. This cut will trim off the inside edge for turning clearance. Use a suitable cutting tool, start a vertical cut at the rounded body line to the corner of the bumper cover.



Once the corner is reached, trim the remaining lip to the new inner liner location. This remove the last little edge that can catch on larger tires.



Remove the mud flap/rock guard on the rear of the fender well, or trim to fit. You can easily trim all parts of the bumper cover and plastic with a razor knife. Test clearance by turning the wheel full lock while pulling forward and reverse. Trim as necessary until the tire does not rub anymore.

