92-19340 RAM 1500 3.5" COILOVER KIT

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

(877) 759-9991

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

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

Limited Lifetime Warranty

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

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

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

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

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

⚠ WARNING

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

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

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

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

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

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

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

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

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

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

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

Installation Warning

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

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

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

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

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

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

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

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

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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 20" x 9" wheel and a offset of +18. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 11.5" wide.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory

IMPORTANT NOTE:

DO NOT STACK OTHER LIFT/LEVELING COMPONENTS ON TOP OF COILOVERS. DOING SO WILL CREATE A SAFETY CONCERN AND/OR CAUSE SEVERE DAMAGE TO THE VEHICLE.

Make sure to have any and all electronic systems calibrated as indicated by the manufacturer for the features of your vehicle. This includes but not limited to the steering wheel angle sensors, yaw sensors, cruise control, land departure, etc.

The recommended tire and wheel specs are based off proper alignment specs to make sure the tire clears the back fender well. Trimming of the plastic may be necessary to run other wheel and tire combinations. It is up to the end user to verify all clearances before driving.

It is recommended to trial fit one wheel and tire combination for clearances.

- **THIS KIT IS DESIGNED TO WORK WITH THE 69-1935 AND WILL REPLACE THE FACTORY STRUT, PRELOAD SPACER AND TOP MOUNT SPACER.**
- **IF INSTALLING COILOVERS BY THEMSELVES, YOU MUST INSTALL WITH EITHER 67-19640 HIGH ANGLE UPPER CONTROLS (RECOMMENDED) OR 67-1041 (TUBULAR UPPER CONTROL ARMS).**

VEHICLE HEIGHT MEASURMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				
Headlamps				

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Coilover, Front	2

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.

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.



Remove the brake line bracket at the frame rail. Gently pull the metal brake line through the frame rail to gain slack for the rest of the install. Do not bend the line or disconnect the rubber line.



Remove the ABS wire harness from the upper control arm and frame rails.



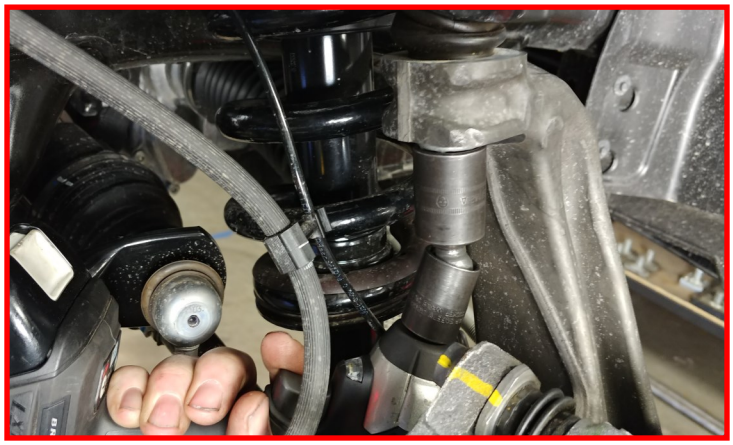
Remove the outer tie rod from the knuckle.



Strike the tie rod boss on the knuckle with a dead blow hammer to dislodge the taper.



Remove the upper ball joint from the knuckle.



Strike the ball joint boss with a dead blow hammer to dislodge the taper.



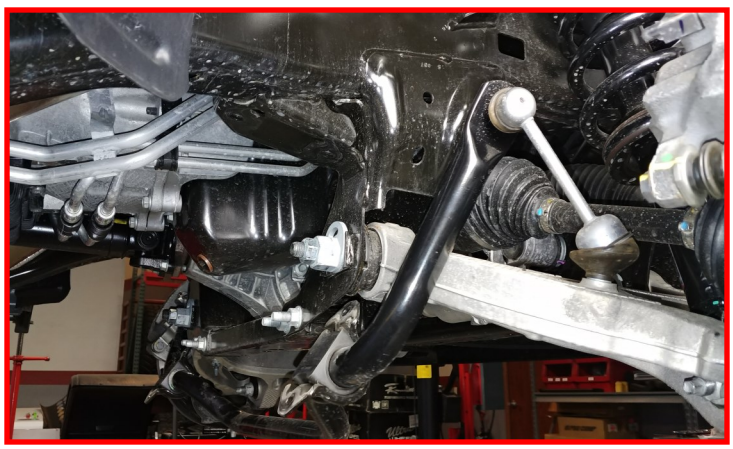
Remove the axle nut.



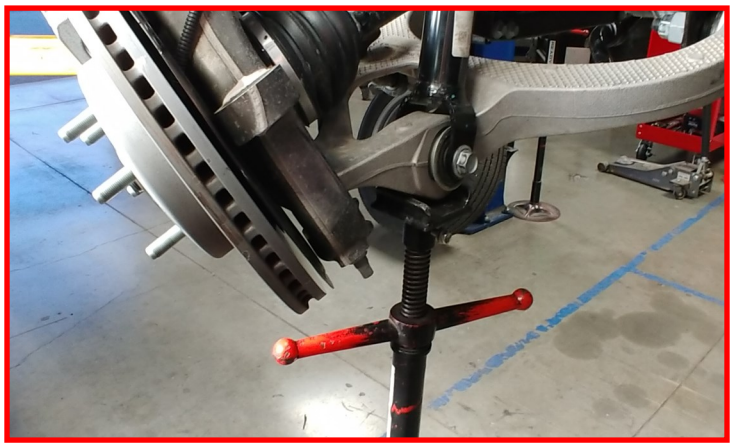
Remove the sway bar from the frame.



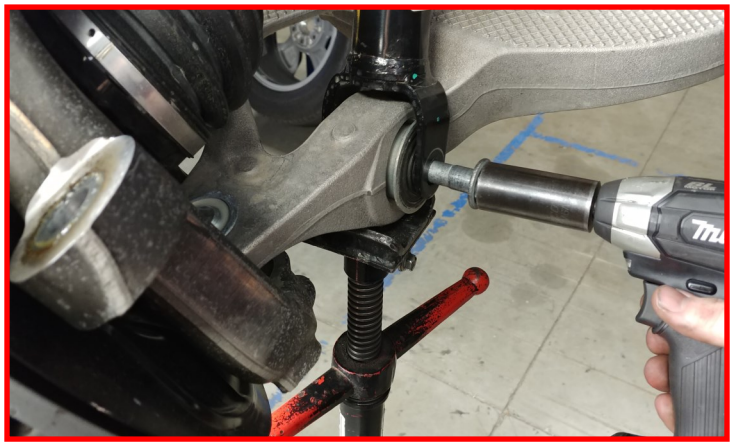
Let the sway bar hang out of the way.



Support the lower control arm with a suitable jack.

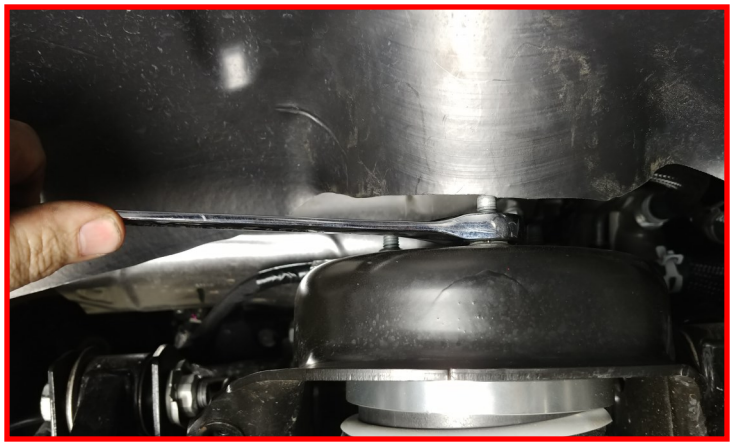


Remove the lower strut mounting hardware. Lower the control arm down while supporting the knuckle. Be mindful of the ABS and brake lines to not over extend them.

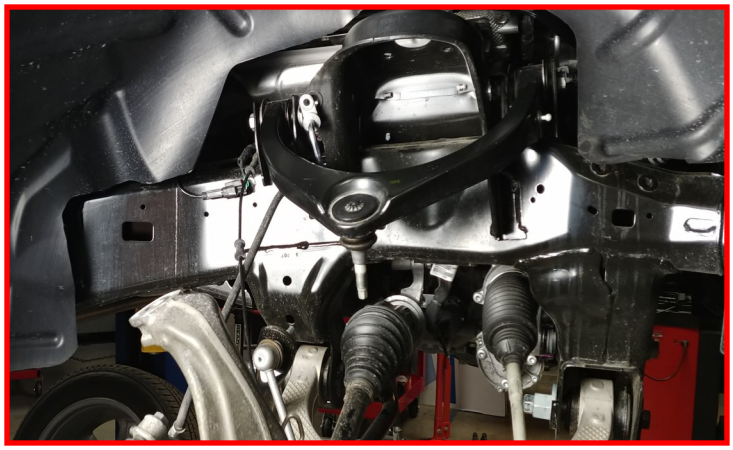


Remove the upper strut hardware from the frame.

Discard the factory hardware.

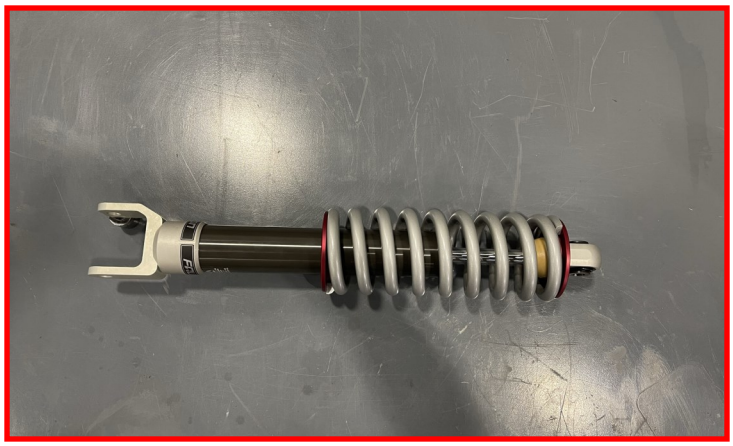


Remove strut from the frame.



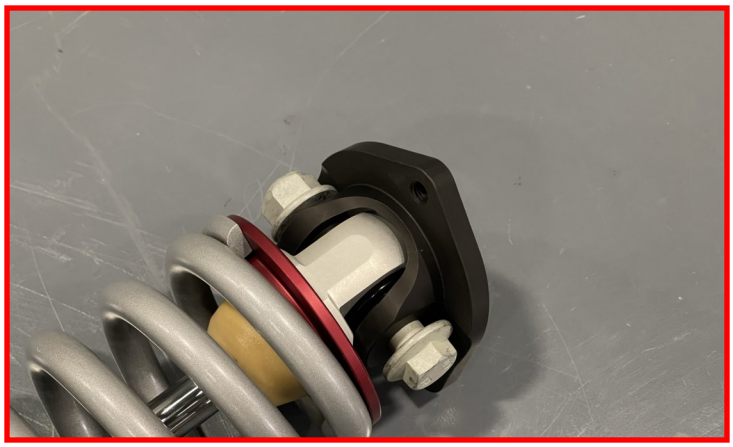
Remove the supplied coilover out of it's box.

NOTE: COILOVERS ARE NOT HANDED. HOWEVER, DEPENDING ON HOW THE LOWER MOUNT IS INSTALLED WILL DETERMINE THE CORRECT SIDE. THE LOWER PICKLE FORK WILL BE INSTALLED WITH THE OFFSET AWAY FROM THE CV AXLE.



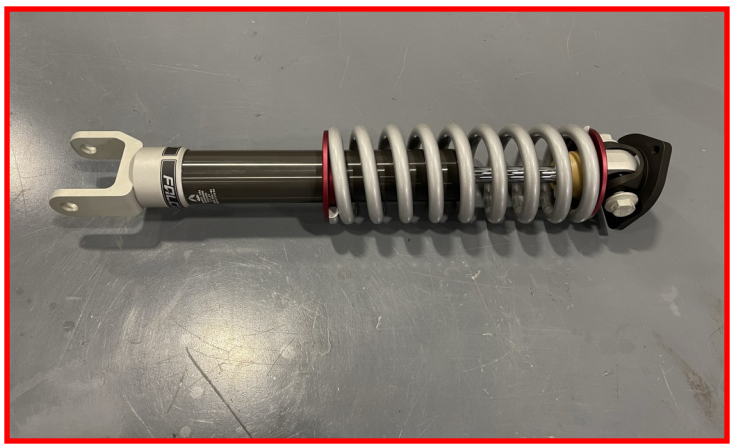
Install the coilover into the top hat using the supplied M16 Flange bolt and M16 locking flange nut.

Torque the M16 hardware to 180 ft/lbs.

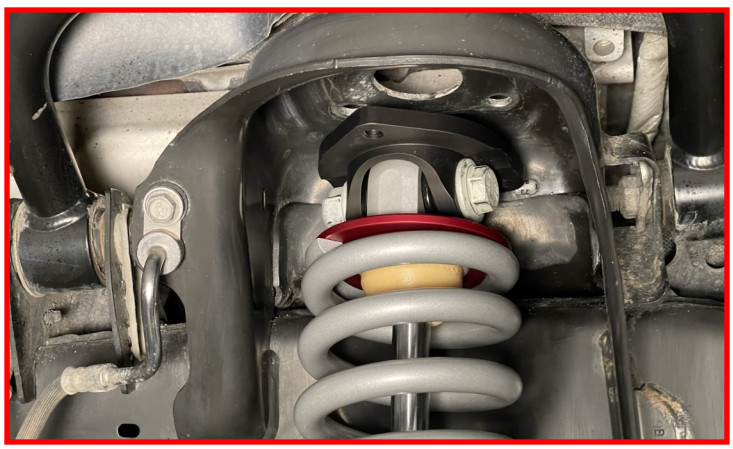


NOTE: AFTER INSTALLING THE TOP HATS, ENSURE YOU HAVE INN FACT ASSEMLED A LEFT AND A RIGHT COILOVER.

PICTURES IS AN ASSEMBLED PASSENGER (RIGHT).

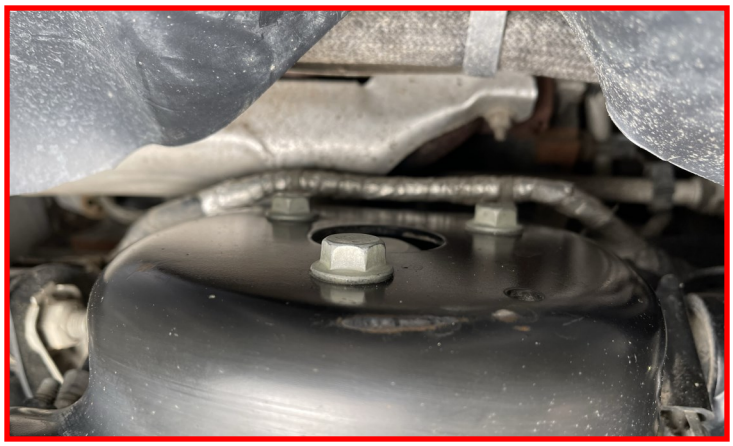


Install the completed coilover assembly into the vehicle. Be sure the lower mount is offset away from the cv axle.



Install the coilover top hat adaptor plate, using the supplied thread locker and M10 flanged head bolts.

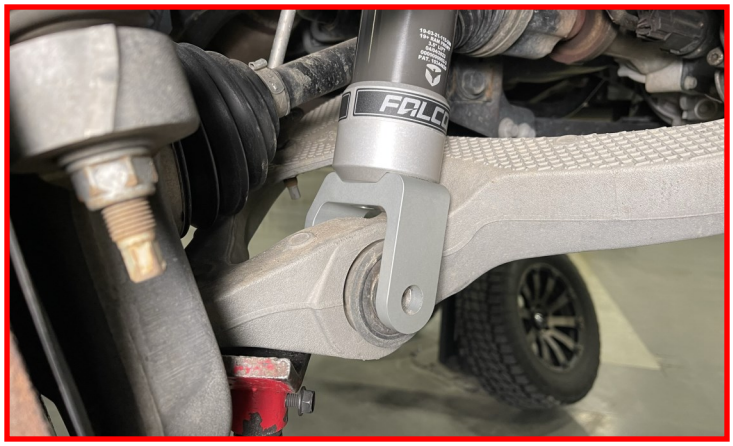
Torque the M10 bolts to 45 ft/lbs.



Raise the lower control arm up until you can install the supplied lower strut hardware.

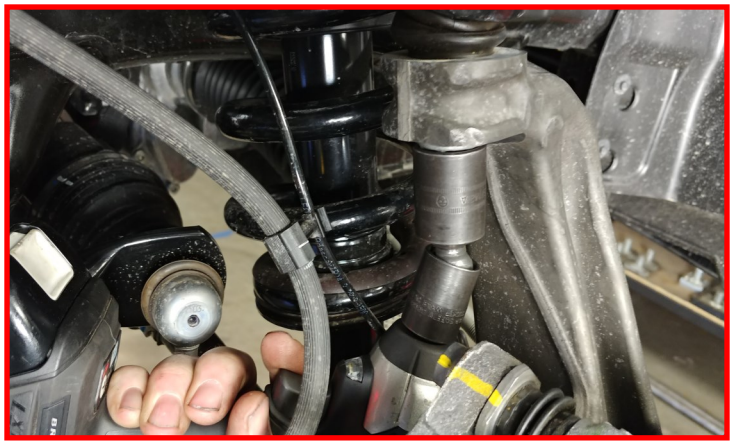
Do not tighten at this time.

NOTE: AT THIS POINT, IF INSTALLING COILOVERS BY THEMSELVES, FOLLOW INSTALLATION INSTRUCTIONS FOR UPPER CONTROL ARM.



Install the upper ball joint into the knuckle. Using the factory nut, tighten the ball joint to the knuckle.

Torque the ball joint nut to 65 ft-lbs.



Install the axle nut. Before tightening the axle nut ensure the splines are fully engaged in the hub assembly.

Torque the axle nut to 185 ft-lbs.



Install the metal brake line bracket to the frame rail using the factory hardware.

Torque the factory bolt to 5 ft-lbs.

Install the ABS wire harness onto the upper control arm and frame rails.



Install the sway bar to the frame rail using the factory hardware. Torque to 35 ft-lbs.



Install the outer tie rod into the knuckle.

Using the factory nut, tighten the tie rod end to the knuckle.

Torque the tie rod nut to 65 ft-lbs.



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

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

Torque the upper control arm hardware to 125 ft-lbs and the lower strut hardware to 150 ft-lbs.

Center the lower control arm cam bolts and torque to 125 ft-lbs initial torque (final torque to be done by alignment technician).

Connect the vehicles power source at the negative ground terminal.

Rotate the wheels from lock to lock and verify all clearances between the tire, body, ABS, brake line and suspension components. Adjust as necessary.

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

Make sure to have any and all electronic systems calibrated as indicated by the manufacturer for the features of your vehicle. This includes but not limited to the steering wheel angle sensors, yaw sensors, cruise control, land departure, etc.

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

	Driver	Passenger	Tolerance	Total / Split
Camber	**-0.15**	**-0.15**	**+/- 0.5**	**+0.0**
Caster	**+3.0**	**+3.0**	**+/- 0.5**	**+0.0**
Toe	**+.10**	**+.10**	**+/-0.05**	**+.20**