



SUSPENSION INC.

Installation Instructions 69-3486

**WARNING TO END USER, INSTALLER AND SELLER OF THIS PART!**

**By installing this part you are accepting full responsibility and liability for proper wheel and tire fitment after installation.**

It is the installer’s responsibility to properly align the vehicle before use. Using a wheel tire fitment combination that results in any contact from the tire and/or wheels with the new installed ReadyLIFT® upper control arm or inner fenders at any point including full steering lock will void the ReadyLIFT® warranty and may result in failure of the ball joints. **Failure to do so may cause damage to your vehicle and/or injury or death to the driver and passengers.**

**IF YOUR ReadyLIFT® PRODUCT IS MISSING A PART OR HAS A DAMAGED PART, PLEASE CONTACT CUSTOMER SERVICE DIRECTLY.**

**A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY**

(800)549-4620 MON-FRI 7AM-5PM PST EMAIL: INFO@ReadyLIFT.COM WEBSITE: ReadyLIFT.COM

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

**Limited Lifetime Warranty**

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

Product purchased directly from ReadyLIFT® has a 30 day return policy on uninstalled products from the date of purchase. Uninstalled product returns must be in the original ReadyLIFT® packaging. Please call **800-549-4620** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT®. **Returns without RGA# will be refused.** Contact ReadyLIFT® directly about any potentially defective parts prior to removal from vehicle. If the part in question is deemed warrantable an RGA# will be assigned and can be returned for repair or replacement. Replacement parts required prior to warranty claim completion must be purchased. Upon receipt and verification of deemed warranty parts claim, a credit or refund can then be processed to complete warranty claim transaction.

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



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

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

**Safety Warning:** Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle roll-over 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 Inc. 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.

**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 Inc. 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, or as referenced in the torque specification list provided in these instructions.

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.

### Vehicle ride height chart

<b>Driver Front:</b>	<b>Driver Rear:</b>	<b>Pass. Front:</b>	<b>Pass. Rear:</b>
<u>Stock</u>   <u>Lifted</u>	<u>Stock</u>   <u>Lifted</u>	<u>Stock</u>   <u>Lifted</u>	<u>Stock</u>   <u>Lifted</u>

Bolt Size Millimeters	Torque Specs in FT/LB	
	Metric Grade 8.8	Metric Grade 10.9
6mm	6	8
8mm	16	22
10mm	40	45
12mm	54	70
14mm	89	117
16mm	132	175
18mm	182	236

Bolt Size SAE	Torque Specs in FT/LB	
	Grade 5	Grade 8
5/16	15	20
3/8	30	35
7/16	45	60
1/2	65	90
9/16	95	130
5/8	135	175
3/4	185	280

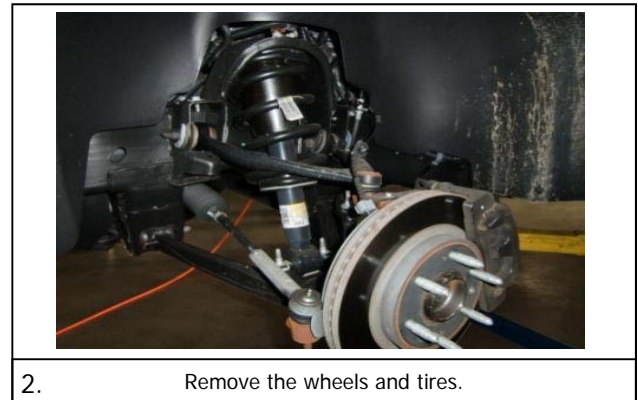
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### Bill of Materials

DESCRIPTION	QTY
1" Cup O-Ring	2
1" To 5/8" Short Mis Spacer	2
1" To 5/8" Wide Base Spacer	2
1" Uniball F1 Spec	2
1" Uniball Cup Cover	2
1/2" G8 Flat Washer	2
1/2"-20 G8 Stover Nut	2
1/4" G8 Flat Washer	4
1/4"-20 X 1" G8 Hex Bolt	2
2007+ Chevy 1500 UCA Pin Steel Arm	2
A-Arm GM 1500 07-Up. Left	1
A-Arm GM 1500 07-Up. Right	1
Bushing Half	8
Bushing Inner Sleeve	4
Bushing Washer	8
Driver Differential Relocation Bracket	1
Front Differential Skid Plate	1
Grease Tube	1

DESCRIPTION	QTY
M10 Flat Washer	8
M10-1.25 Serrated Flange Nuts	6
M10-1.50 C-Lock Nut (Stover)	4
M10-1.50x60 10.9 Hex Head Bolt	4
M10x30 Thread Cutting Bolt	3
M12 Fender Washer	2
M12 Flange Nut	2
M12 Flat Washer	2
M12 Socket Cap 35mm	1
M12 Socket Cap 45mm	1
M12 Socket Cap 70mm	1
M12 Socket Cap 80mm	1
M12 Split Lock Washer	4
M12x35 Head Bolt	4
Passenger Diff Relocation Bracket	1
Spacer For Abs Line	2
Steel Strut Extension 54mm Tall	2
Uniball Snap Ring, Black	2

The Bill of Materials represents the component contents of this kit. All hardware is of the highest grade and the components are manufactured to exacting specifications for a trouble free installation. Use the attached torque specifications chart when final tightening of the nut and bolts are done.



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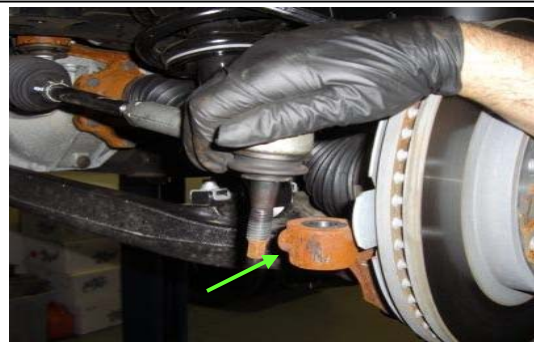
5. Unbolt the ABS bracket from the upper control arm.



6. Disconnect and remove both sway bar end links.



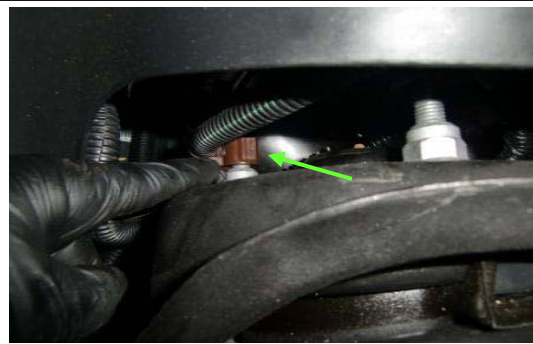
7. Remove the outer tie rod nut.



8. Strike the spindle with a hammer to break loose the tie rod.



9. Remove the lower strut mounting hardware and the nut clips.



10. Remove the clips from on top of the upper strut mounting nuts.



11. Remove the upper mounting nuts.



12. Remove the strut assembly from vehicle.

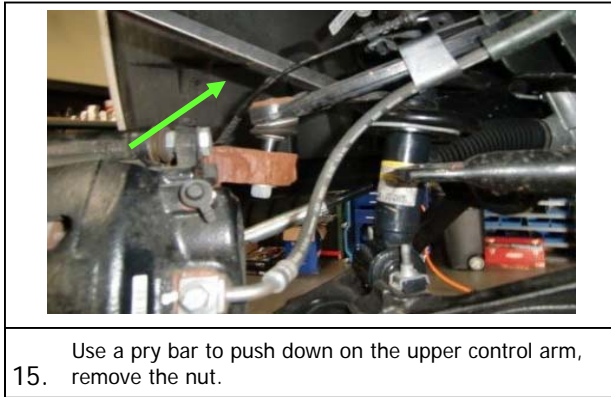
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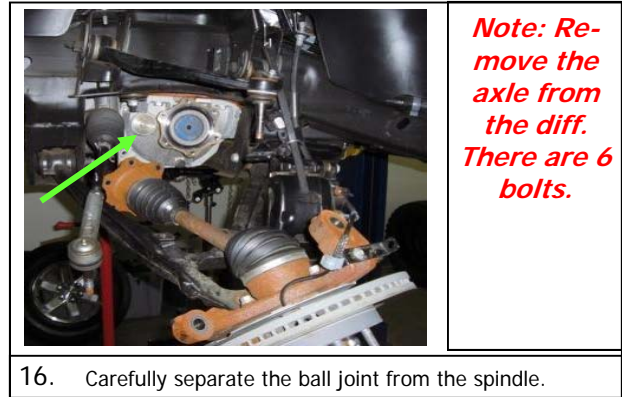
13. Loosen, but do not remove the upper ball joint nut.



14. Strike the spindle as shown to break loose the ball joint, then disconnect.



15. Use a pry bar to push down on the upper control arm, remove the nut.



**Note: Remove the axle from the diff. There are 6 bolts.**

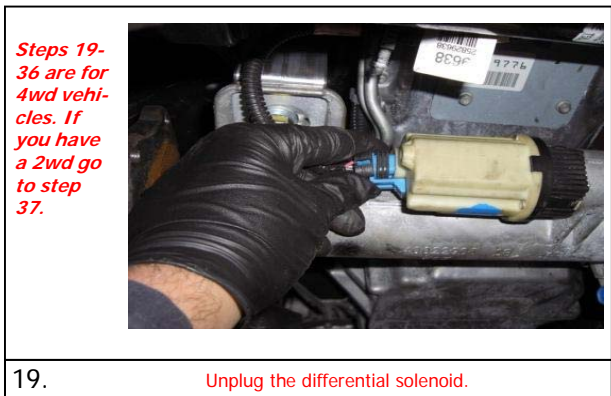
16. Carefully separate the ball joint from the spindle.



17. Unbolt the upper control arm marking the cam location.

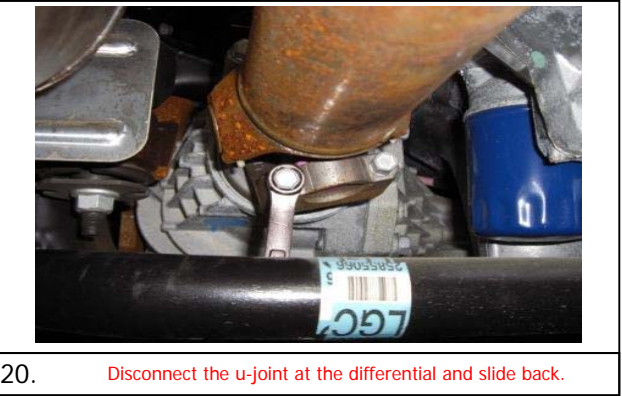


18. Remove the upper control arms.



**Steps 19-36 are for 4wd vehicles. If you have a 2wd go to step 37.**

19. Unplug the differential solenoid.



20. Disconnect the u-joint at the differential and slide back.

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21. Unbolt the CV axle bolts at the differential.



22. Unbolt the rear cross member bolts and remove.



23. Support the differential with a jack and unbolt the passenger side.



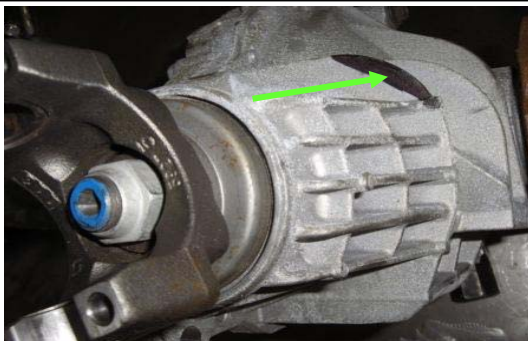
24. Remove the drivers side mounting bolts and unplug the vent line.



25. Carefully lower the differential from vehicle.



26. Secure the differential to perform the modification.



27. Mark the differential, as shown, indicating material to be removed.



28. Use a grinder to remove the material marked previously.

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29. Remove the passenger side differential mounting bracket.



30. Secure in a vise and remove the mounting studs with hammer.



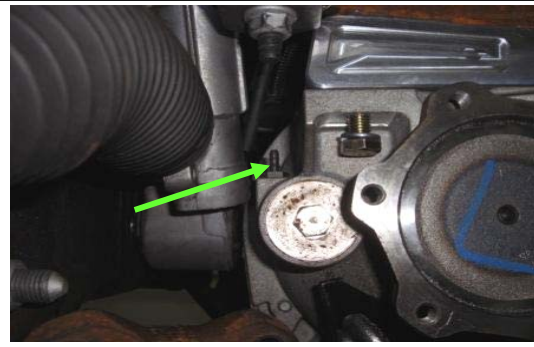
31. Re-install the bracket and attach the billet spacer as shown.



32. Attach both sides with the socket head hardware.



33. Position the differential into the vehicle, checking for clearance.



34. Attach with new hardware, re-connect the differential vent line.



35. View of the passenger side bolted in with the new hardware.



36. Re-connect the differential solenoid.

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37. Re-install the rear cross member as original.



Reinstall OEM hardware **without the plastic cam locks** into its original location noting original direction of cam bolts and marks done when you removed them.

38. Install ReadyLIFT® Uni-Ball Control Arm.



39. Place the new strut extension spacer onto the strut. Install strut with spacer leaving nuts loose.



40. Remove the factory clips, attach the lower strut mount with new shorter hardware.

When attaching strut to vehicle be sure to use provided hardware. The serrated flange nuts go on top and the self locking nuts with washers go on bottom with grade 8 bolts.

The OEM lower nut clips and bolts will not be used. Doing so will cause damage to you vehicle.

41.



42. Tighten lower mount then torque the upper strut nuts.

**Note:**  
Steps 43-1 to 43-8 are the same for aluminum or steel suspension.



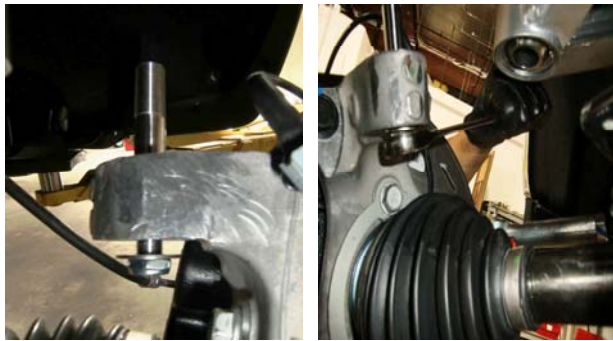
43-1. Install the pin into the spindle.



43-2. Add a washer and a **standard nut**. Tighten down to seat the



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43-3. Remove the standard nut, replace it with a c-lock nut and tighten.



43-4. Insert the pin into the lower misalignment spacer.



43-5. Lock-tite the upper misalignment spacer and install.



43-6. Tighten down the misalignment spacers and install the cap.



43-7. Make sure the cap fits nice and tight.

You may need to put a small amount of grease on the o-ring of the cap to help prevent the o-ring from rolling and binding up. A trick also is to twist the cap while applying pressure to achieve a nice and snug fit.

43-8.



44. Connect outer tie rod end and sway bar end links and tighten.



44-1. Re-attach brake calipers & torque to 145ft lbs.

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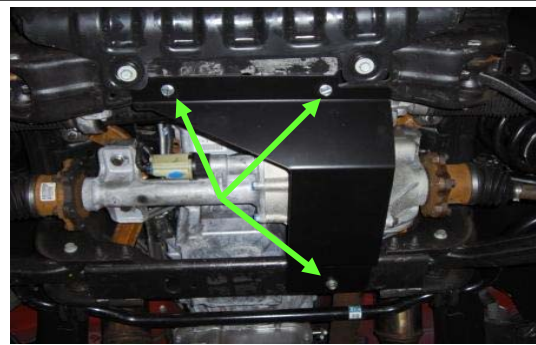
45. Re-attach the CV axles to the differential (6 bolts per side).



46. Re-connect the ABS plug near the frame.



47. Attach the ABS/brake line bracket to the upper control arm.



48. Install the new differential skid plate w/ 3 self tapping bolts.

Note: The following installation instructions cover both the 2/4WD 1500 pick-ups. This kit will work on vehicles with AutoRide, **NOT AutoLeveling**, unless you are willing to make modifications. ReadyLIFT® does not supply parts and or methods to accommodate vehicles with this option.

49.



50. Unclip the ABS/traction control lines at the frame.



51. Disconnect and remove the rear shocks from the vehicle.



52. Install the shock extensions to the upper shock mount as shown.

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53. While supporting the axle, remove the u-bolts from axle.



54. Lower the axle and remove the factory block, **do not reuse**.



55. Lower the axle more in order to install the new lift block.



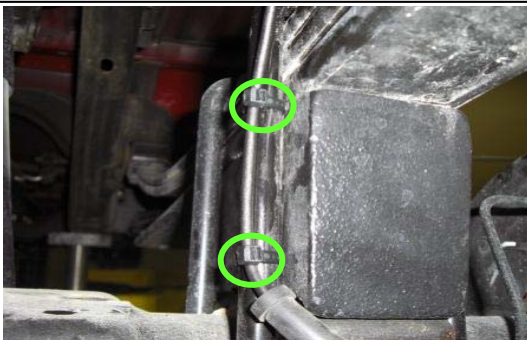
56. Raise the axle, align and attach the new u-bolts and hardware.



57. Re-install the shock with the extension attached and tighten.



58. Lube the ABS wire and slide the rubber mount to gain more slack.



59. Attach the ABS wire to the u-bolts with the provided zip ties.



60. The differential brake line bracket may require bending up.



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#### **Final Checks & Adjustments**

**Post Installation Warnings:** Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory 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. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers and void your warranty. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle.

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

#### **Wheel Alignment/Headlamp Adjustment:**

It is **mandatory** to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is **mandatory** 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.

#### **Vehicle Re-Torque and Safety Inspection:**

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.