



Installation Instructions 44-2150

**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

OR

EMAIL: INFO@ReadyLIFT.COM

WEBSITE: ReadyLIFT.COM

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

ReadyLIFT® Off Road Suspension Limited Warranty

Limited Warranty details for ReadyLIFT® Off Road Suspension control arms and steering kits

The ReadyLIFT® Off Road Suspension Limited Lifetime Warranty covers defective materials or defective workmanship for the life of the product to the original purchaser and only on the original vehicle which the product was installed. The ReadyLIFT® Off Road Suspension Limited Lifetime Warranty excludes the following wearable items: bushings, bushing sleeves, bump stops, top-out stops, spherical bearings (uniballs), heim joints (rod ends), and misalignment spacers (upper control arm and steering). These items are considered wear items and are covered for 90 days from the original purchase date, therefore these items will not be considered defective because of wear. Wear is subject to use of product, use of vehicle, driving conditions, weather conditions, cleanliness of product/components, and maintenance/up-keep. The degree of wear and overall lifetime of each wear item is subject to afore mentioned conditions and circumstances. ReadyLIFT® Off Road Suspension will only warranty wear items in the case of workmanship and defects for the period of 90 days following the date of purchase. Please note that all products should be inspected by a professional technician before installing any part/kit onto the vehicle. In addition, all products should be installed by a qualified technician. Please contact ReadyLIFT® Off Road Suspension if there is any question as to the quality of workmanship of each component or its installation procedure. Contact ReadyLIFT® Off Road Suspension directly about any potentially defective parts prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given an RGA number and asked to return the part freight prepaid. If the part is found to be warrantable, at the sole discretion of ReadyLIFT® Off Road Suspension, it will be repaired or replaced and returned to you. **The limited warranty expressed by ReadyLIFT® Off Road Suspension supersedes that of any claims made by authorized and unauthorized dealers of ReadyLIFT® Off Road Suspension products.**

www.ReadyLIFT.com



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Please read Instructions thoroughly and completely before beginning installation.

Installation by a certified mechanic is recommended.

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

Safety Warning: Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle 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® Off Road 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 and damage, injury and/or death can occur if these instructions are not followed.

Installation Warning: All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks. Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit. Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT® Off Road Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components. Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual, 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

Driver Front:	Driver Rear:	Pass. Front:	Pass. Rear:

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

Raptor Upper Control Arm Kit	Qty	Raptor Steering Kit	Qty	Raptor Lower Control Arm Kit	Qty
Upper Control Arms w/ Uniball	2	Tie Rod Tube- Left & Right	2	Lower Control Arms w/ Uniball	2
Upper Control Arm Bushings	8	M18 17-4 Stainless Steering Clevis	2	Lower Control Arm Bushings	8
Bushing Inner Sleeves	4	M18 x 25 Flat Socket Head Clevis Bolt	2	LCA Inner Sleeve 3.944x.725 ID	2
Top Misalignment Spacer	2	Clevis Sleeve	2	LCA Inner Sleeve 4.535x.725 ID	2
Lower Misalignment Spacer	2	Inner Heim	2	LCA Adapter Pin	2
Adapter Pin	2	Outer Heim	2	LCA Upper Mis Spacer	2
1.5" Uni-Ball Cap w/ O-Ring	2	3/4"-16 G5 LH Jam Nut	2	LCA Lower Mis Spacer	2
1/2" G8 Flat Washer.	2	7/8"-14 G5 RH Jam Nut	2	Hex Bolt - M20 x 2.5 - 110mm	2
1/2" AN Washer Steel	2	7/8" - 5/8" Misalignment Spacer	4	M20 AN Flat Washer	4
1/2"-20 G8 C-Lock Nut	4	Steering Pins	2	M20 x 2.5 Nyloc	2
1/4-28, 90deg Zerk Fitting	4	5/8"-18 G8 C-Lock Nut	2	9/16"-18 Stover Nut	4
Grease Tube	2	5/8" G8 Flat Washer	2	9/16 G8 Flat Washer	2
		1/2" - 20 x 2.5" G8 Bolt	2	9/16" AN Washer	2
		1/2" G8 Flat Washer	6	1/2-20 x .500 Long Button Head	2
		1/2"-20 G8 C-LockNut	4	9/16-18 STD Nut	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.



- Put the vehicle on level ground and measure the gap between all of the tires and the fenders.



- Lift the vehicle and remove the wheels.

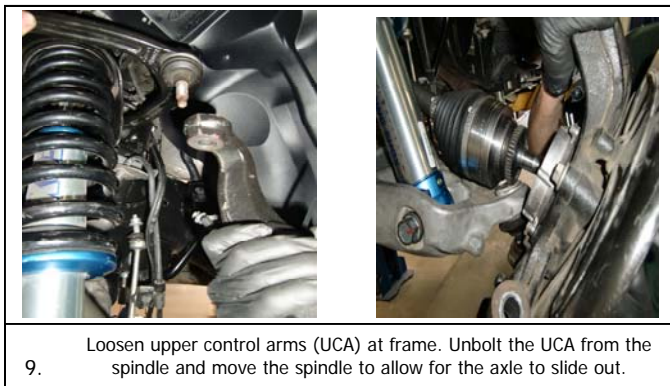
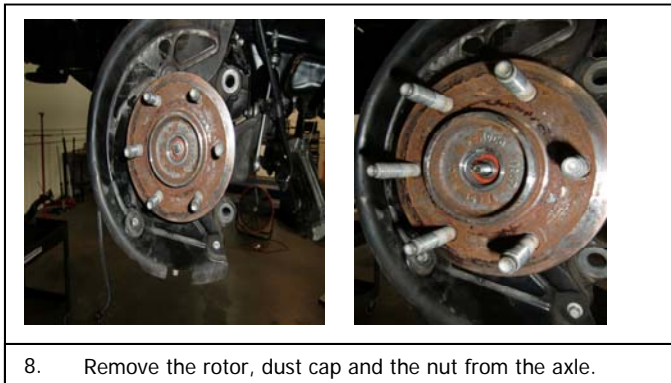
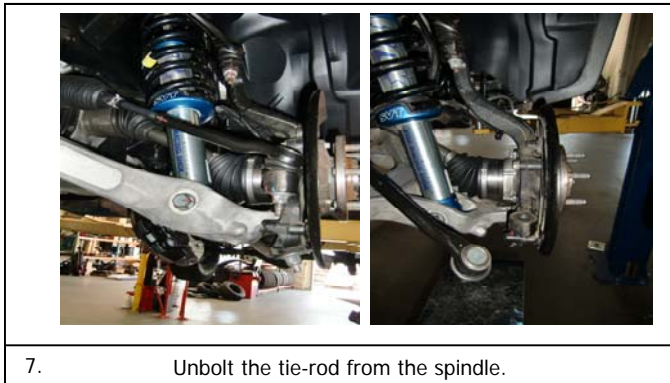
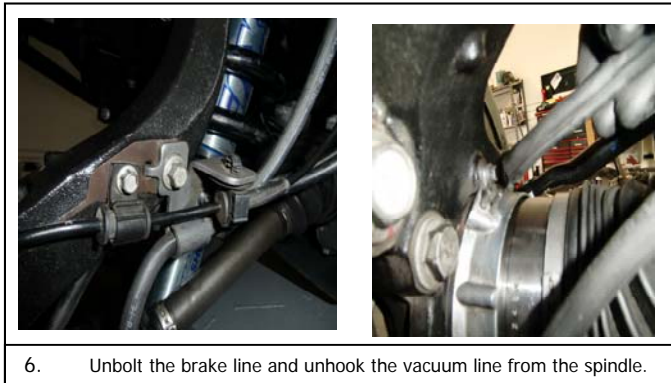
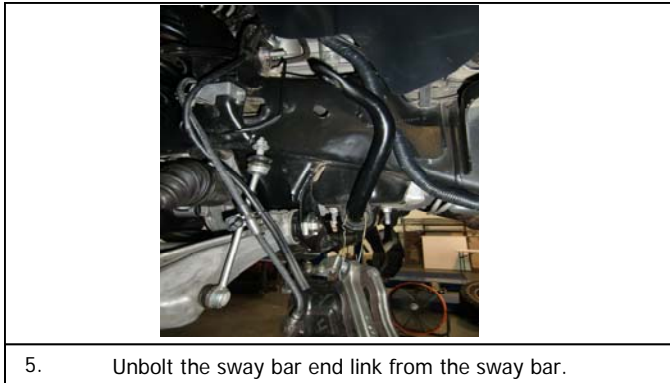


- Disconnect the ABS line from the fender liner and unplug. Disconnect the ABS line from the other two clips as well.



- Unbolt the brake calipers and hang out of the way.

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13. Unbolt and remove the upper control arm.



14. Unbolt and remove the lower control arm.



15. Install the ReadyLIFT® lower control arm.



16. Install the ReadyLIFT® upper control arm.



17. Re-install the shock at the top.



18. Install the lower shock into the lower control arm.



19. Remove the CV joint seal from both of the spindles.



20. Install the misalignment spacers into the LCA uniball. Install the pin with a washer and c-lock nut hand tightened

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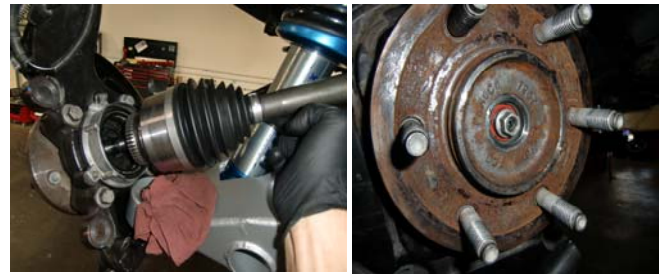
21. Install the spindle onto the LCA. With a washer and a standard nut, tighten the nut down to seat the pin into the spindle.



22. Remove the standard nut and replace with a c-lock nut and tighten.



23. Tighten down the top c-lock nut on the LCA uniball. Then re-install the CV joint seal.



24. Re-install the axle into the spindle. Make sure to line up the teeth. Rotate to ensure that there isn't anything bound up inside. Re-install the nut and the dust seal on the end of the axle.



25. Install the tapered pin into the top of the spindle. With a washer and a standard, nut tighten down the nut to seat the pin in the spindle. Remove the standard nut, replace with a c-lock nut and tighten.



26. Install the misalignment spacers into the UCA uniball and slide down over the pin. Then install the washer and the c-lock nut and tighten.



27. Re-install the rotor and brake calipers. Re-attach the ABS lines, brake lines and vacuum line to the spindle.



28. **To use the factory Sway Bar you must purchase Kit # 67-2999.** Install new sway bar end link brackets to the sway bar. **If not using factory sway bar this would be the time to remove it from vehicle.**

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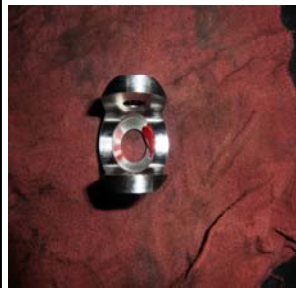
29. Install the sway bar end links to the LCA. Then install the top of the link to the sway bar.
If not using Kit # 67-2999 install supplied socket head allen bolt to cap sway bar mount for future use and to protect the thread bung.



30. Install the sway bar end links to the sway bar bracket.
Install the nut to the outside of vehicle



31. Remove the boot from the steering rack. Unscrew the tie-rod from the steering rack.



32. Put red lock-tite on the clevis front and back and on the screw.



33. Install the clevis into the steering rack and align the fork so the opening is vertical.



34. Install the sleeve into the rod end and install the tie-rod into the clevis.



35. Install the pin into the tie-rod mounting hole on the spindle and tighten down using a washer and a standard nut to seat the pin. Replace the standard nut with a c-lock nut.



36. Insert the misalignment spacers into the tie-rod and install onto the pin. Use a washer and a c-lock nut and tighten down.



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37. Add a small amount of lubricant such as grease to the o-ring on the cap to help seat the cap. To seat cap you may need to tap with rubber mallet.



38. Torque everything down to factory specifications and recheck the installation to ensure it was done properly. Put the tires on the vehicle and set it on the ground. The vehicle must be aligned prior to driving .

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. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. Re-adjust headlamps.

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

Wheel Alignment/Headlamp Adjustment:

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment

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.