

READYLIFT[®]

SUSPENSIONS

69-3513, 69-3514 GM 2500 3.5" Lift w/Fab UCA

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 our 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 our 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.



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 285-65R20" tire with 20" x 9" wheel and a offset of +12. 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 tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

IMPORTANT NOTE:

Do not exceed 27.25" when measured from the center of the wheel to the fender lip above at the 12 o'clock position for 4wd and 28" for 2wd vehicles. You may need to use a straight edge at both the wheel and fender if you are running deep dish style wheels.

Some vehicles may experience a contact between the factory horseshoe differential mounts and control arm pockets due to frame variances in manufacturing. If this is the case, it may be necessary to grind some material off the factory horseshoe to gain the necessary clearance.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Fabricated UCA Kit	1
Keyway Kit	1
Tie Rod Kit	2
Rear Block Kit	1
SST Front Shock	2
SST Rear Shock	2



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.

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 wheels.

Remove the upper shock mount hardware.



Remove the lower shock hardware. Loosen but do not remove the lower control arm to frame hardware.



Remove the torsion bar adjustment bolt.



Using a torsion bar unloading tool (ReadyLIFT part #66-7822B), relieve the pressure on the torsion bar cross pin. Take care as the torsion bar is under extreme pressure and can cause injury and/or death if handled improperly. Always use safety equipment.



Once the keyway is adjusted high enough, remove the cross pin. DO NOT push it through with your finger. Always pull it out away from the keyway. Once the cross pin is out, remove the torsion bar unloading tool.



Push the torsion bar forward through the factory keyway/cross member and lower control arm. You may need to use a hammer and punch on the end of the bar to break it loose from the keyway and control arm.



Install the ReadyLIFT keyway into the cross member while sliding the torsion bar into place. The tang of the keyway will be clocked slightly lower than the factory key. This accounts for the lift. Do not load the cross pin or bolt adjuster at this time. This will be done as one of the last steps in the front install.



Remove the front skid plate from the cross members.



Loosen but do not remove the outer tie rod end nut at the knuckle. Strike the tie rod boss with a dead blow hammer to dislodge the taper. Remove the tie rod after this has been completed.



Remove the inner tie rod from the center link. Discard both inner and outer tie rod ends as they will not be reused.



Locate the ReadyLIFT tie rod assembly. Install the **provided zerk fittings** into the inner and outer tie rod end. There are 2 for the inner.



Install the assembly to the center link using a drop of thread locker on the inner tie rod end.



Install the outer tie rod end to the knuckle using the **provided hardware**. Torque to **65 ft-lbs**.



Support the differential with a suitable jack.



Locate the front and rear differential hanger bolts. Remove all and lower the differential down enough to install the differential spacers.



Install the ReadyLIFT differential spacers between the differential hanger and frame using the provided hardware. Torque all to **95 ft-lbs**. **Make sure that both horseshoe mounts clear the control arm pockets. It may be necessary to grind some material off the mounts to gain clearance.**



Loosen but do not remove the upper ball joint nut.



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



Remove the upper control arm from the frame rails. Mark the cam bolt and cam orientation for re-installation.



Remove the upper control arm from the frame rail.



Install the ReadyLIFT upper control arm to the frame using the **factory cam bolts** and cams. Torque to **125 ft-lbs**.



Install the upper control arm ball joint to the factory knuckle using the **provided hardware**. Torque to **85 ft-lbs**. Grease the upper ball joint using a high quality ball joint grease. **DO NOT** over grease. Install the ReadyLIFT ball joint cover by pressing into place.



Remove the 4 control arm bump stops from the frame. You may need to smack them with a dead blow hammer to dislodge them. Be careful of the rebound.



Install the ReadyLIFT bump stops. Use a soapy water solution to aid in install. You may need to use the lower control arm and a jack to "press" them into place. Install the ReadyLIFT front shock using the **factory hardware**. Do not tighten at this time.



Use the torsion bar unloading tool, load the torsion bar enough to install the cross pin. Remove the torsion bar unloading tool. Install the keyway adjustment bolt using a dab of grease on the threads and tip. This is best to run up until 1/4" threads remain showing between the head of the bolt and the cross pin. This is a starting point for the last steps.



Install the front wheels and lower the vehicle to the ground.

Torque the lug nuts to the wheel manufacturer's specs.

Raise the rear of the vehicle and support with safety jack stands at each frame rail in front of the spring hangers. Remove the wheels.

Support the axle with a suitable jack. Remove the upper and lower shock mounting hardware.



Remove the ABS harness clips from the axle to create slack.



Loosen but do not remove the u-bolts on the passenger side. Remove the u-bolts completely from the driver side.



Lower the axle down enough to install the ReadyLIFT block. Make sure that if the block is tapered, to install the small end of the block towards the front of the vehicle.



Install the provided u-bolts and hardware. Only snug the u-bolts up enough to hold the axle in place. Repeat all steps on the passenger side. Reattach the ABS harness clip to the axle. You may need unclip the clip and move the ABS down through the upper frame clip for clearance.



Install the ReadyLIFT provided shocks using the factory hardware. Do not tighten at this time. **Make sure to install the SST3000 shock with the black body to the axle.** Upgraded inverted shock shown in the picture. Install the rear wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs. Jounce the vehicle to settle it to the new ride height.



Check the height of the front end on both sides of the vehicle. Measure from the center of the wheel to the fender lip above at the 12 o'clock position. You may need to use a straight edge at both the wheel and fender if you are running deep dish style wheels.

Make sure the measurement does not exceed 27.25" for 4WD vehicles and 28" for 2WD vehicles. Lower the vehicle as necessary using the torsion adjustment bolts. Have a helper rotate the bolt counter clockwise to lower the vehicle until you reach the above measurement. DO NOT use an impact on this bolt while the vehicles weight is on the torsion bar. In the event the vehicles height needs to be raised, place a jack under the front cross member and jack the truck up until the front wheels are off the ground. Adjust the torsion bar bolts clockwise to raise the adjusted height. Lower the vehicle to the ground and repeat the above steps until the desired height is reached.

Once the vehicles height is dialed in, torque all the shock hardware to **45 ft-lbs**, and the lower control arm hardware to **150 ft-lbs**. Install the factory skid plate using the **factory hardware**. Do not over tighten as these bolts are self tapping and strip easily. Reconnect the vehicles power source. Rotate the front wheels from lock to lock and verify all clearances between the tires, suspension, and brake line/ABS wires. Adjust as necessary. Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.



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

	Driver	Passenger	Tolerance	Total / Split
Camber	+0.3	+0.3	+/- 0.5	+0.0
Caster	+3.0	+3.0	+/- 0.5	+0.0
Toe	+.05	+.05	+/-0.05	+.10