

READYLIFT[®]

SUSPENSIONS

69-3010, 69-3015 2.25" Front, 1" - 1.5" Rear GM SUV

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 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 33" x 11.5" 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:

Magna Ride equipped vehicles will need to have the suspension electrical system reset once the alignment is done. Leave one of the front shocks electrical connectors disconnected to be able to drive the vehicle without the suspension "locking up" the front shocks. Once the alignment is completed, take the vehicle to a certified shop that can complete a TRIM HEIGHT RELEARN. This is done by most dealerships for a fee. Once the vehicle has been taken to the dealership or shop, reconnect the electrical connector that was left loose then have the TRIM HEIGHT RELEARN completed.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Upper Strut Extension	2
Lower Strut Extension	2
Rear Spring Spacer	2
M10 Flange Nut	6



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 jack point indicated by the service manual. Remove the front wheels. All steps are to be completed on both sides of the vehicle unless instructed.

Remove the brake line/ ABS bracket from the upper control arm. Let hang out of the way. Loosen but do not remove the upper control arm hardware at the frame. If your vehicle still has the plastic alignment block off plugs, remove these now.



Remove the sway bar end links from the lower control arm. Let the sway bar hang out of the way.



Loosen but do not remove the upper ball joint.



Strike the upper ball joint boss on the knuckle with a dead blow hammer to dislodge the taper. Disconnect the upper ball joint completely and let the knuckle hang out of the way. Make sure to not over extend the brake/ABS lines. Adjust as necessary.



Support the lower control arm with a suitable jack, remove the lower strut hardware. Loosen but do not remove the lower control arm hardware at the frame.



Remove all electrical harness clips on the top of the upper strut studs. Magna-ride vehicles disconnect the electrical connector attached to the strut. Remove the upper strut hardware. Remove the strut from the vehicle.



Place the ReadyLIFT upper strut extension to the top of the strut.



Install the strut assembly into the vehicle using the provided **M10 flange nuts**. Do not tighten at this time.



Install the lower ReadyLIFT strut spacer between the strut cross pin and the lower control arm using the **factory hardware**. Torque to **35 ft-lbs**.



Install the upper ball joint to the knuckle using the **factory hardware**. Torque to **65 ft-lbs**.



Install the brake line/ ABS bracket to the upper control arm using the **factory hardware**. Torque to **5 ft-lbs**.



Install the sway bar end links. Torque to **15 ft-lbs**. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs.



Jounce the vehicle to get it to settle to the new ride height. Once this is done, torque the upper control arm hardware to **120 ft-lbs** (final torque to be done by the alignment tech), the lower control arm hardware to **150 ft-lbs**, and upper strut hardware to **30 ft-lbs**.

Raise the rear of the vehicle and support with safety jack stands at each jack point indicated by the service manual. Remove the rear wheels. All steps are to be completed on both sides of the vehicle unless instructed.

Remove the ABS harness from the rear differential control arm mounts. Loosen but do not remove all the control arm and track bar frame and axle points.



Remove the ABS wire clip at the frame rail. Let the ABS wire hang out of the way.



Remove the brake line bracket on the differential.



Remove the parking brake bracket on the frame rail. Let hang out of the way.



Support the axle with a suitable jack. Remove the lower shock mount from the axle.



Remove the lower sway bar end link from the sway bar. Let hang out of the way.



Carefully lower the axle down while keeping an eye on the brake lines and ABS wires. Remove the rear springs from the vehicle. Remove the rubber isolator from the axle.



Place the ReadyLIFT spacer onto the axle. Install the rubber spring isolator onto the spacer.



Install the springs back into the vehicle. Raise the axle up to hold the springs in place.



Reinstall the sway bar end link using the **factory hardware**. Torque to **30 ft-lbs**.



Reconnect the lower shock using the **factory hardware**. Do not tighten at this time.



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

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

Install the brake line bracket, and parking brake bracket using the **factory hardware**. Torque to **5 ft-lbs**.

Torque the control arms and track bar to **125 ft-lbs**, and the lower shock hardware to **65 ft-lbs**.

Have the alignment set to the recommended specs on the last page of this instruction booklet by a reputable alignment shop. Some vehicles will need to have a negative caster split to compensate for the road crown. This will be determined by the alignment technician for your particular area.

Magna ride vehicles refer to page 3 IMPORTANT NOTE section.



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	+0.3	+0.3	+/- 0.5	+0.0
Caster	+3.0	+3.0	+/- 0.5	+0.0
Toe	+0.05	+0.05	+/- 0.5	+0.10