# 62-35340, Colorado / Canyon 3.5" PREMIUM SST Lift

**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 out 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.**

# ⚠ 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.

This suspension system was developed using a 33" x 11.5" tire with 17" 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 tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

# IMPORTANT NOTE:

Tire size may vary between Chevy and GMC. Please test fit all wheels and tires prior to placing on the ground.

**VEHICLE HEIGHT MEASURMENTS**

| | Driver Before | Driver After | Passenger Before | Passenger After |
|---|---|---|---|---|
| **Front** | | | | |
| **Rear** | | | | |

# BILL OF MATERIALS

| COMPONENTS | |
|---|---|
| DESCRIPTION | QTY |
| COILOVER, FRONT, KIT | 1 |
| COILOVER, REAR, LEFT (DRIVER) | 1 |
| COILOVER, REAR, RIGHT (PASSENGER) | 1 |
| DIFF. DROP SPACERS | 2 |
| DIFF DROP RETAINER PLATE | 2 |
| UPPER CONTROL ARM, LEFT | 1 |
| UPPER CONTROL ARM, RIGHT | 1 |
| SWAY BAR DROP, LEFT | 1 |
| SWAY BAR DROP, RIGHT | 1 |
| LASER CUT WASHER | 2 |
| 1" LIFT BLOCK | 1 |
| U-BOLT | 4 |
| U-BOLT HARDWARE | 1 |
| HARDWARE PACK | 1 |

| HARDWARE | |
|---|---|
| DESCRIPTION | QTY |
| DIFF DROPS | |
| M14-2.0 X 120MM GR10.9 CZ | 2 |
| M14 FLAT WASHER | 2 |
| SWAY BAR BRACKET | |
| M10-1.5 x 30mm HEX HEAD BOLT | 4 |
| M10-1.5 C-LOCK NUT Gr 10.9 | 4 |
| M10 FLAT WASHER | 8 |

## ⚠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.

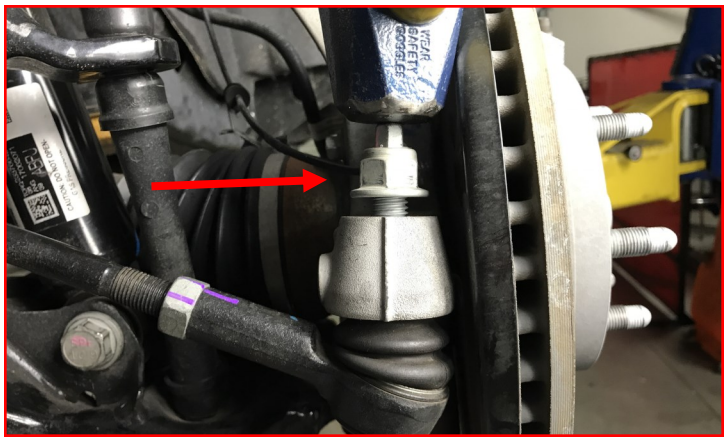
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

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.

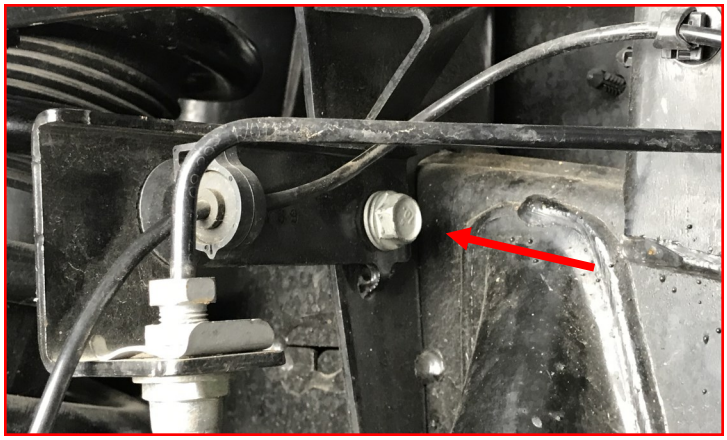
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Starting with the front of the vehicle, all steps are to be completed on both sides of the vehicle unless instructed.

Remove the outer tie rod end nut. Strike the tie rod end on stud with a dead blow hammer to dislodge the taper.

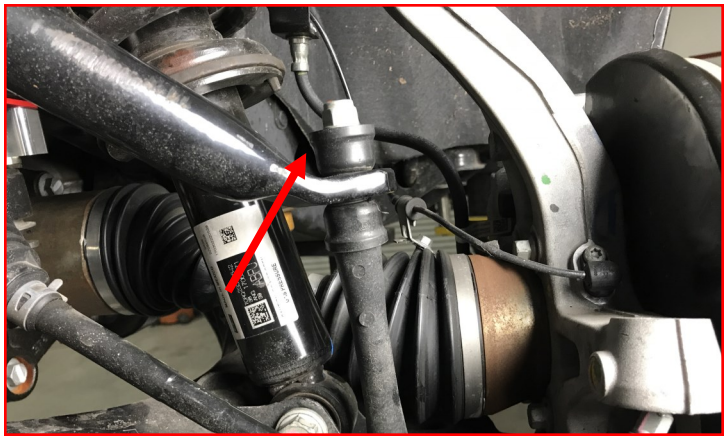


Remove the ABS sensor  harness from the knuckle and hang out of the way.

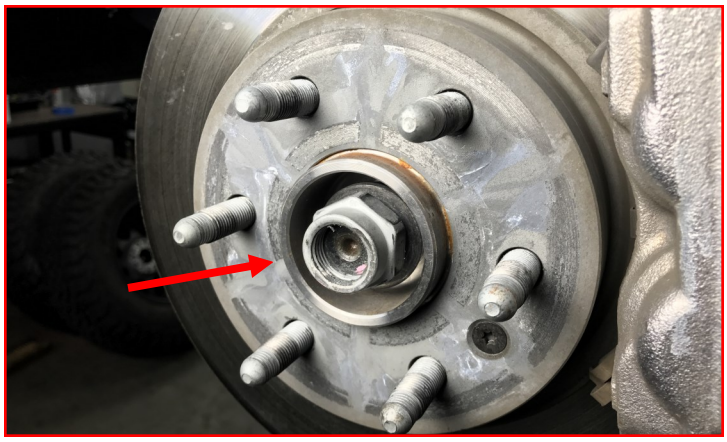
Remove the brake line bracket from the frame. Be sure to retain the factory hardware.



Remove the lower sway bar end link from the control arm and sway bar.

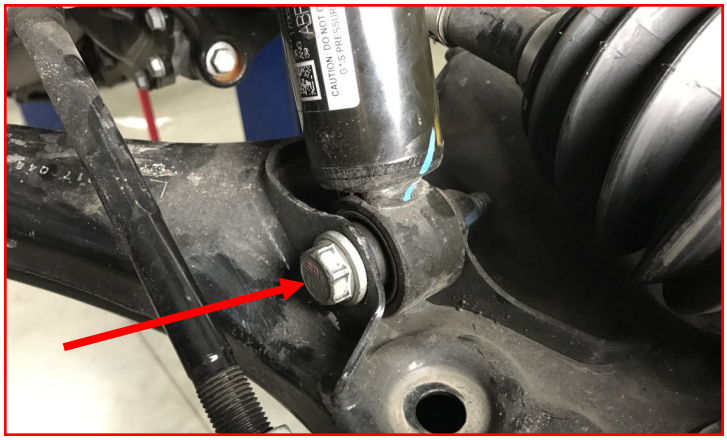


Loosen but do not remove axle nut. Press axle back through hub to allow for greater misalignment and ease in the removal/ installation process.

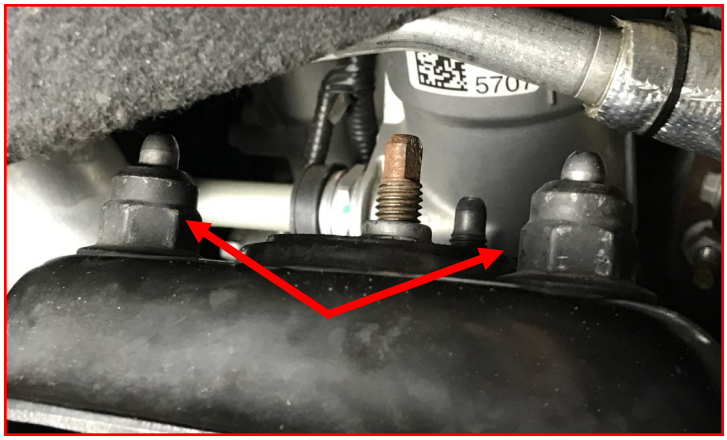


Remove the upper control arm ball joint nut. Strike the upper ball joint boss on knuckle with a dead blow hammer to dislodge the taper.

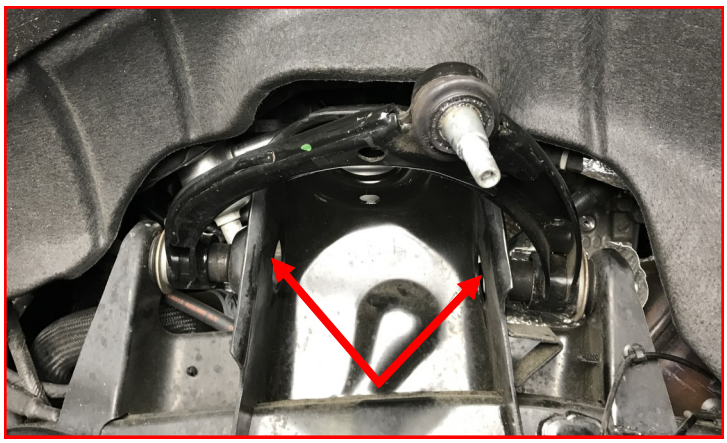
Support the lower control arm with a suitable jack. Remove the lower strut mounting bolt from the lower control arm.



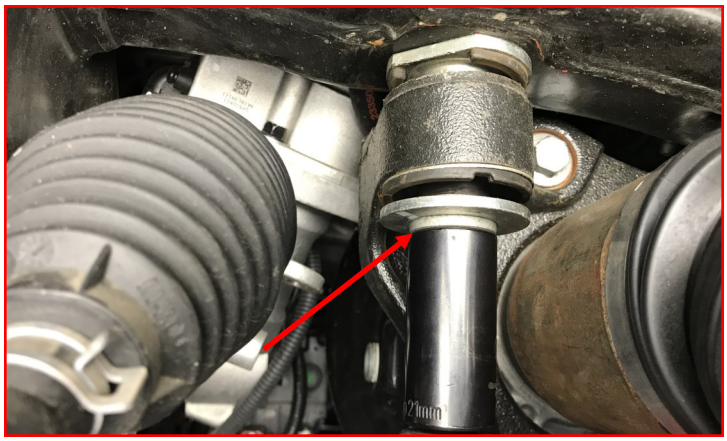
Remove the strut mounting nuts located on top of the strut tower. Remove strut assembly from vehicle.



Remove upper control arm bolts located in side strut tower. Remove upper control arm from the vehicle at this time.

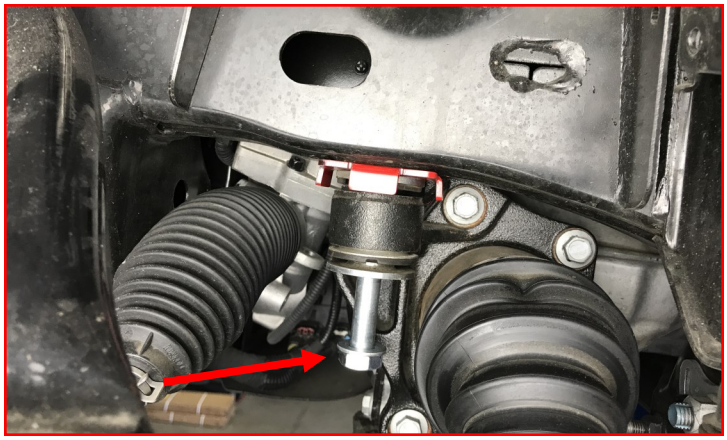


While supporting the front differential, Remove front differential mounting bolts and discard.

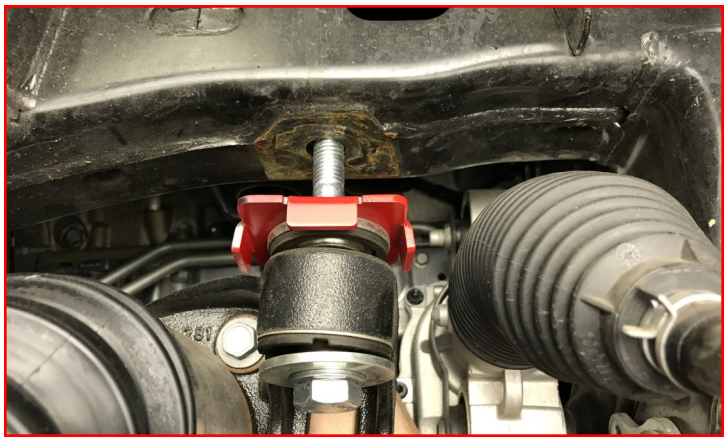


Mounting bolts are located between the rack and the CV axles on both the driver and passenger sides.

Slide diff drop retainer plates in between factory diff mounts and frame rail. Install supplied M14 bolt, washer into frame a few turns, Enough to start the threads. Do not tighten at this time

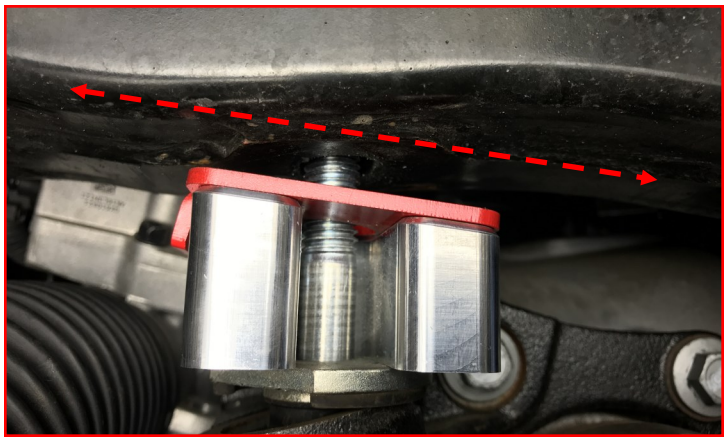


Release support from differential allowing the diff mounts to slide down mounting hardware. The differential may need a little assistance sliding down to the head of the bolt.

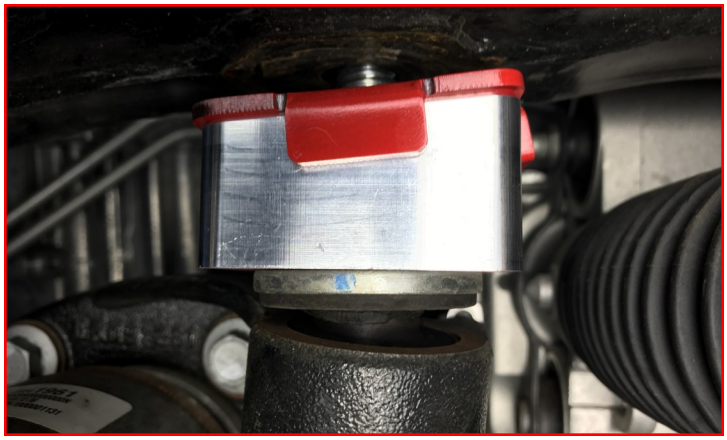


Install diff drop spacers between diff drop retainer and the differential mount.

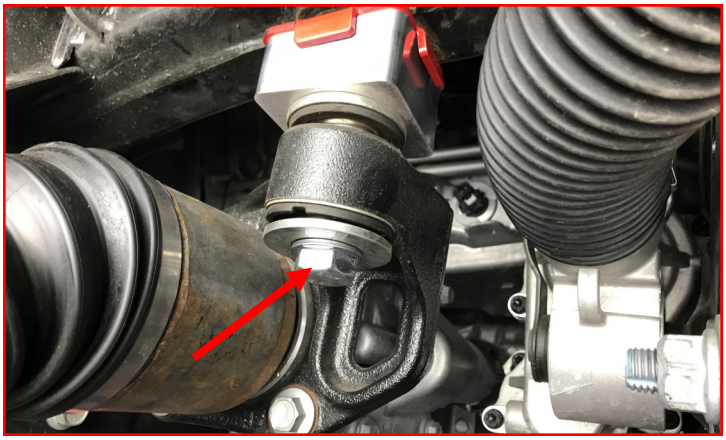
Notice the orientation of the diff drop spacer. The tapered side will be on top and will sit against the retainer.



The diff drop retainer is designed to insure the diff drop will not dislodge under operating conditions. It is important the retainer ears are orientated so they contact the diff drop spacer on the three sides without the slot, effectively making the spacer solid.

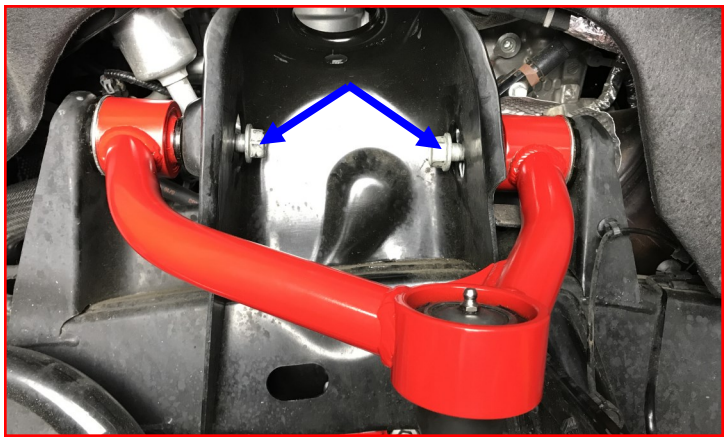


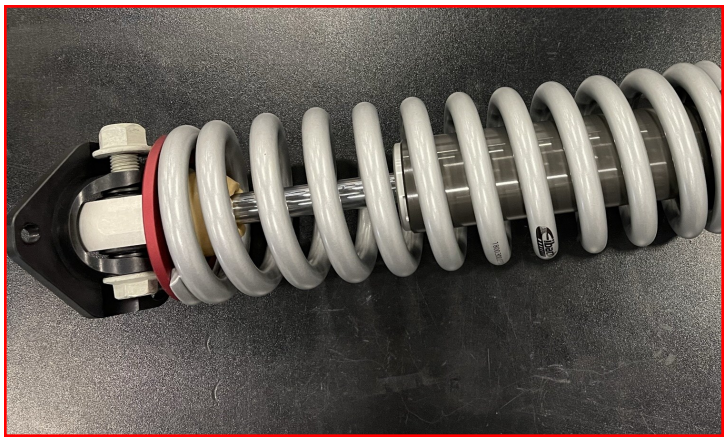
Tighten the differential bolts and torque to 100-ft./lbs.



Install replacement upper control arm into frame pivot pockets using the factory hardware. Tighten hardware and torque to 85-ft./lbs.

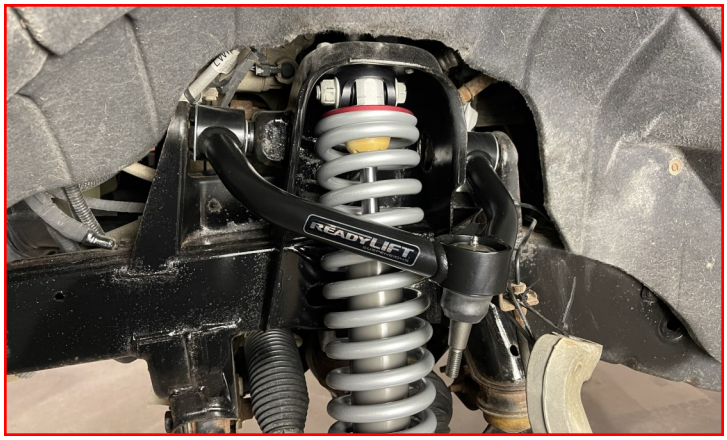
Note: Replacement control arm are side specific and need to be install on the corresponding side.





Install the completed strut assembly into the frame using M10 flange nuts.

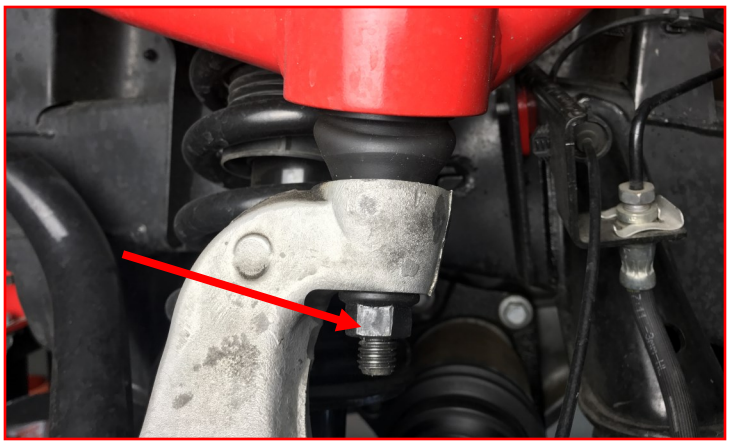
Do not tighten nuts at this time.




Raise the lower control arm up and install the lower strut mount using factory hardware. Do not tighten at this time.

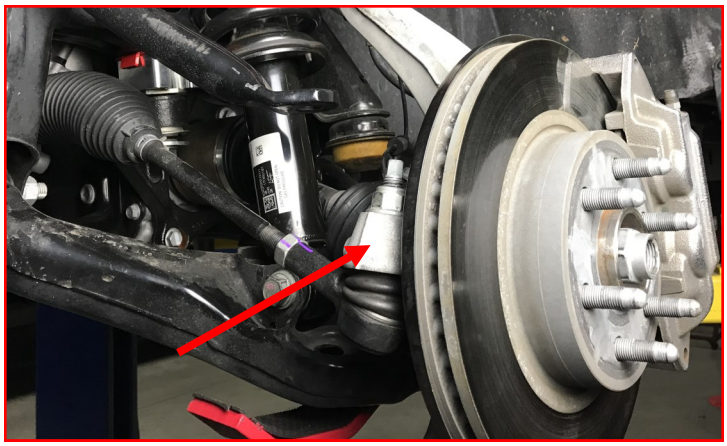
Install the upper ball joint to the knuckle using provided hardware.

Torque to 45-ft/lbs.



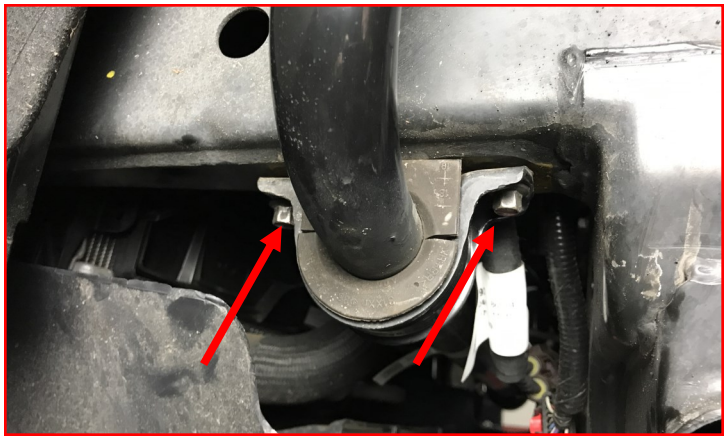
Install the outer tie rod end to the knuckle using factory hardware.

Torque to 65-ft/lbs.

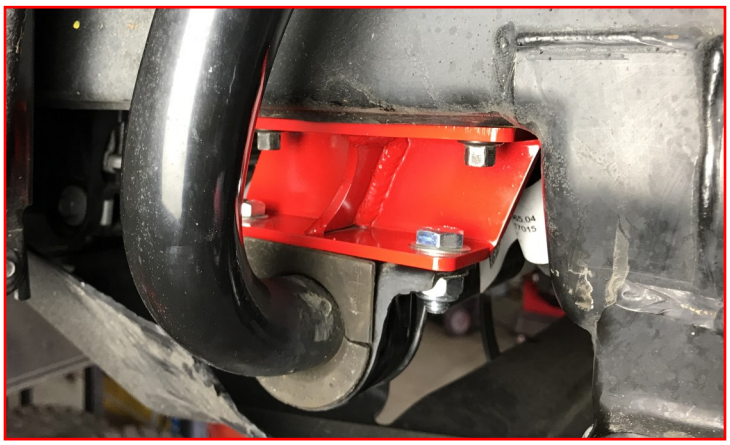


Install the axle nut. Torque to 185 ft-lbs.

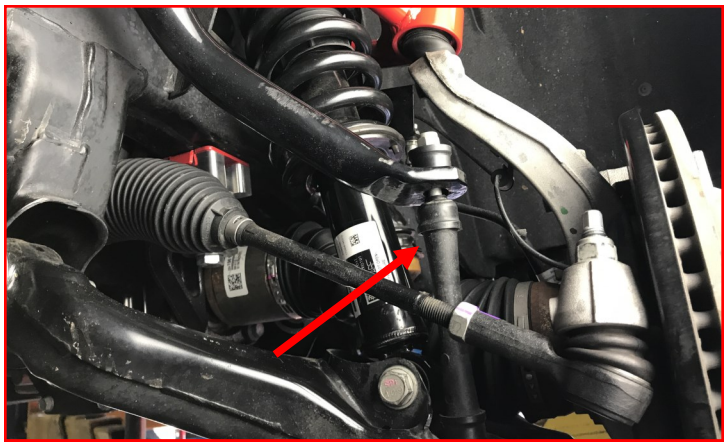
Remove factory sway bar bolts from frame rail and lower sway bar.



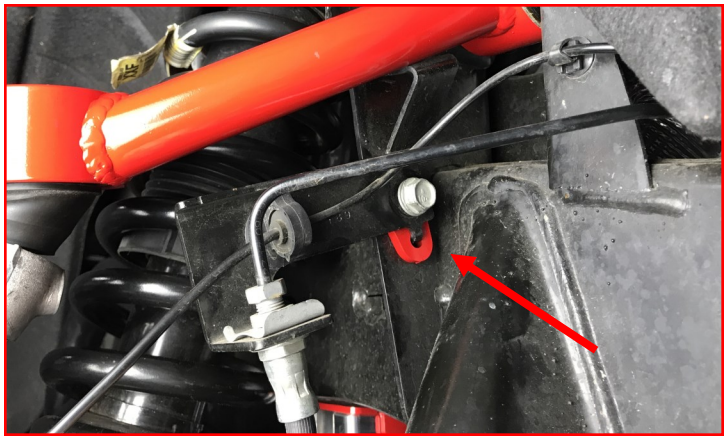
Install the sway bar drops to the frame using factory hardware. Torque to 45 ft-lbs. Install the sway bar to the drop brackets using M10 bolts, washers and M10 nuts. Torque to 45 ft-lbs.



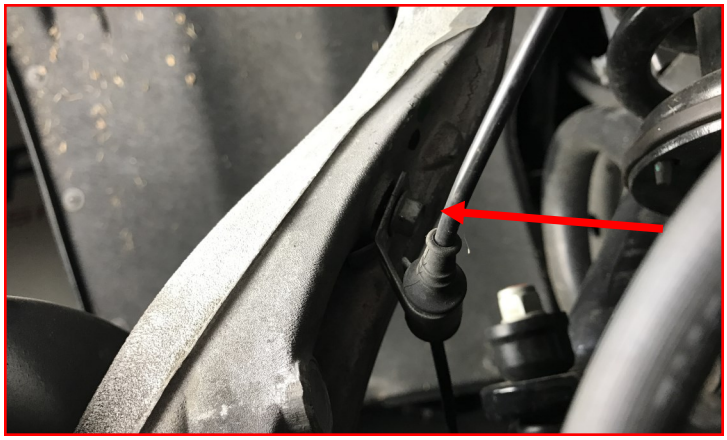
Install the lower sway bar end link to the control arm and sway bar. Torque to 35 ft-lbs.



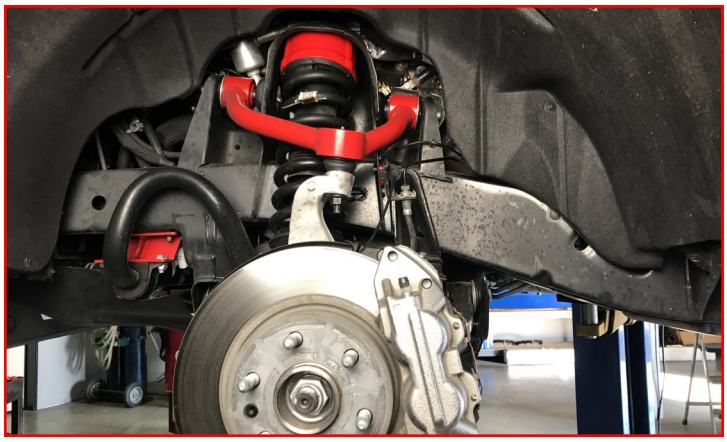
Install brake line bracket spacer using the factory hardware. Align bracket to match angle of the upper control arm and tighten.



Install the ABS sensor harness back to the knuckle.



Install the front wheels and lower the vehicle to the ground. Jounce the suspension a few times to get it to settle to the new ride height. Torque the lug nuts to the wheel manufacturer specs, upper strut mount to 30-ft/lbs and lower strut mount to 120-ft/lbs. Torque lower control arm bolts, final torque will be set by alignment shop.



With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

Use an appropriate tool, grease the upper ball joint just until the boot just starts to expand. Do not over grease.

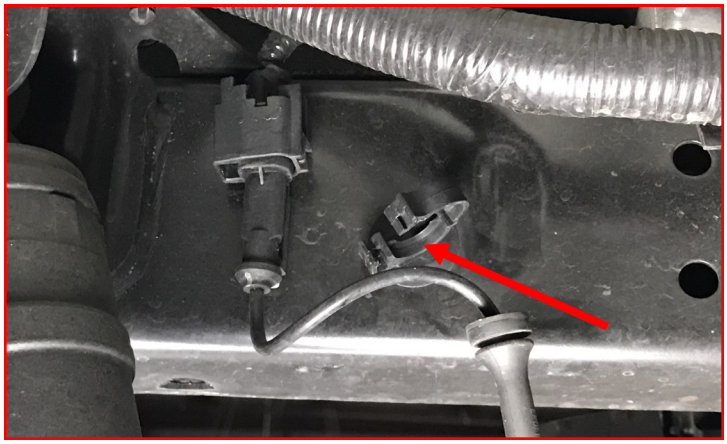
## Rear Installation

Block the front tires and raise the rear of the vehicle using a suitable jack.

Support with jack stands at each frame rail in front of the rear leaf spring hangers.

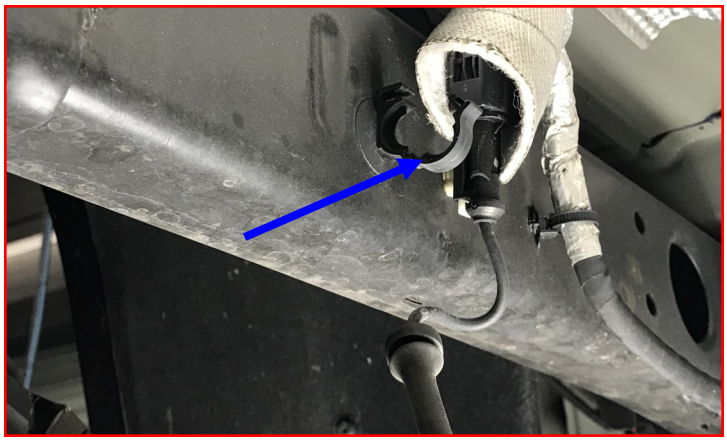
Remove the ABS wires from the frame rails.

The ABS electrical connectors are located on the inside of the frame rails on each side of the vehicle. You can pop the connectors off their tabs

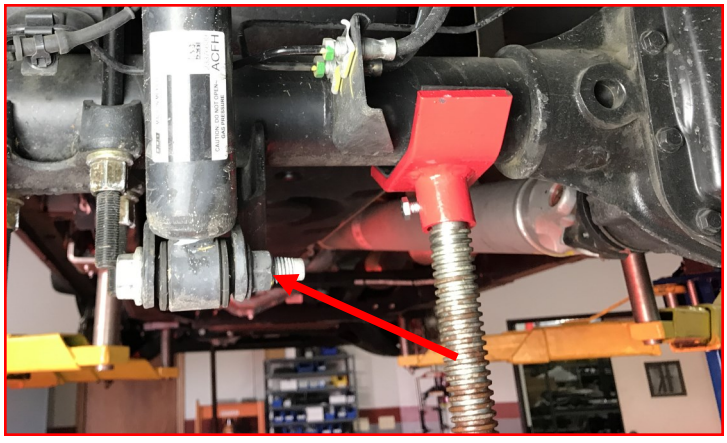


Driver side: Open the clip and remove the ABS wire.

Passenger side: Open the clip and remove the ABS wire.



Support the axle with a suitable jack. Remove both Driver and Passenger shock bolts from the vehicle.

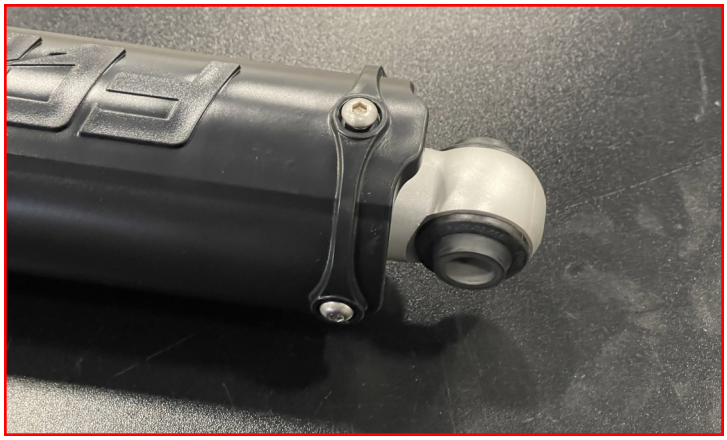


The rear dampers are etched with the appropriate corner.

Be sure to install on the correct location.

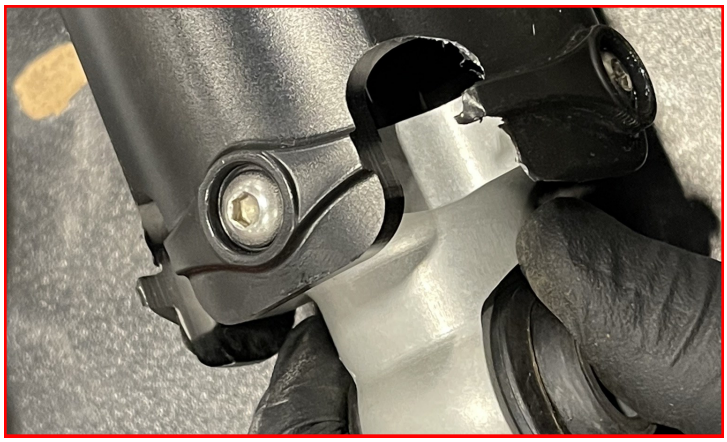

Using the supplied M6 screws and thread locker install the roost guard.

Torque the M6 button screws to 5 ft-lbs.



Ensure the roost guard is on the opposite side of the reservoir.


NOTE: THE ROOST GUARD HAS CUT OUTS ON THE LOWER MOUNT TO PROVIDE CLEARANCE ON THE LOWER SHOCK MOUNT.

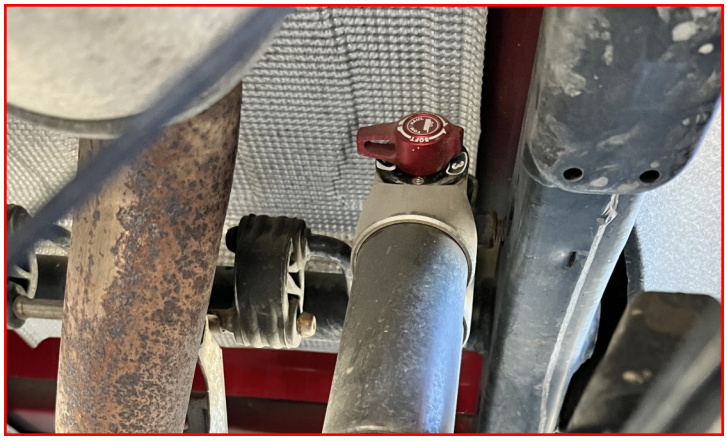


Install the completed rear damper assembly into the vehicle using the factory mounting hardware.

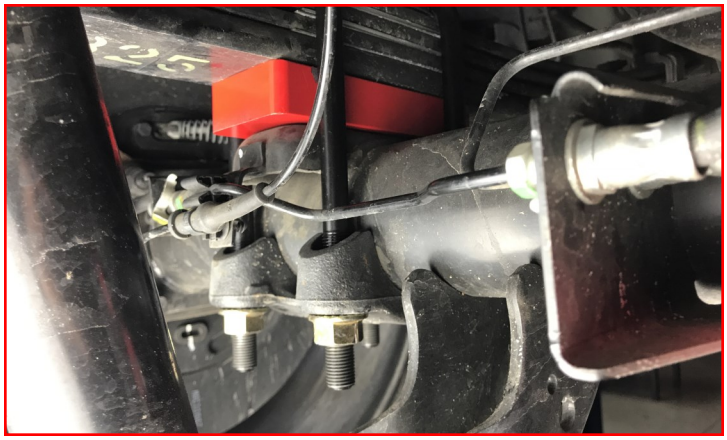
NOTE: THE RESERVOIR ORIENTATION SHOULD BE INSTALLED AS SUCH:

PASSENGER WILL FACE REARWARD
DRIVER WILL FACE FORWARD.

Torque the factory hardware to 65 ft-lbs.

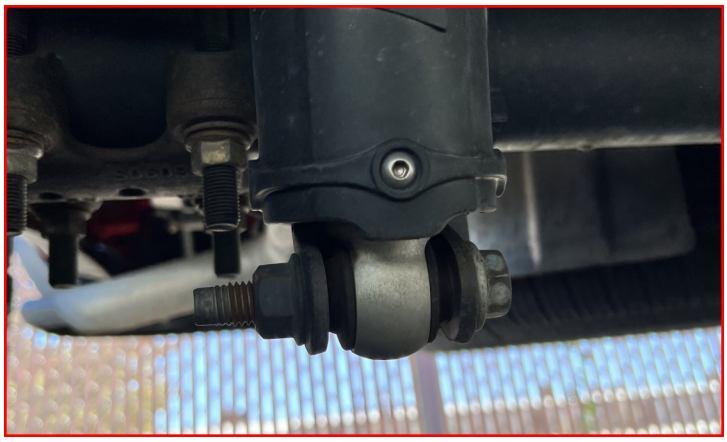


Loosen but do not remove the u-bolts on the passenger side. Completely remove the u-bolts on the driver side and discard. Lower the axle enough to install the ReadyLIFT block. Raise the axle while lining up the center pins on the axle and block. Install the provided u-bolts. Do not fully tighten at this time. Repeat for the other side of the vehicle.



Install the shocks using the factory hardware. Do not tighten at this time.

Connect the ABS electrical connector.



Install the rear wheels and lower vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs, the lower shock hardware to 66-ft/lbs and u-bolts to 110-ft/lbs. Attach the vehicle negative power source. Have the alignment set to the recommended specs at the end of the instructions.

# ⚠ 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 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** | **+.15** | **+.15** | **+/- 0.5** | **+0.0** |
| **Caster** | **+2.8** | **+2.8** | **+/- 0.5** | **+0.0** |
| **Toe** | **+.07** | **+.07** | **+/-0.05** | **+.14** |