

# **READYLIFT**<sup>®</sup>

**SUSPENSIONS**

**69-30350 GM HD2500/3500 3.5" SST Lift w/Fab UCA and Falcons**

**IF your ReadyLIFT<sup>®</sup> 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](mailto:support@readylift-ami.COM)**

**WEBSITE: [ReadyLIFT.COM](http://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.

## Important Notes

Torsion Key Unloading Tool is necessary. ReadyLIFT SKU: 66-7816A or similar.

Snow Plow Prep equipped truck use the supplied torsion arm set screw M14-2.00 x 40 hex bolt.

When setting the torsion key adjustment bolt do not exceed **27.5"** from the wheel center to the fender edge. Exceeding this will create a top off condition, meaning the suspension has little to no down travel. The result is poor ride quality, and premature wear of components.

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.

This suspension system was developed using a **35x12.5"** tire with **22 x 10"** wheel and a offset of **-18**. This wheel and tire combination requires light trimming of the fender liner felt, and mud flap. See page 12 for trimming details. 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.

## Pre Installation Measurements

It is imperative that you record the following measurements and factory components. ReadyLIFT test and records as much data from each application as possible. Vehicle manufactures may change components or add models with different options. By recording and not exceeding the fender to hub center that ReadyLIFT call out will ensure the lift on your vehicle is correct. This measurements and components will effect the completion of this lift kit. Failure to do so may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in a incorrect wheel alignment. This will wear tires incorrectly inside or outside edge. An Incorrect alignment will cause poor vehicle handling issue such as under steer. Over lifting will also cause a shock top off condition, creating poor ride quality and pops and clunks prematurely wearing components. Failure to adjust head lamps may cause dangerous driving conditions for you and other drivers on the road. Record the head lamp position before the installation of this lift or leveling kit and adjusting to factory position after the completion will ensure a safe and enjoyable experience.

### RECORD HEAD LAMP MEASURMENTS

Driver Before	Driver After	Passenger Before	Passenger After

### Factory components

Factory torsion key	Part #
Factory torsion adjustment bolt	Exposed bolt length
Factory rear block height	Yes/no
Factory rear over load leaf	Yes/no

### VEHICLE RIDE HEIGHT MEASURMENTS

**Measure from the fender edge to the axle hub center**

	<b>Factory front axle</b>		<b>Factory rear axle</b>	
	<b>ReadyLIFT target</b>	<b>27.5</b>	<b>ReadyLIFT target</b>	<b>27.5</b>
	<b>After Lifted</b>		<b>After Lifted</b>	

# **BILL OF MATERIALS**

<b>COMPONENTS</b>		<b>HARDWARE</b>	
DESCRIPTION	QTY	DESCRIPTION	QTY
Torsion Key	2	Differential Spacer	
Bilstein Front Shocks	2	M14-2.00 X 130 zinc 10.9	4
Fabricated Upper Control Arm	2	M14 flat washer	4
Upper Control Arm Cap	2	Skid Plate Spacer	
Control Arm Bump Stop	2	M10-1.50 x 50 hex bolt zinc 10.9	4
Tie Rod	2	M10 fender washer 40mm OD zinc	4
Differential Spacer/Skid Plate Spacer 2"x 7/8"	8	Torsion Key	
Diff Spacer Laser Cut Washer 2" x 3/16"	4	M14 x 2.0 x 40 hex head zinc 10.9	2
Cradle to Differential Spacer 2 x 1/2"	5	U-bolt	
Extended Front Bump Stop	4	U-bolt , M18-2.5x14.5x3.25	4
2" Rear Block	2	M18-2.5 top locking flange nut	8
Falcon Rear Shock	2	Cradle to Differential Spacer	
Hardware Pack	1	M12-1.75 serrated flange nut 10.9 zinc	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.

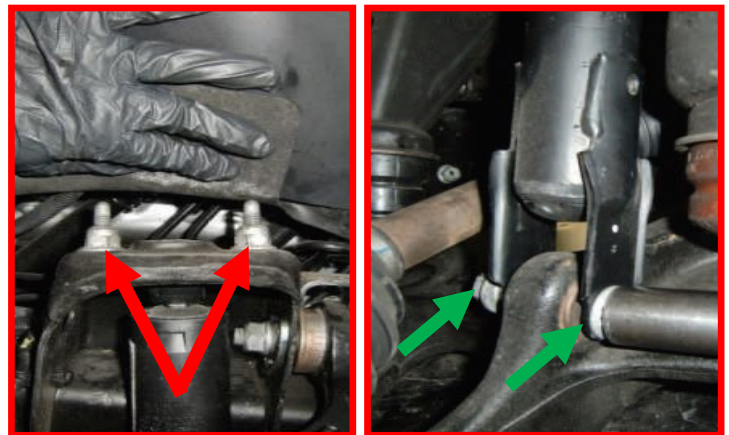
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

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 factory front shock. Retain **lower mounting** hardware, discard **upper mounting** hardware.



Install the Falcon front shock using the hardware pack supplied with the shocks for the upper mount and the factory hardware for the lower mount.

Note: Do not use the shock spacers included in the hardware pack. The dimensions are listed to help identify the unused spacers.

**Unused Spacer Dimensions**  
**3/4" O.D. x 1/2" height**



Measure and record the torsion key adjuster bolt length and part #. Remove the torsion bar adjustment bolt.

Height Record here:

Factory Torsion key part#



Using a torsion bar unloading tool (ReadyLIFT part #66-7816A), relieve the pressure on the torsion key cross pin. **CAUTION:** Take care as the torsion key 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.



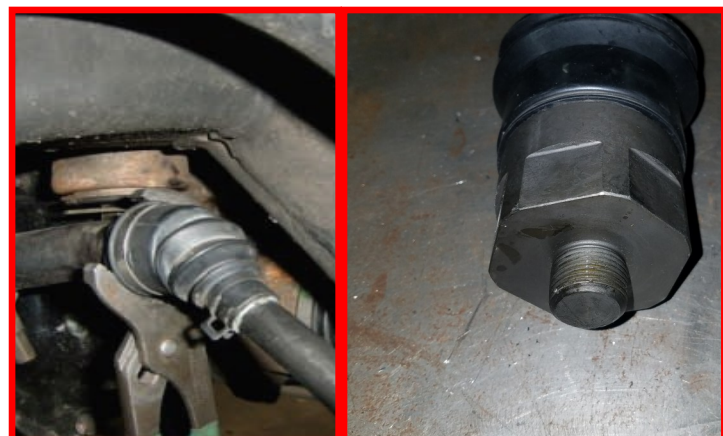
Remove the front skid plate from the cross members. Loosen the but do not remove the lower control arm hardware.



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.



Use the appropriate tool, rotate the inner tie rod counter clock wise to remove the tie rod from the center link. Discard the factory tie rod.





Locate the ReadyLIFT tie rod assembly. Install the **provided Zerk fittings** into the outer tie rod end.

Install the (2) flush mounted grease fittings into the inner tie rod.

**NOTE: THE FLUSH MOUNT GREASE FITTINGS WILL REQUIRE A SPECIAL NEEDLE ADAPTOR TO APPLY GREASE.**



Use a drop of thread locker on the threaded end of the supplied tie rod. Install the supplied tie rod assembly to the center link. Fully tighten the inner tie rod to the center link.



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



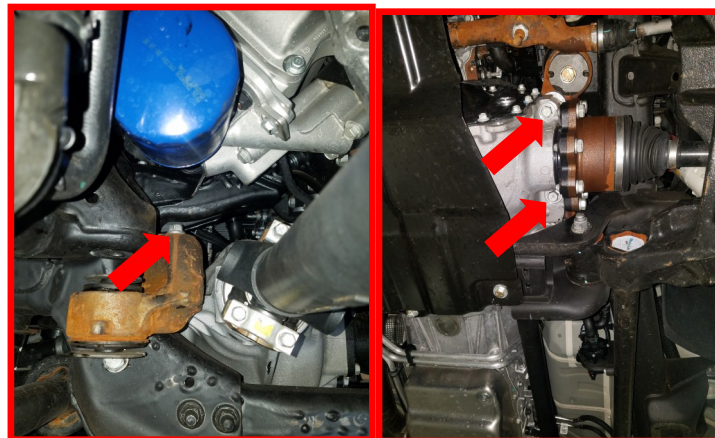
Support the differential with a suitable jack.



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

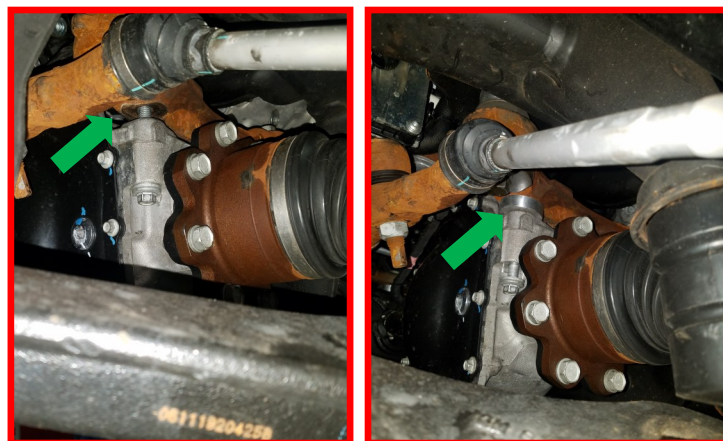


Locate and remove the **three driver side bolts** that mount the differential to the cradle frame. Retain hardware.

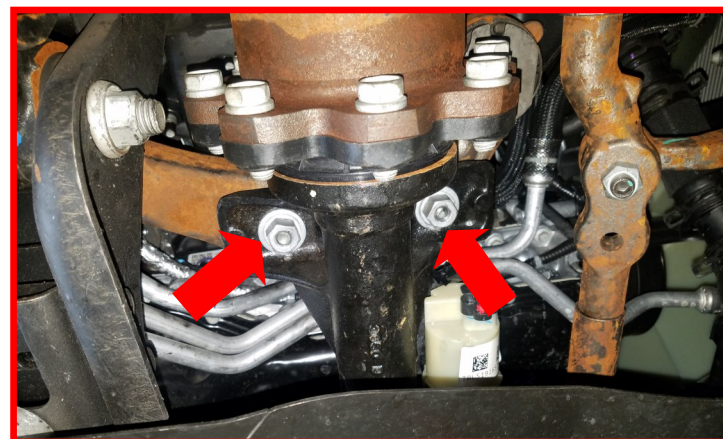


On the driver side add three of the **68-3035CDS spacer** between the frame cradle and the differential. Use factory hardware hand tighten at this time.

**Spacer Dimension**  
2" O.D. x 1/2" height



Locate and remove the two passenger side **flange nuts** that mount the differential to the frame cradle. Discard factory hardware.



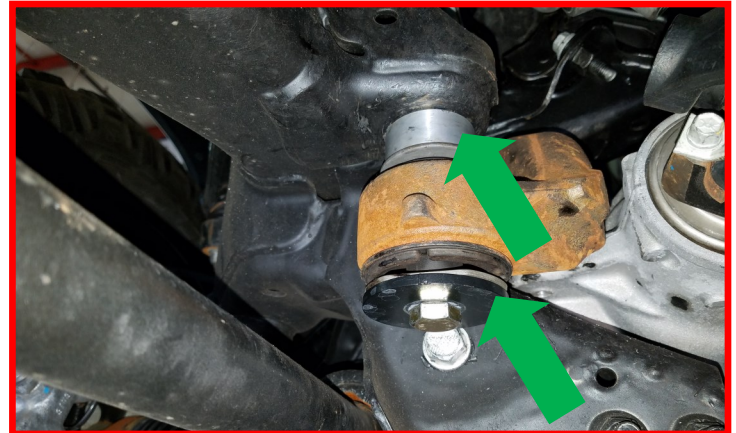
On the passenger side add two of the 68-3035CDS spacer between the frame cradle and the differential. Use provided hardware Torque to **65 ft-lbs.**

Spacer Dimensions  
2" O.D. x 1/2" height



This step is for the driver and passenger side. Install the ReadyLIFT **differential spacers** and **laser cut washers** between the differential cradle and frame. Use the provided laser cut lasers and M14x130 bolts, reuse factory flange nuts. Torque all to **95 ft-lbs.** Make sure that cradle mounts clear the control arm pockets. It may be necessary to grind some material off the mounts to gain clearance.

Spacer Dimensions  
2" O.D. x 7/8" height  
Laser Cut Washer Dimension  
2" O.D. x 3/16" height



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.

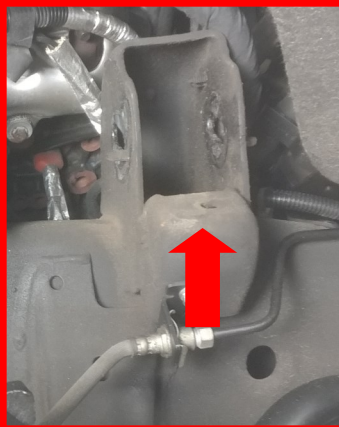


Remove the upper control arm from the frame rail.



Install the provided clip nut through the factory droop limiter.

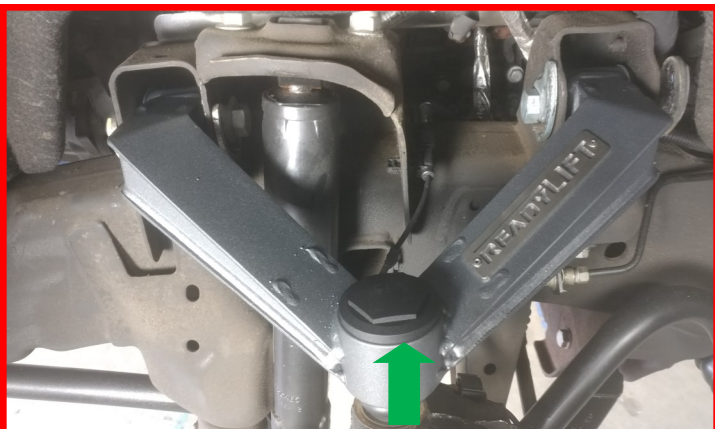
Install the control arm bump stop in the clip nut.



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** (shown) by pressing into place.



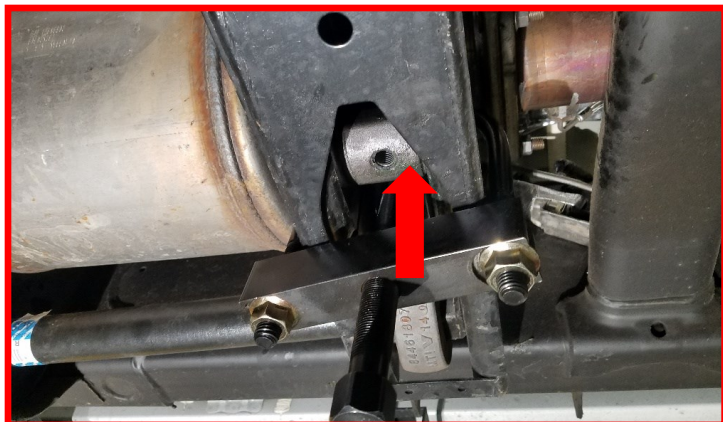
Remove the 4 control arm bump stops from the frame. You may need to smack them with a dead blow hammer to dislodge them. Be careful of the rebound.



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.



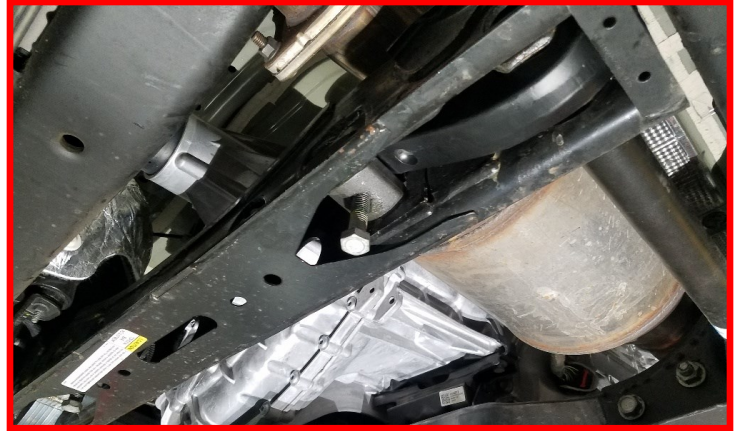
Use the torsion bar unloading tool, load the torsion bar enough to install the cross pin. **DO NOT** pull it through with your fingers.



Standard model torsion bar reuse factory torsion arm adjustment bolt.

Snow plow prep equipped use the provided M14-2.00x50 hex bolt.

Remove the torsion bar unloading tool. Install torsion keyway adjustment bolt using a dab of grease on the threads and tip.



Factory torsion key part# **84461807**

Screw in the torsion key adjuster bolt in until the measurement recorded on page 6 step one. Screw in the adjuster bolt an additional 5/8"

Factory torsion key part# **84634344**

Screw in the torsion key adjuster bolt in until the measurement recorded on page 6 step one. Screw in the adjuster bolt an additional 1/4"

For snow plow Prep equipped use the provided M14-2.00x40 bolt. Screw the adjuster bolt in until the key loads or sets tension on the torsion arm. Turn the screw in one full revolution. This is a good starting point for the final adjustments that will be done when the vehicle is on the ground.

Install the differential skid plate with the rear mount only at this time. Use supplied M10x35 bolts, M10 fender washers and 7/8" spacer. Hand tighten only.

Skid Plate Spacer Dimensions  
2" O.D. x 7/8" height



The lower mount of gravel guard must be trimmed. **Cut a slot large enough for the provided M10 bolt to slide freely.** Use the provided M10x45 bolts, M10 fender washer, and 7/8" spacers to attach the skid plate and gravel guard. Hand tighten only. **Use the factory hardware** to attach the top of the gravel guard in its original position. Torque all skid plate and gravel guard bolts to 25ft-lbs.

Skid Plate Spacer Dimensions  
2" O.D. x 7/8" height



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

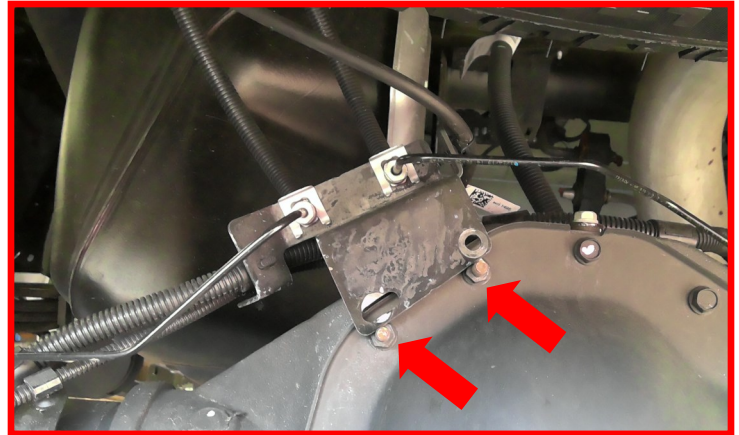
Torque the lug nuts to the wheel manufacturer's specs.

Torque shock hardware. Lower hardware to **65ft-lbs.** upper hardware **45ft-lbs**

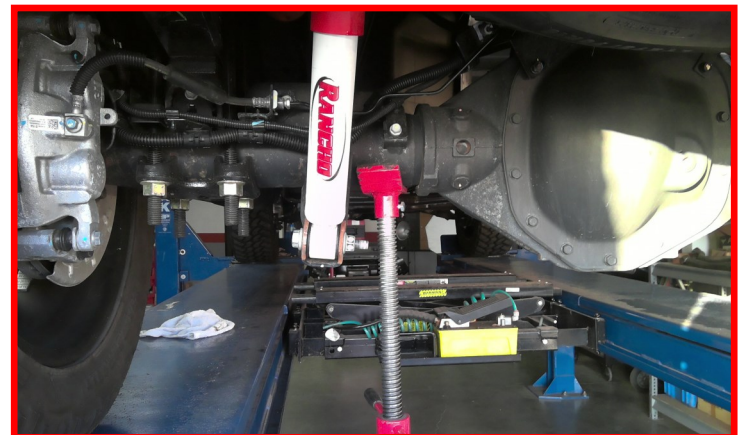
Torque the lower control arm hardware to **150 ft-lbs.**

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.

Remove the **brake line bracket** from the axle to create slack. Retain factory hardware.



Support the axle with a suitable jack. Remove the driver and passenger shocks. Retain hardware and shocks.



Loosen but do not remove the U-bolts on the passenger side. Remove the U-bolts completely from the driver side. Discard the factory U-bolts, washers, and nuts.



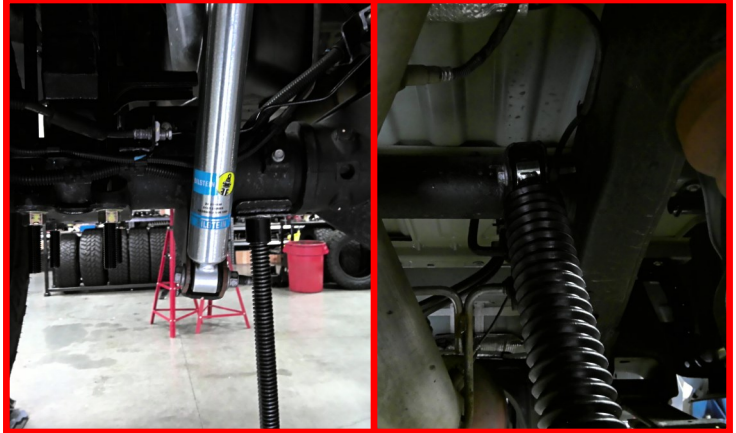
Lower the axle down enough to install the ReadyLIFT block on the driver side.



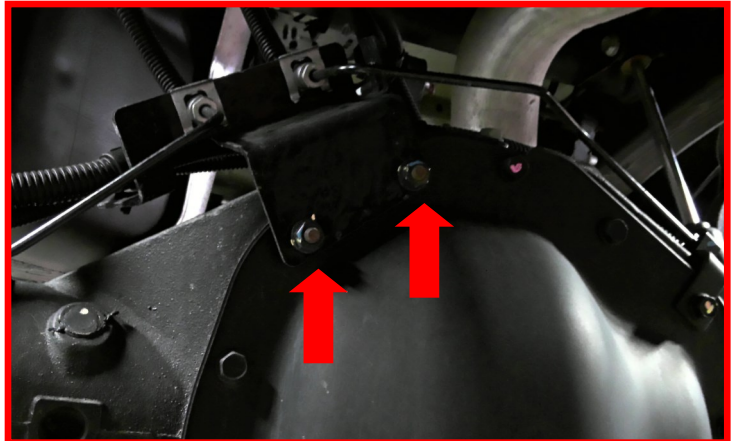
Raise the axle with the ReadyLIFT block installed to the leaf pack. Install the provided U-bolts and hardware. Only snug the U-bolts up enough to hold the axle in place. Repeat all steps on the passenger side. Final torque will be done when the vehicle is on the ground. Repeat the block installation on the passenger side.



Install the Bilstein shocks to the frame using factory hardware. Hand tighten only, final torque will be done when the vehicle is on the ground.



Reattach the **brake line bracket** to the axle. Use factory hardware torque to **5ft-lbs**.





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

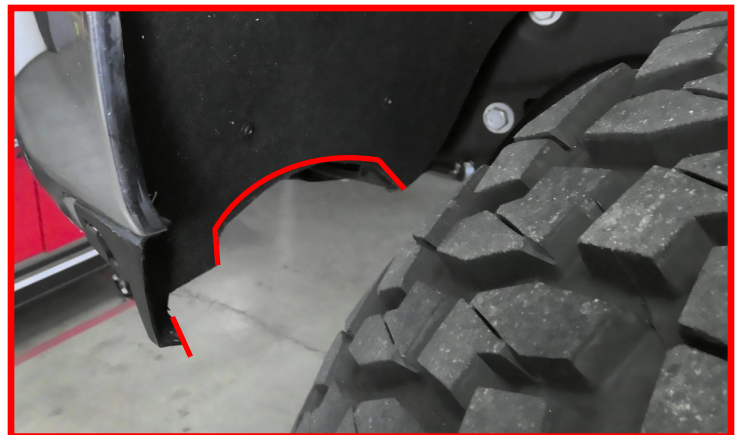
Jounce the vehicle to get the suspension to settle to new ride height.

Evenly tighten each set of U-bolts. Torque to **110ft-lbs**. After the completion and test drive retorquer the U-bolts **110ft-lbs**.

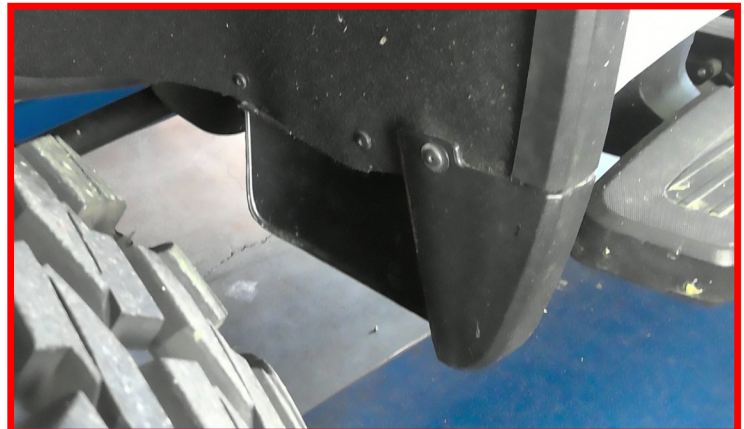
Tighten the shock hardware. Torque to **65ft-lbs**.

Check the ride 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. Make sure the measurement does not exceed **27.50"** for 4WD 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, 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.

For negative offset wheels you may need to trim the fender liner felt on the front side of the wheel.



For negative offset wheels you may need to trim the plastic mud flap on the back side of the wheel. Trim the front side of the mud flap only.





**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**

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