

# **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.

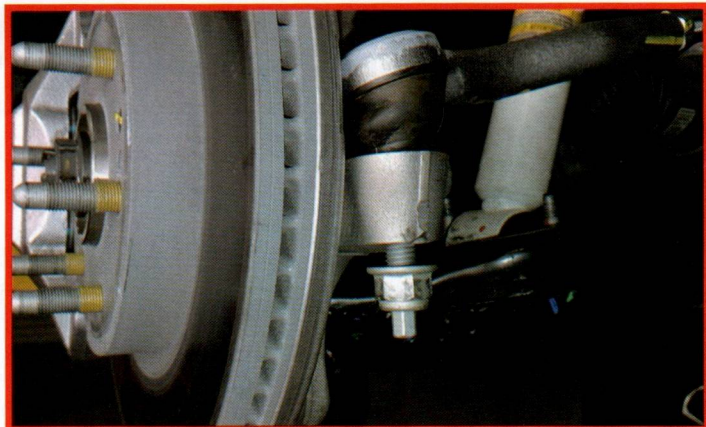
In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

## **RECOMMENDED ALIGNMENT SPECS**

	<b>Driver</b>	<b>Passenger</b>	<b>Tolerance</b>	<b>Total / Split</b>
<b>Camber</b>	<b>-0.4°</b>	<b>-0.4°</b>	<b>+/- 0.8°</b>	<b>+0.0</b>
<b>Caster</b>	<b>+4.0°</b>	<b>+4.0°</b>	<b>+/- 1.0°</b>	<b>+0.0</b>
<b>Toe</b>	<b>+.05</b>	<b>+.05</b>	<b>+/-0.05</b>	<b>+.20</b>

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

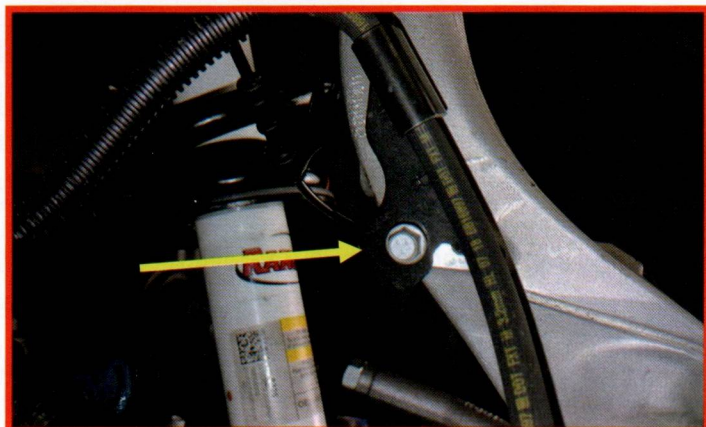
Torque to 65 ft-lbs



Secure the brake line to the knuckle using the factory hardware.

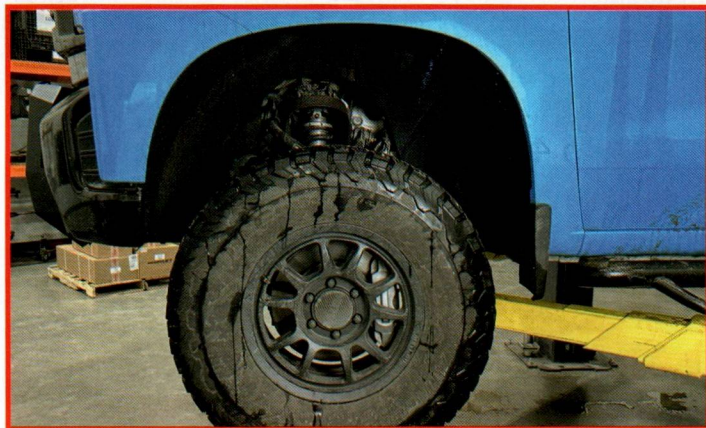
Torque to factory specification.

Repeat steps on opposite side of vehicle.



Reinstall the Wheels and lower the vehicle.

Torque wheels to manufacturer spec.



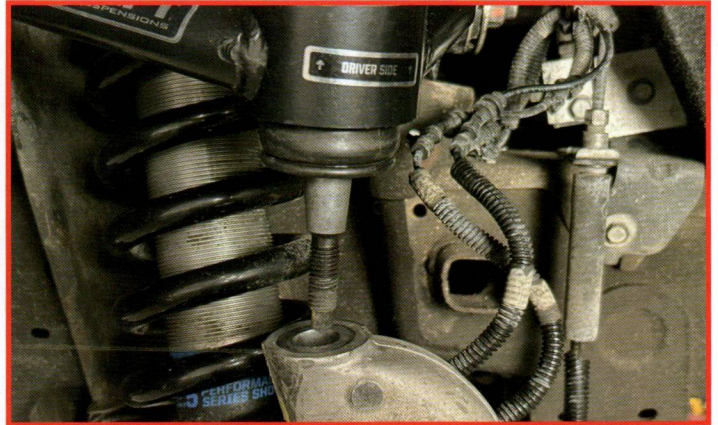
Using the appropriate tool, grease the upper ball joint just until the boot just starts to expand. **Do not over grease. Over grease can cause pre-mature wear.**

Reconnect the battery ground terminal. Start the vehicle and turn the steering wheel lock to lock and verify all clearances between tire, body and suspension components. Adjust as necessary.

Have wheel alignment performed by qualified alignment technician. Have the alignment set to the recommended specs at the end of the instructions.

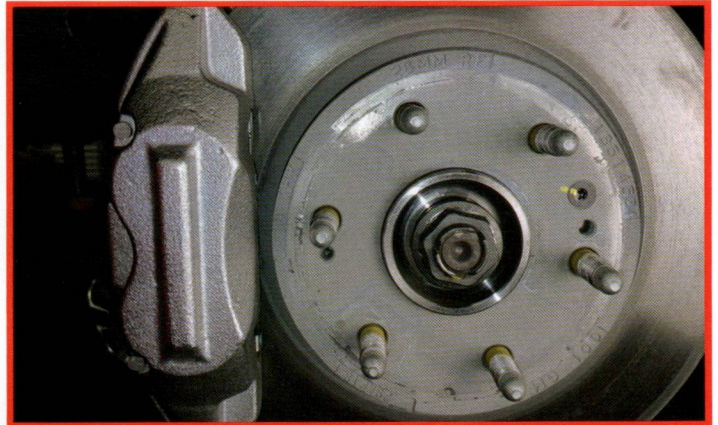
Using the supplied nut, secure the ball joint to the knuckle.

Torque to 65 ft-lbs



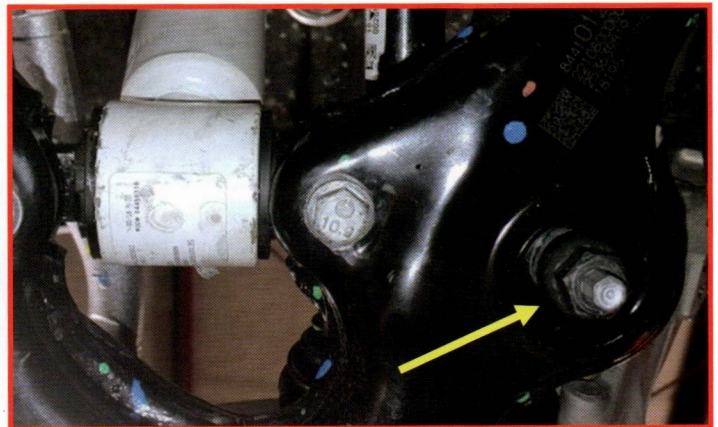
Tighten CV axle nut.

Torque to 160 ft-lbs

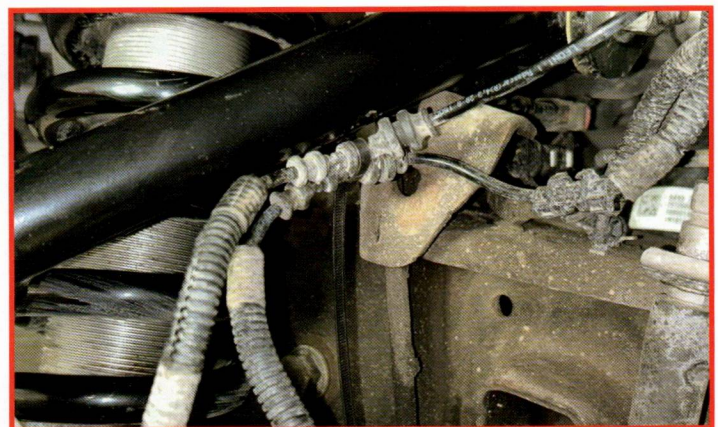


Attach the sway bar to the lower control arm using the factory hardware.

Torque to 45 ft-lbs

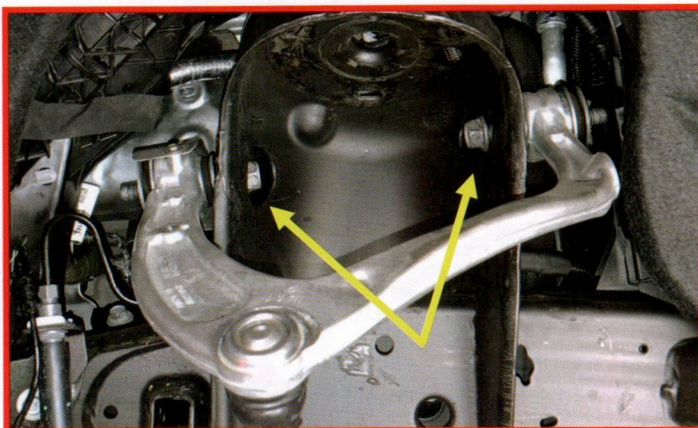


Secure the ABS lines to the upper control arm using the supplied zip ties.



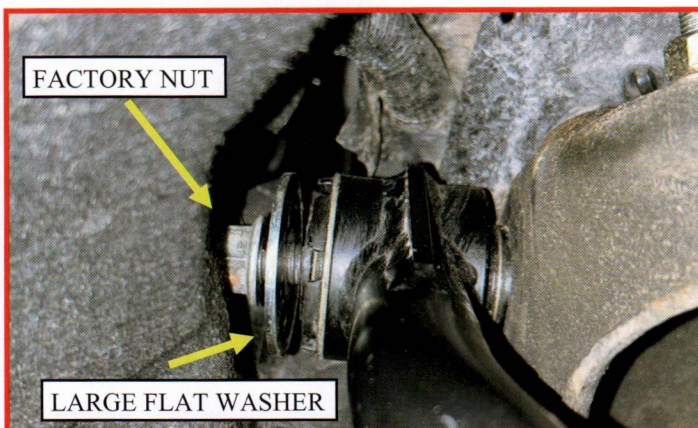
Remove **upper control arm bolts** located inside strut tower.

Remove and discard factory upper control arm from the vehicle at this time.

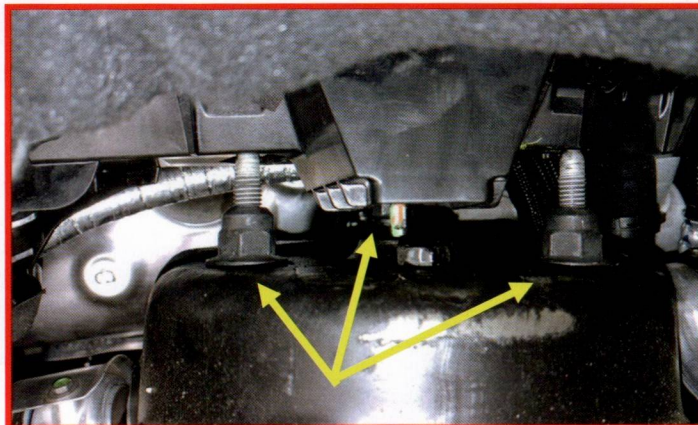


Using the factory bolt, supplied M14 Large Washers on the outside of the bushings, and factory nuts, install the ReadyLIFT upper control arm.

Torque the M14 nuts to 90 ft-lbs.

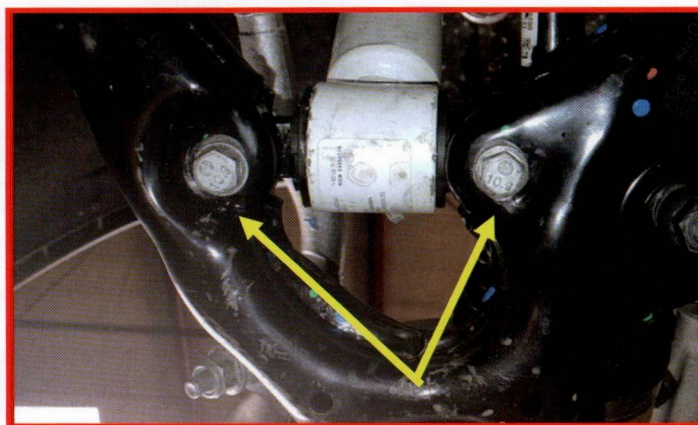


Install the strut using the factory hardware on the top hat.



Secure the strut to the lower control arm using the factory hardware.

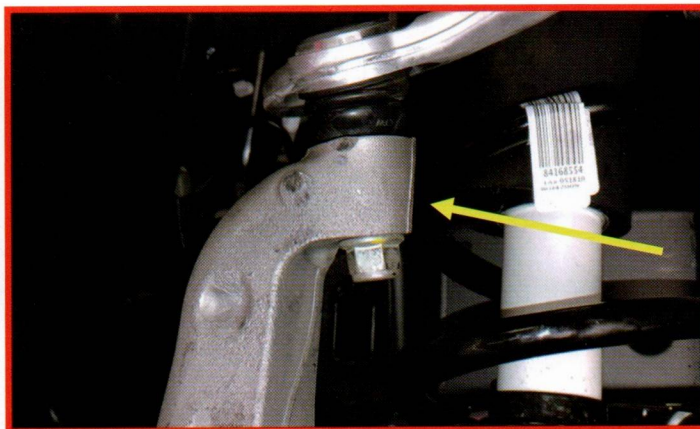
Torque top and bottom strut hardware to manufacture specification.



Loosen but do not 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.

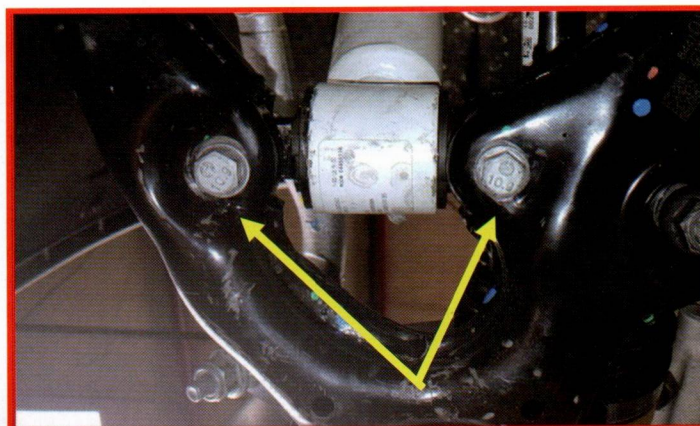
Remove and discard the factory nut.

Gently let the knuckle hang out of the way.



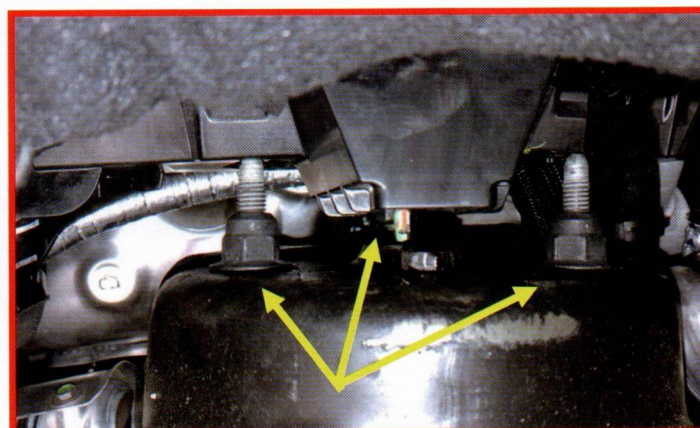
Support the lower control arm with a suitable jack. Remove the **lower strut mounting bolt** from the lower control arm.

Retain factory bolts.



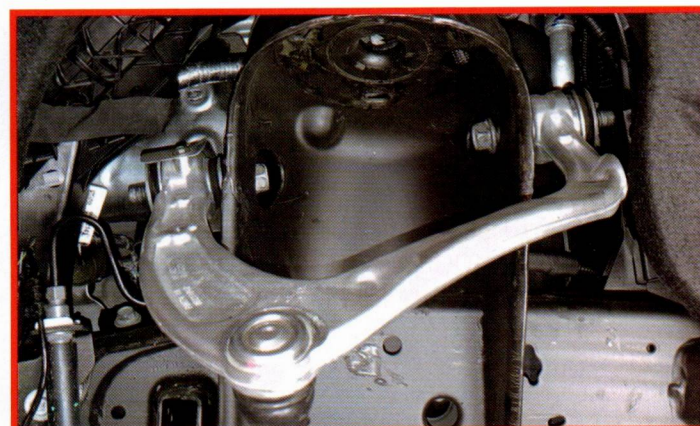
Remove the three (3) **top strut mounting nuts** located on top of the strut tower.

Retain factory hardware.

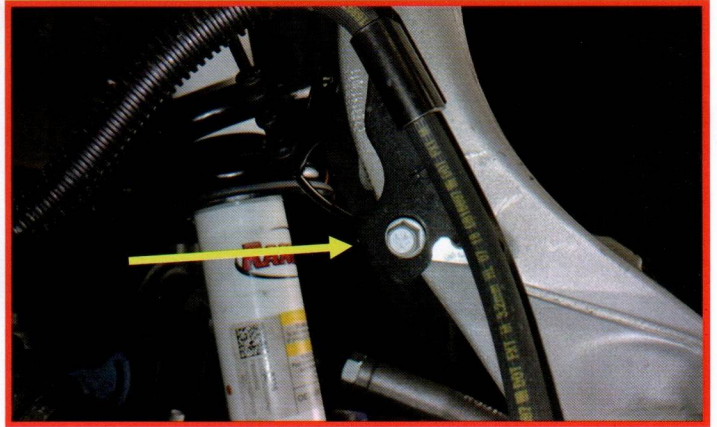


Remove strut assembly from vehicle.

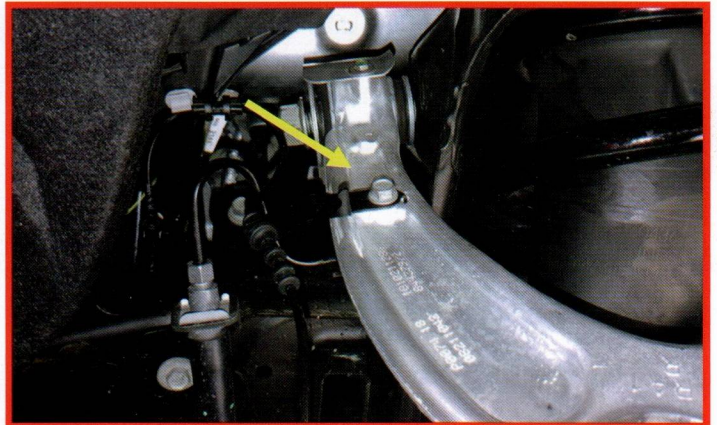
**NOTE:** It may be helpful to loosen the lower control arm bolts.



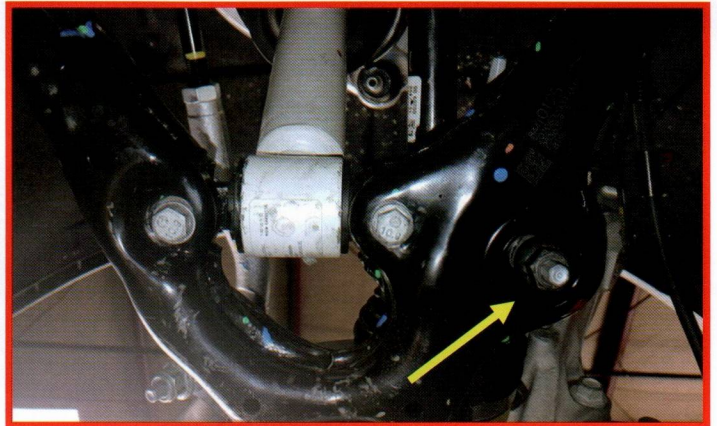
Remove the **ABS sensor harness and brake line bracket** from the knuckle and hang out of the way.



Remove the **ABS bracket** from the Upper Control Arm.

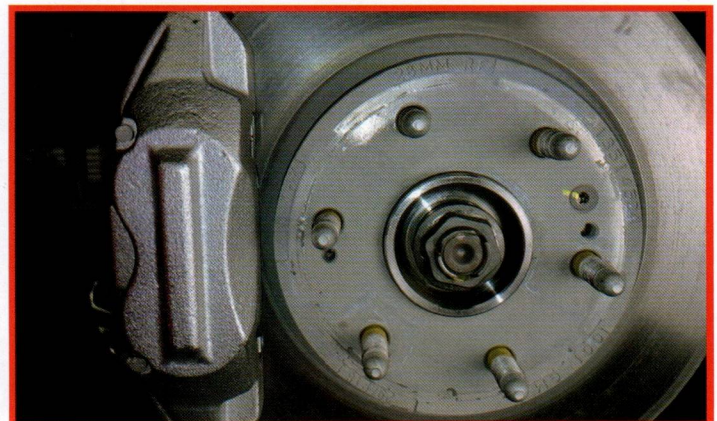


Remove the **lower sway bar end link** from the lower control arm.



Remove the **axle nut**. Press axle back through hub to allow for greater misalignment and ease in the removal/installation process.

**NOTE:** It is imperative that the axle be pushed back through the hub assembly. Failure to do so can lead to damage to the CV boot or the CV joint itself. Care **MUST** be taken when handling these CV axles.



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.

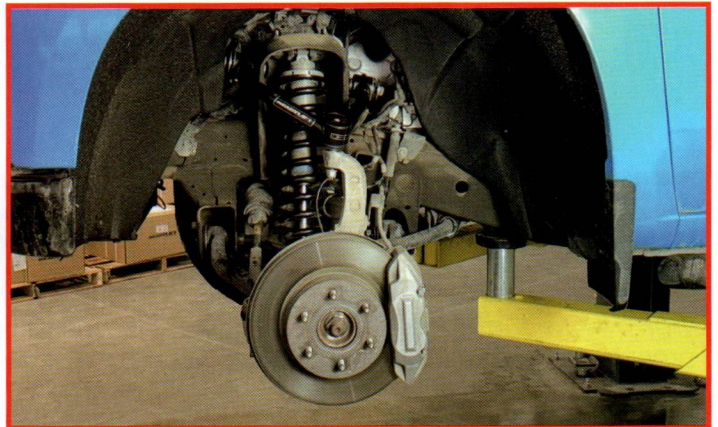
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

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.

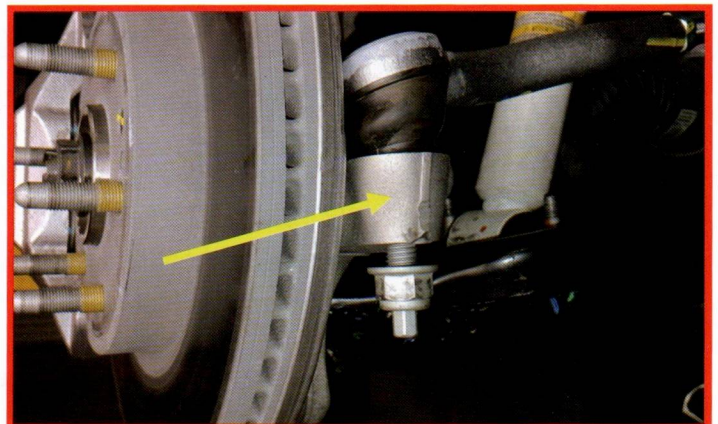
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

Raise the vehicle and remove the front wheels.



Loosen the outer **tie rod end nut**. Strike the tie rod end boss on the knuckle with a dead blow hammer to dislodge the taper.

Remove and retain the factory nut.



## **BILL OF MATERIALS**

COMPONENTS	QTY
UPPER CONTROL ARM- RIGHT	1
UPPER CONTROL ARM- LEFT	1

HARDWARE	QTY
M14 LARGE FLAT WASHER	4
M12-1.75 FLANGE NYLOCK LOCK NUT	2

### **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 or check out the dealers tab on our Website for authorized installers .

#### **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.

# **PRE-INSTALLATION MEASUREMENTS:**

It is imperative that you record the following measurements and factory components in the tables below. ReadyLIFT tests and records as much data from each application as available at the time of product development. Vehicle manufacturers may change components or add models with different options. Recording and not exceeding the fender-to-hub-center ReadyLIFT calls out will ensure the lift on the vehicle is correct.

These measurements will affect the performance of this lift kit. Failure to ensure proper stock conditions may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in an incorrect wheel alignment. This will wear tires incorrectly. Incorrect alignment will cause poor vehicle handling issues including but not limited to under steer. Over lifting will also cause a shock top off condition resulting in poor ride quality accompanied by pops and clunks which are symptoms of 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 adjust to original factory position after the completion to ensure a safe and enjoyable experience.

## **VEHICLE HEIGHT MEASUREMENTS**

	<b>Driver Before</b>	<b>Driver After</b>	<b>Passenger Before</b>	<b>Passenger After</b>
<b>Front</b>				
<b>Rear</b>				

**\*\*MEASUREMENT IS TO BE PERFORMED FROM CENTER OF HUB TO FENDER EDGE STRAIGHT UP FROM HUB.\*\***

## **RECORD HEAD LAMP MEASUREMENTS**

<b>Driver Before</b>	<b>Driver After</b>	<b>Passenger Before</b>	<b>Passenger After</b>

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.

*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 alighting headlights.*

Factory wheels can be used but are not recommended with tires over **11.5" wide**. If wider tires are used, offset wheels may be necessary and trimming may be required.

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:**



**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.

### **SAEJ2492 Warning**

By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

# **READYLIFT**<sup>®</sup>

**SUSPENSIONS**

**67-39640 2019-UP GM 1500 UPPER CONTROL ARM KTI**

**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**

**WEBSITE: ReadyLIFT.COM**

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

## **Limited Lifetime Warranty**

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT manufactures. The ReadyLIFT product warranty only extends to the original purchaser of any ReadyLIFT product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts.

Our Limited Lifetime Warranty excludes the following ReadyLIFT items; bushings, bump stops, ball joints, tie rod ends, heim joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship.

**This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.**

Product purchased directly from ReadyLIFT has a 90 day return policy on uninstalled products from the date of purchase (may be subject to restocking fee). Uninstalled product returns must be in the original ReadyLIFT packaging. Please call **(877) 759-9991** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT. **Returns without RGA# will be refused.** Contact ReadyLIFT directly about any potentially defective parts prior to removal from vehicle.

ReadyLIFT products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT product. ReadyLIFT is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT reserves the right to change, modify or cancel this warranty without prior notice.