

Installation Instructions 66-3071



5. Remove the tie rod ends from the steering knuckle using a 21mm socket.
Note: You may need to use a hammer to separate the ball joint from the knuckle.



6. Remove the brake line bracket from the frame using a 13mm socket.



7. Separate the upper control arm from the steering knuckle using an 18mm socket. Note: the upper control arm will be under tension.



8. Loosen the lower control arms at the frame using a 24mm socket. Then unbolt the strut from the lower control arm using a 21mm socket.



9. Unbolt the top of the strut using an 18mm wrench. Then drop the lower control arm to make clearance for the removal of the strut. Note: DO NOT over extend the cv-axle joints, doing so will damage/ break them.



10. Lift the sway bar out of the way, then remove the strut from vehicle.



11. Loosen the upper control arm using a 13/16" socket and wrench. Let it rest on the droop stop, then retighten the upper control arm and torque it down to 90ft lbs.



12. Add the spacer to the strut, put thread locker on the studs, then reinstall the strut into the vehicle. Use the provided hardware to mount the top of the strut with a 14mm wrench.

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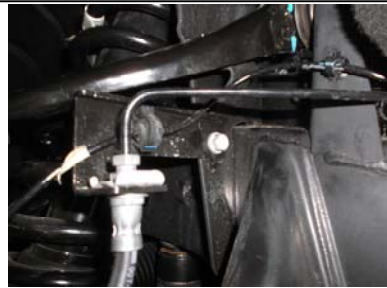
13. Raise the lower control arm and reinstall the bottom of the strut using a 21mm socket. Torque down.



14. Reinstall the upper control arm into the steering knuckle using an 18mm socket. Torque down.



15. Reinstall the tie rods into the knuckle using a 21mm and 10mm wrench.



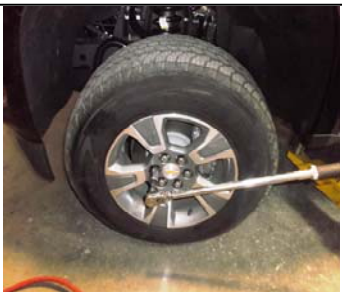
16. Reinstall the brake line brackets to the frame using a 13mm socket. You may need to lightly bend the brake line brackets to clear the upper control arm when at full droop.



17. Reinstall the sway bar end links using a 13mm socket for the bottom and a 15mm socket for the top.



18. Retighten the sway bar at the frame using a 10mm socket.



19. Reinstall the wheels using a 22mm socket, lower the vehicle to the ground and torque the lug nuts to 100 ft lbs.



20. With vehicle on the ground, torque the lower control arms down using a 24mm socket. Double check all work performed on the vehicle. Then immediately have the vehicle aligned.

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Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory 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. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle. Re-adjust headlamps.

Vehicle Handling Warning: 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

Vehicle Re-Torque and Safety Inspection:

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.

