

# **READYLIFT**<sup>®</sup>

**SUSPENSIONS**

**69-2831 Ford Expedition**

**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.\*\***

## **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.



**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.

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*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 285-75R18 tire with 18" x 9" wheel and a offset of +44. 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:**

This kit was developed using a truck with standard running boards. Power deployable running boards may interfere with the max tire size and require trimming or a smaller tire size in a 33" diameter.

Use of a more negative offset wheel than the factory will require a smaller diameter tire size for clearance.

# **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.

## **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> |
|----------------------|---------------------|-------------------------|------------------------|
|                      |                     |                         |                        |



# **BILL OF MATERIALS**

| <b>PART/HARDWARE</b>              | <b>QTY</b> |
|-----------------------------------|------------|
| <b>Front Strut Extension</b>      | <b>2</b>   |
| <b>Rear Strut Extension</b>       | <b>2</b>   |
| <b>Driver CCD Sensor Mount</b>    | <b>1</b>   |
| <b>Passenger CCD Sensor Mount</b> | <b>1</b>   |
| <b>M8-1.25 Locking Nut</b>        | <b>2</b>   |
| <b>M8 Flat Washer</b>             | <b>2</b>   |
| <b>M10 - 1.25 Flange Nut</b>      | <b>6</b>   |
| <b>M10 - 1.5 Flange Nut</b>       | <b>12</b>  |



***Before starting installa-***

tion: 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.

# Section 1: Standard Suspension

(Please continue to Section 2 for vehicles equipped with Ford's factory electronic CCD suspension)

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.

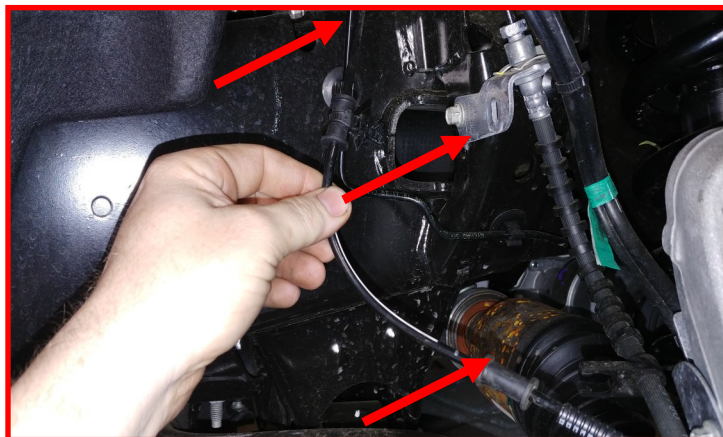
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

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.



Remove the **ABS harness clips** on the brake line bracket, frame rail and rubber brake line. Let hang out of the way.



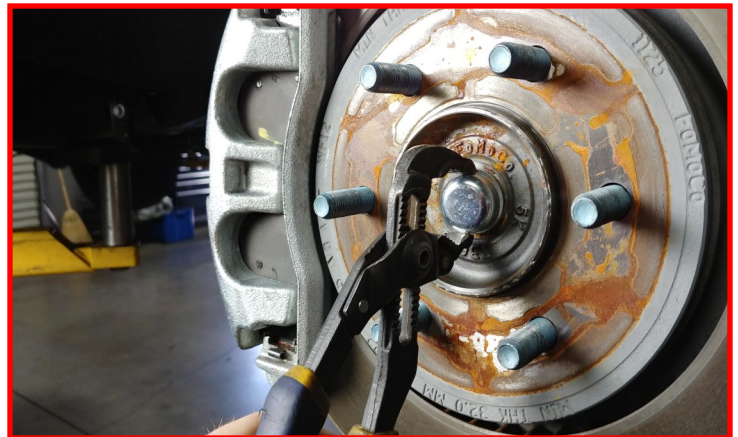
Remove the **brake line bracket** at the frame rail.



Remove the **brake line bracket** and **ABS harness** on the knuckle.



Remove the axle nut cover.



Remove the axle nut.

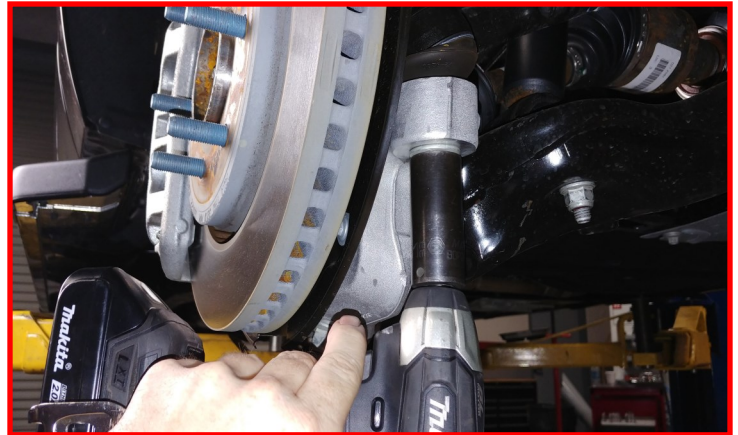




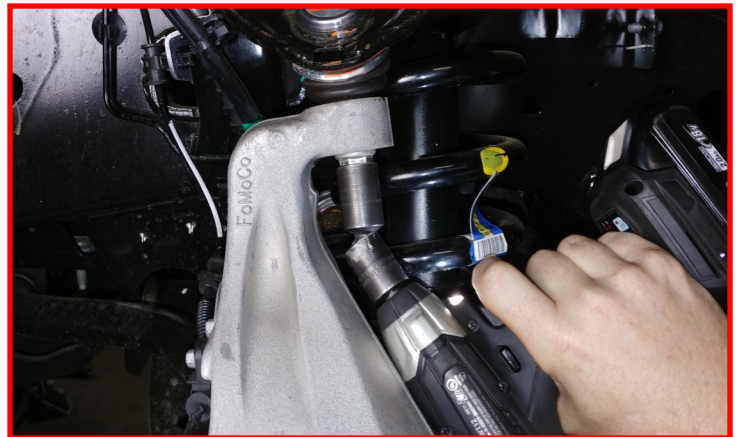
Locate the vacuum line at the hub actuator and remove.



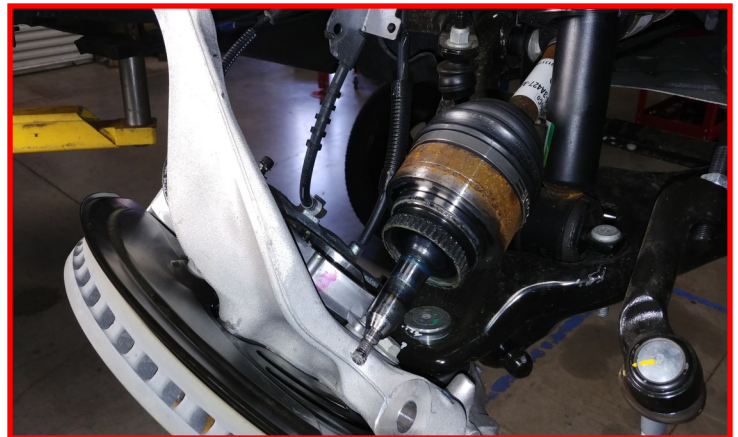
Remove the tie rod end at the knuckle. Use a dead blow hammer, strike the tie rod end boss to dislodge the taper.



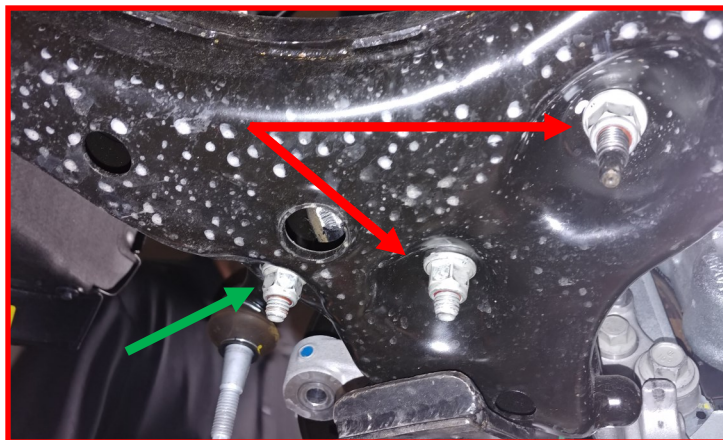
Remove upper ball joint from the knuckle. Strike the ball joint boss with a dead blow hammer to dislodge the taper.



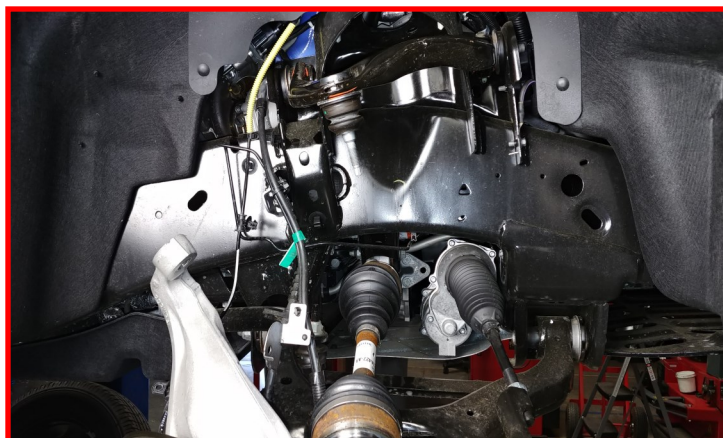
Loosen but do not remove the upper control arm hardware. Raise the upper control arm up and tilt the knuckle away from the frame. Carefully disengage the CV axle from the hub and actuator. Be careful not to damage the Vacuum actuator. The internals are made of plastic and easily damaged.



Support the lower control arm with a suitable jack. Loosen but do not remove the lower control arm to frame mounting hardware. Remove the **lower strut** from the lower control arm. Remove the **sway bar end link** from the lower control arm.



Carefully lower the control arm and knuckle assembly down until the strut clears the control arm. Make sure to not over extend the brake lines and ABS harness. Adjust as necessary. To aid in removal, push knuckle towards the frame as you lower the control arm. Remove the strut from the vehicle by undoing the upper strut hardware.



Install the ReadyLIFT front strut spacer using the **factory hardware**. Torque to **30 ft-lbs**.

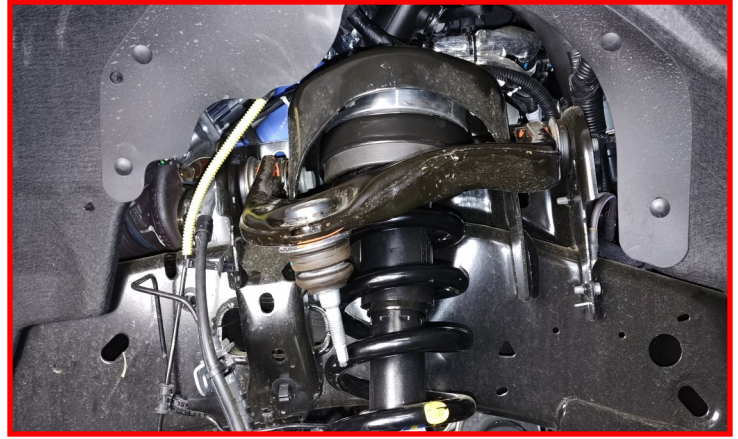


Place the completed strut assembly cross pin studs loosely into a vice or other suitable device. Note the angle the strut is leaning. Push on the top of the strut until the same angle is achieved the opposite direction. This is setting the cross pin studs into the proper orientation for installation.





Install the completed strut assembly to the frame using the provided **M10 -1.25 Flange nuts**. Do not tighten at this time.

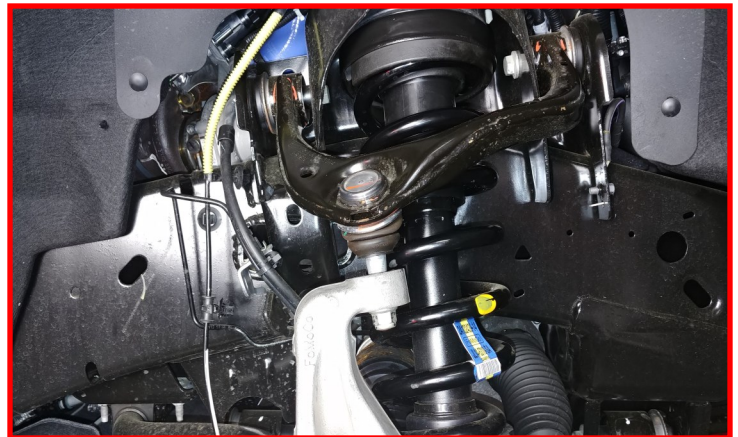


Raise the lower control arm up while guiding the **lower strut** into place. Install using the **factory hardware**. Install the **sway bar end link** using the **factory hardware**. Torque all to **45 ft-lbs**.

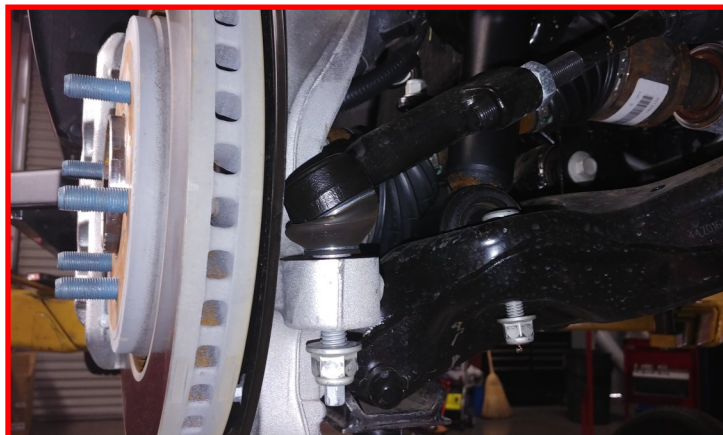


Carefully guide the CV axle back into the hub assembly. Rotate the hub by the lugs while holding the CV axle from rotating, continue rotating the hub until the CV axle splines and vacuum hub splines lock. You will be able to tell if these are meshed properly if both the hub and CV axle spin together as the hub is rotated. If the CV axle is not rotating with the hub, continue to rotate the hub until full engagement occurs. If this is not done properly, you may damage the vacuum assembly as the internals are made of plastic and easily broken. Once you are sure of the full engagement of the splines, install the factory CV hardware. Torque to **18 ft-lbs**.

Install the upper ball joint to the knuckle using the **factory hardware**. To get to seat properly, you will need to raise the lower control arm upwards with a suitable jack to "load" the suspension. Once the suspension is loaded, torque the upper ball joint to **65 ft-lbs**.



Install the tie rod end to the knuckle using the **factory hardware**. Torque to **45 ft-lbs**.



Install the vacuum line to the vacuum actuator by pressing into place.



Install the brake line bracket and ABS harness to the knuckle using the **factory hardware**. Torque all to **5 ft-lbs**.



Install the **brake line bracket** to the frame rail using the **factory hardware**. Torque to **5 ft-lbs**. Install the ABS harness to the frame rail, brake line bracket, and rubber brake line using the factory clips.





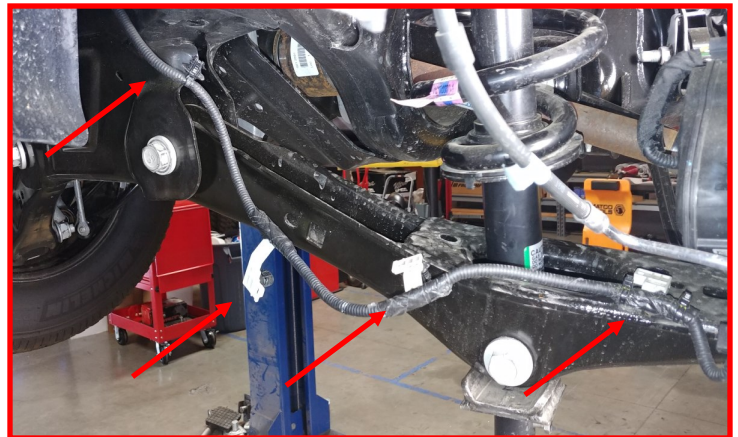
Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle to settle the suspension to the new ride height.

Torque the upper control arm hardware to **125 ft-lbs**. Center the lower control arm bolts in their slots and torque to **125 ft-lbs** (final torque to be done by the alignment technician).

Block the front wheels for safety, raise the rear of the vehicle and place jack stands under the frame rail in front of the lower control arms. Remove the rear wheels.



Locate the ABS wire harness on the rear lower control arm. Remove the plastic clips from the control arm and frame rail. Let the ABS harness hang out of the way. Place a suitable jack under the lower strut mount.



Loosen but do not remove all the trailing arm hardware at the frame and knuckle.

Loosen but do not remove upper control arm hardware at the frame.

Loosen but do not remove the tie rod end hardware at the frame.

Remove the lower strut hardware. Remove the lower control arm hardware at the frame. Lower the control arm from the frame. Remove the strut from the frame and vehicle.



Locate the ReadyLIFT strut spacer. Install using the provided **M10 - 1.5 flange nuts**. Torque to **30 ft-lbs**. Install the completed strut assembly into the frame using the provided **M10 - 1.25 flange nuts**. Do not tighten at this time.



Raise the lower control up to the strut. Install the strut hardware. Do not tighten at this time. Raise the lower control arm up to the frame and install the control arm hardware. Do not tighten at this time. Install the ABS harness clips to the lower control arm.



Install the rear wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle to get the suspension to settle to the new ride height. Torque the upper/rear lower control arm and trailing arms hardware to **125 ft-lbs**, the tie rod arm at the frame to **100 ft-lbs** (final torque to be done by alignment technician), the upper strut mount to **30 ft-lbs**, and the lower strut mount to **145 ft-lbs**. 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 the vehicle alignment set to the recommended specs on the last page of this instruction booklet.

# Section 2: Ford CCD Suspension

(Please return to Section 1 for vehicles equipped with standard suspension)

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.

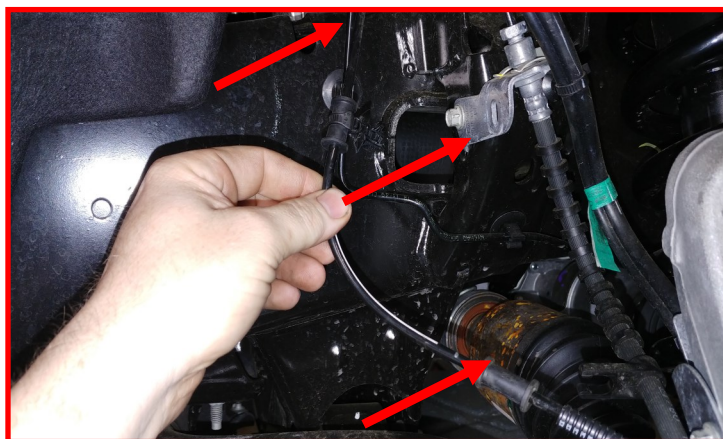
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

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.



Remove the **ABS harness clips** on the brake line bracket, frame rail and rubber brake line. Let hang out of the way.





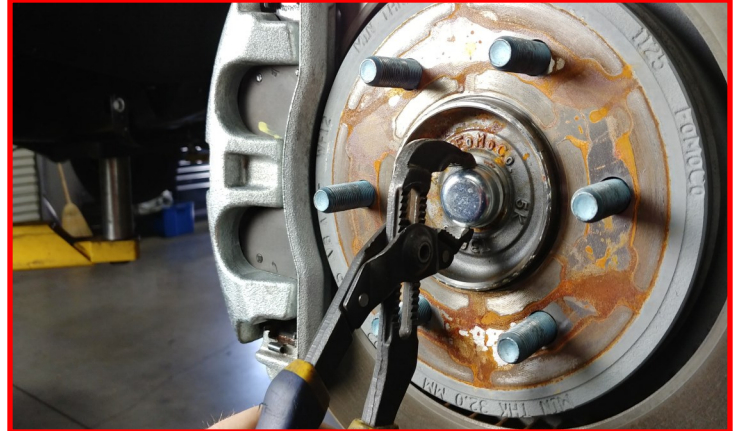
Remove the **brake line bracket** at the frame rail.



Remove the **brake line bracket** and **ABS harness** on the knuckle.



Remove the axle nut cover.



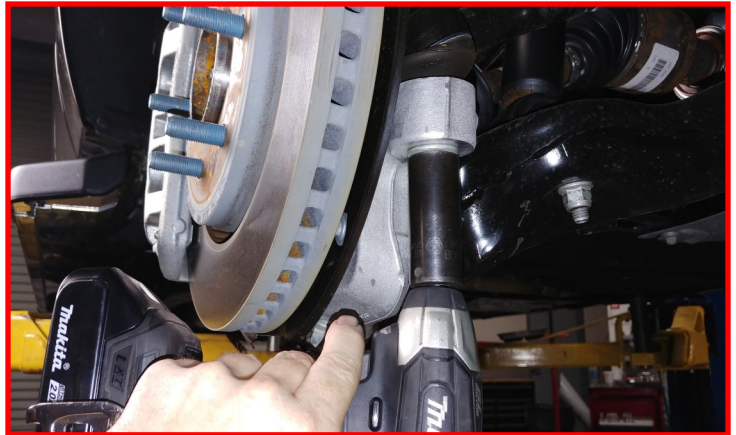
Remove the axle nut.



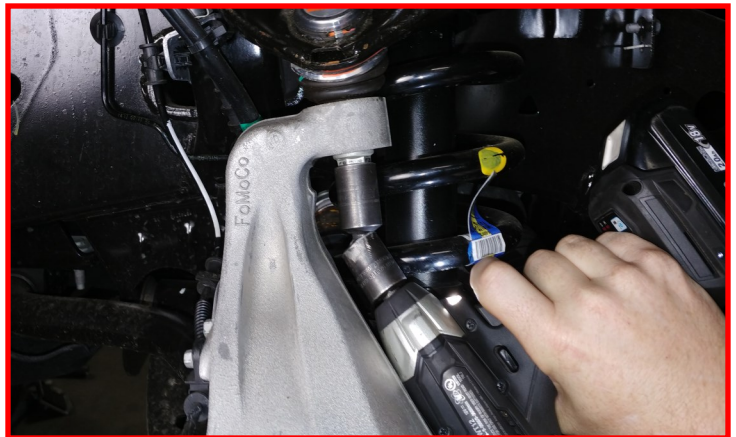
Locate the vacuum line at the hub actuator and remove.



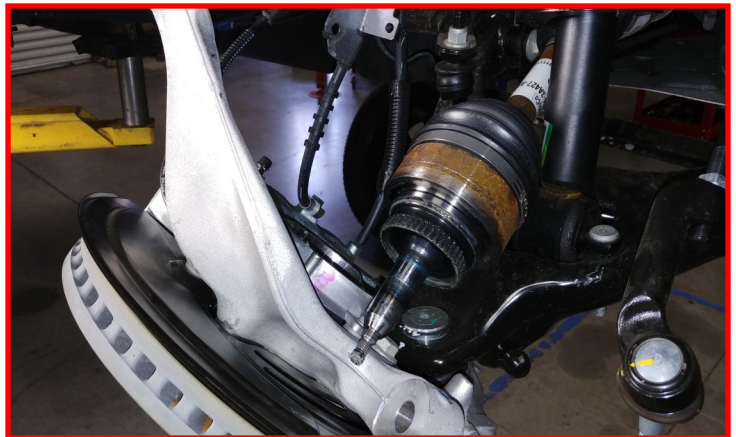
Remove the tie rod end at the knuckle. Use a dead blow hammer, strike the tie rod end boss to dislodge the taper.



Remove upper ball joint from the knuckle. Strike the ball joint boss with a dead blow hammer to dislodge the taper.

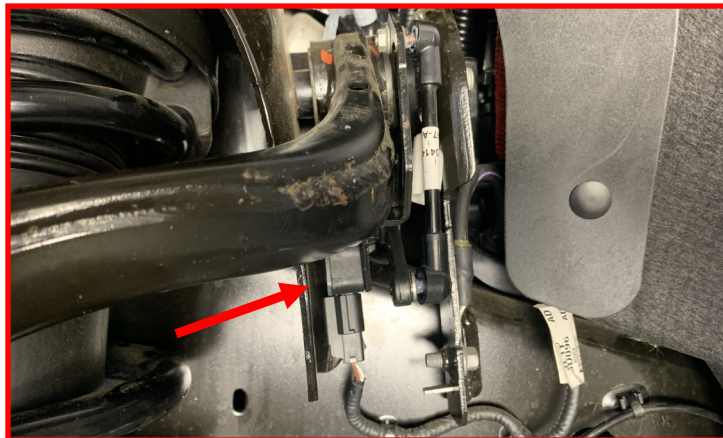


Loosen but do not remove the upper control arm pivot hardware. Raise the upper control arm up and tilt the knuckle away from the frame. Carefully disengage the CV axle from the hub and actuator. Be careful not to damage the Vacuum actuator. The internals are made of plastic and easily damaged.

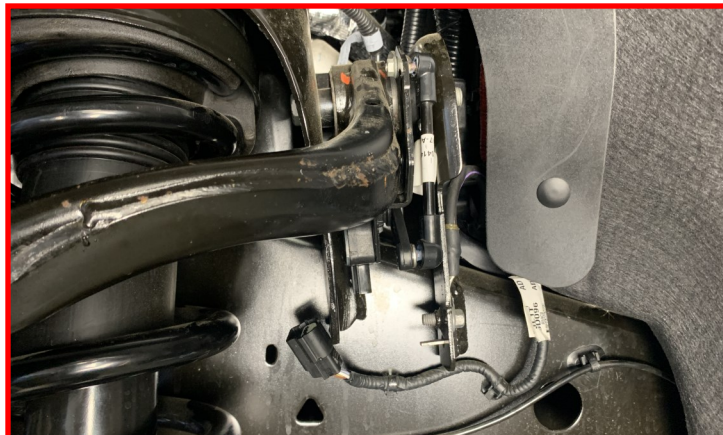




Locate the CCD control potentiometer under the front of both the driver and passenger upper control arm.



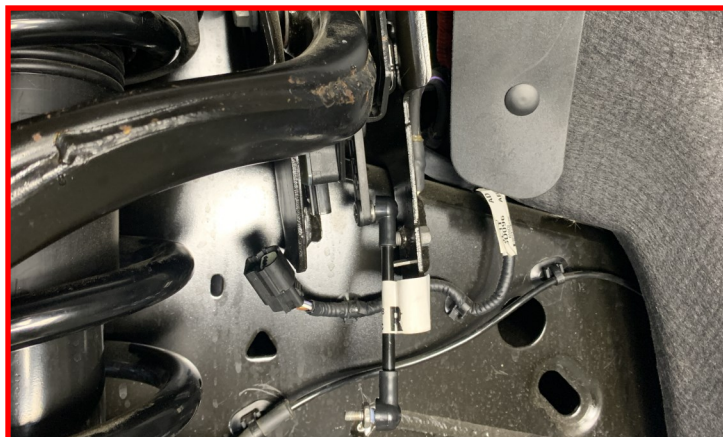
Remove the harness connector attached to the control potentiometer.



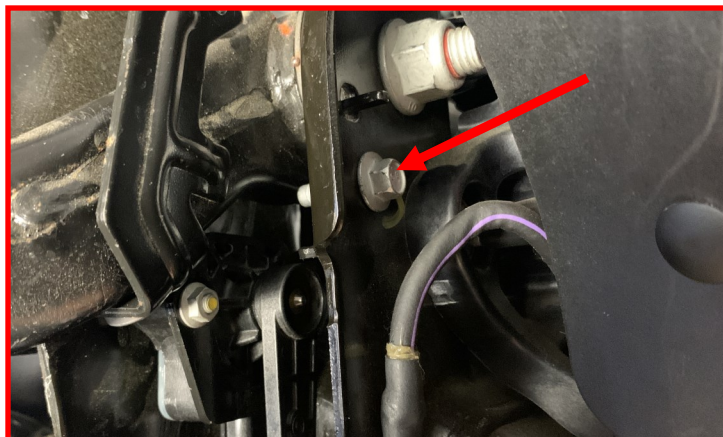
Remove the control rod mounting nut from the upper control arm mounting bracket.



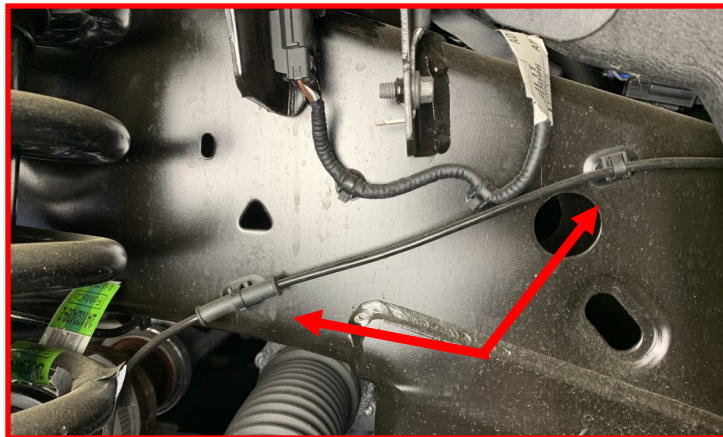
Swing control rod down out of the way for better access to the mounting bracket.



Remove the CCD control potentiometer mounting bracket by loosening and removing the mounting bolt. Retain mounting hardware.



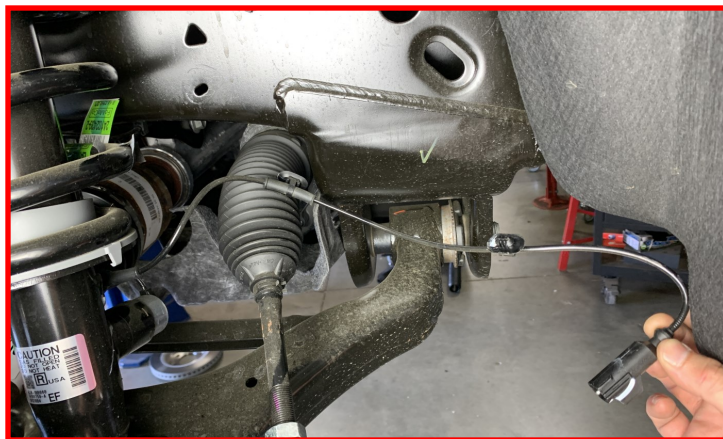
Remove the (2) retaining clips that secures the CCD solenoid harness to the frame.



Disconnect the CCD solenoid harness connector located on top of the frame behind the inner fender liner.



Ensure the harness is free of any snags and let hang out of the way.

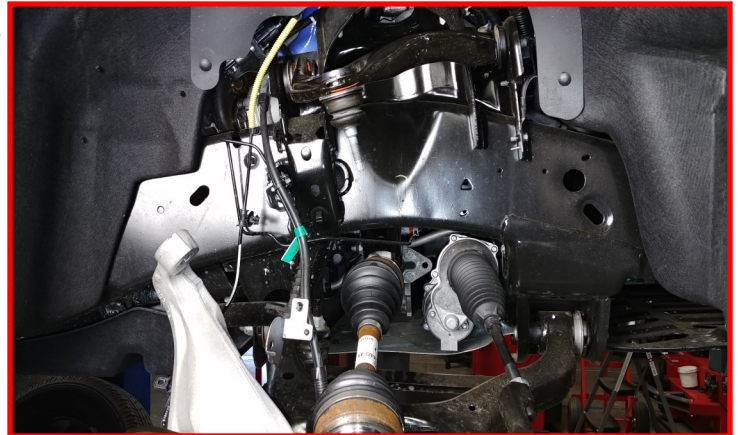




Support the lower control arm with a suitable jack. Loosen but do not remove the lower control arm to frame mounting hardware. Remove the (2) lower strut mounting nuts from the lower control arm. Remove the (3) top strut mounting nuts. Remove the sway bar end link from the lower control arm.



Carefully lower the control arm and knuckle assembly down until the strut clears the control arm. Make sure to not over extend the brake lines and ABS harness. Adjust as necessary. To aid in removal, push knuckle towards the frame as you lower the control arm. Remove the strut from the vehicle by undoing the upper strut hardware.



**CAUTION: THE SPRING IS UNDER EXTREME PRESSURE AND CAN CAUSE BODILY INJURY AND/OR DEATH IF HANDLED IMPROPERLY.**

Place the strut into a spring compressor. Mark the top hat to spring location for re-assembly. Take care as the strut is under extreme pressure. Relieve the tension on the spring and remove the top hat.



**CAUTION: TAKE SPECIAL CARE WHEN DISASSEMBLING AND ASSEMBLING THE STRUT ASSEMBLIES. DAMAGE TO THE STRUT CAN OCCUR IF DONE INCORRECTLY.**

Install the factory top hat/rubber isolator 180 degrees from the previously made marks for orientation. This will orient the spring in its original location to prevent the CCD actuator from hitting the CV axle. When tightening, make sure the top of the strut shaft is fully seated into the top hat.



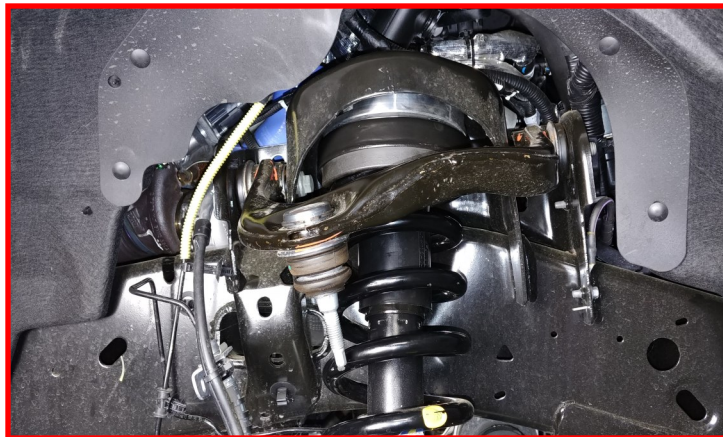
Torque the top strut hardware to 35 ft-lbs.



Install the ReadyLIFT front strut spacer using the **factory hardware**. Torque to **30 ft-lbs**.



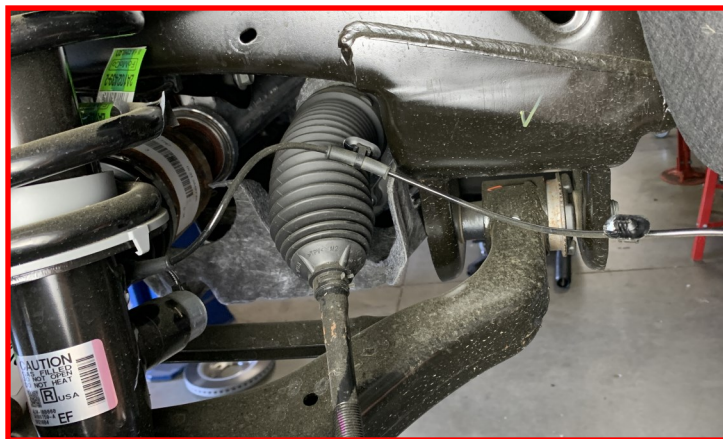
Install the completed strut assembly to the frame using the provided **M10 -1.25 Flange nuts**. Do not tighten at this time.



Raise the lower control arm up while guiding the **lower strut** into place. Install using the **factory hardware**. Install the **sway bar end link** using the **factory hardware**. Torque all to **45 ft-lbs**.

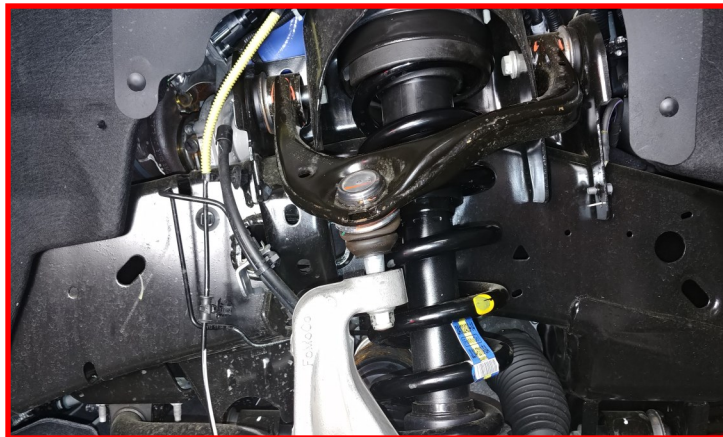


Carefully route the CCD solenoid harness over the tie rod.

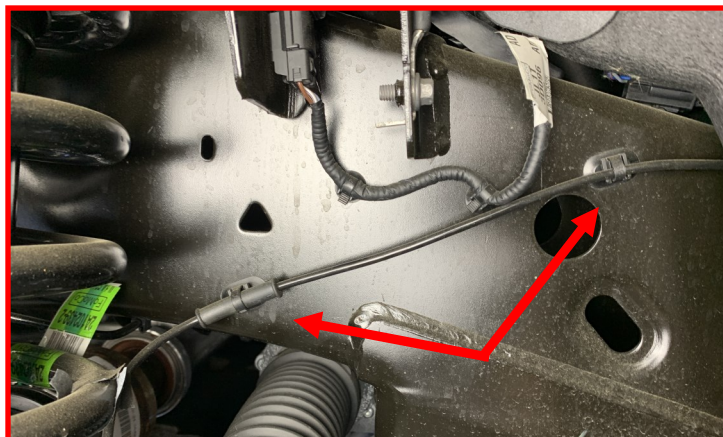


Carefully guide the CV axle back into the hub assembly. Rotate the hub by the lugs while holding the CV axle from rotating, continue rotating the hub until the CV axle splines and vacuum hub splines lock. You will be able to tell if these are meshed properly if both the hub and CV axle spin together as the hub is rotated. If the CV axle is not rotating with the hub, continue to rotate the hub until full engagement occurs. If this is not done properly, you may damage the vacuum assembly as the internals are made of plastic and easily broken. Once you are sure of the full engagement of the spines, install the factory CV hardware. Torque to **18 ft-lbs**.

Install the upper ball joint to the knuckle using the **factory hardware**. To get to seat properly, you will need to raise the lower control arm upwards with a suitable jack to "load" the suspension. Once the suspension is loaded, torque the upper ball joint to **65 ft-lbs**.



Install the (2) retaining clips that secures the CCD solenoid harness to the frame.



Connect the CCD solenoid harness connector.

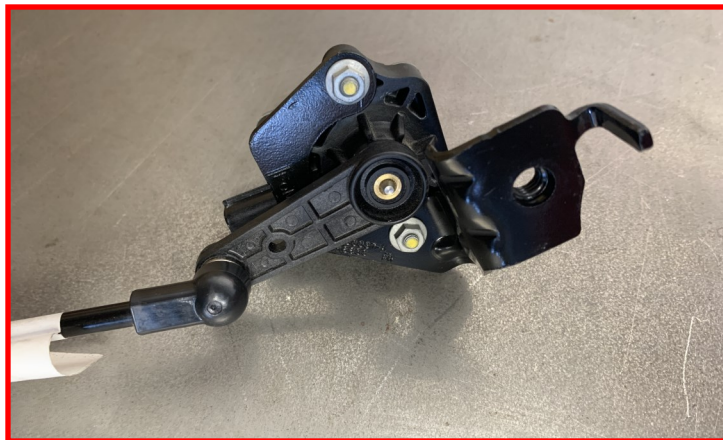




With the CCD control potentiometer out of the vehicle. Locate the (2) mounting bolts.

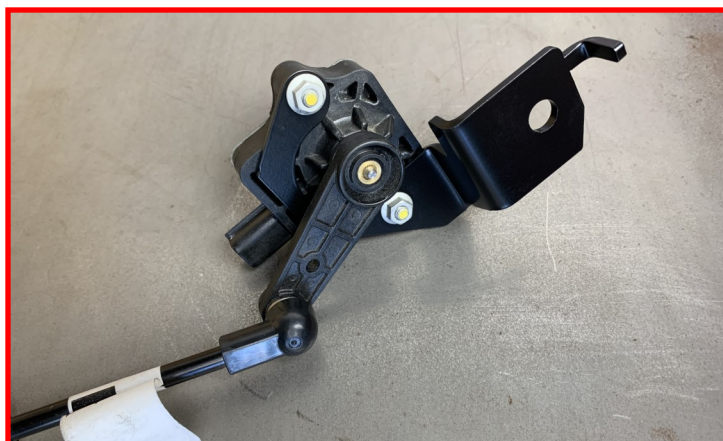


Remove the CCD control potentiometer mounting bolts. Retain the factory hardware.



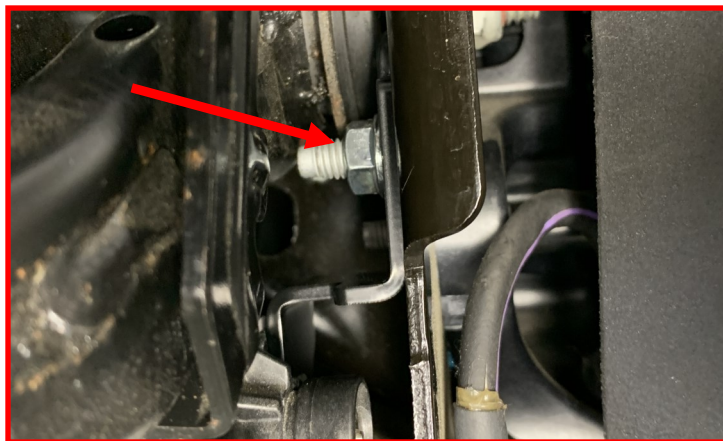
Install the replacement CCD control potentiometer mounting bracket in the factory orientation using the factory hardware.

Torque the factory mounting hardware to 40 in.-lbs.

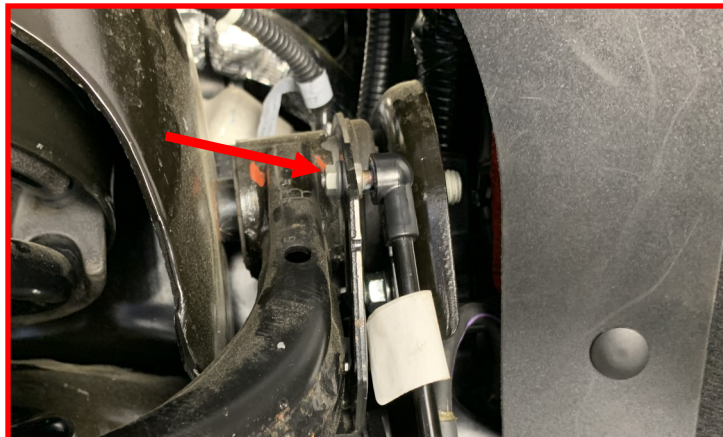


Install the replacement CCD control potentiometer mounting bracket into the frame in the factory orientation. Install using the factory bolt and the supplied M8 locking nut and flat washer.

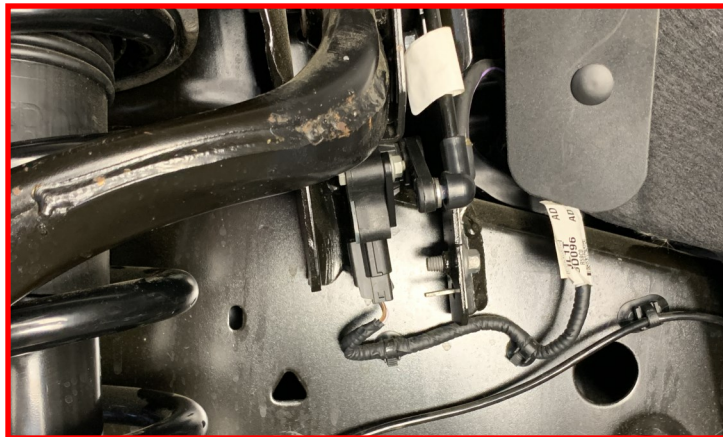
Torque the M8 hardware to 15 ft.-lbs.



Swing control rod up and install it into the upper control arm mounting bracket using the factory control rod mounting nut.



Install the control potentiometer harness connector.



Install the tie rod end to the knuckle using the **factory hardware**. Torque to **45 ft-lbs**.



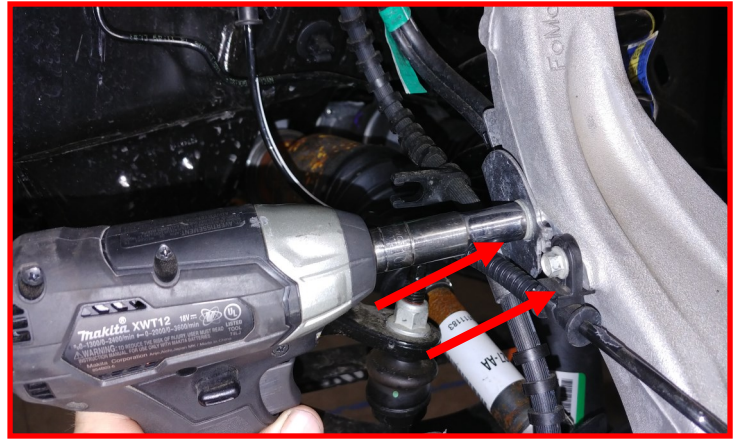
Install the vacuum line to the vacuum actuator by pressing into place.





Install the brake line bracket and ABS harness to the knuckle using the **factory hardware**.

Torque all hardware to **5 ft-lbs**.



Install the **brake line bracket** to the frame rail using the **factory hardware**. Torque to **5 ft-lbs**. Install the ABS harness to the frame rail, brake line bracket, and rubber brake line using the factory clips.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle to settle the suspension to the new ride height.

Torque the upper control arm hardware to **125 ft-lbs**. Center the lower control arm bolts in their slots and torque to **125 ft-lbs** (final torque to be done by the alignment technician).

## Rear Installation

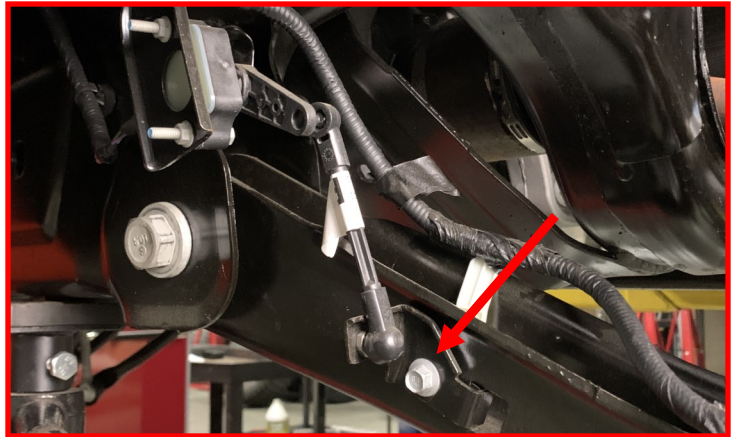
Block the front tires and raise the rear of the vehicle using a suitable jack.

Support with jack stands at each frame rail in front of the rear control arm pockets.

Removal of the wheels and inner liner is not necessary, but recommended for ease of install.

Locate the rear CCD control potentiometers near the inner pivots of both the driver and passenger rear lower control arms.

Remove the **control potentiometer bracket** on the rear lower control arms. Retain the factory hardware.

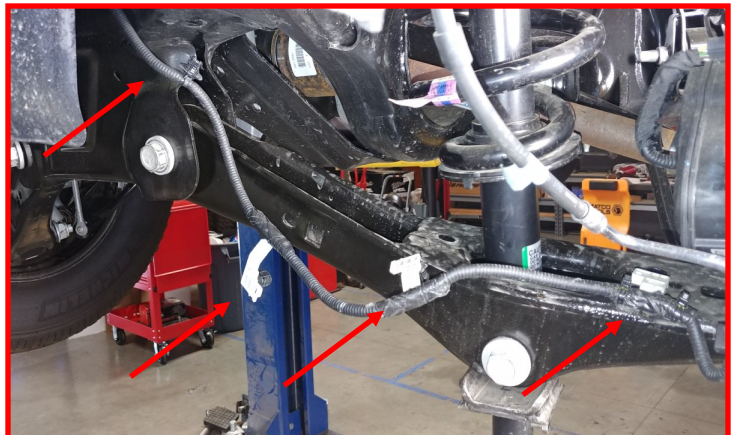


Disconnect the CCD solenoid harness connector located on the side of the frame behind the strut towers.

Remove the harness grommet from the factory mounting bracket.



Locate the ABS wire harness on the rear lower control arm. Remove the plastic clips from the control arm and frame rail. Let the ABS harness hang out of the way. Place a suitable jack under the lower strut mount.

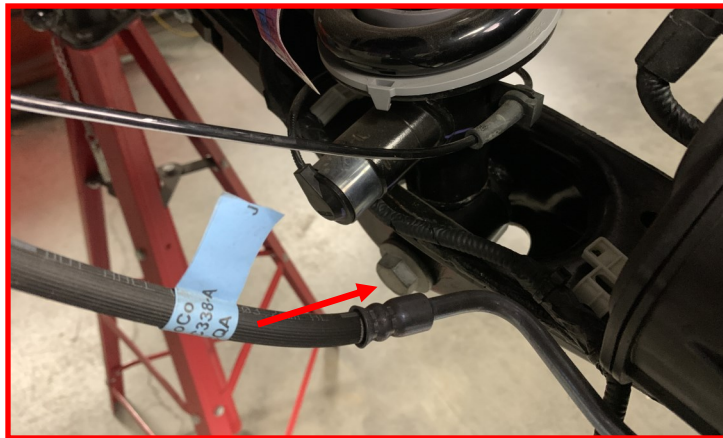




Loosen but do not remove all the trailing arm hardware at the frame and knuckle.

Loosen but do not remove upper control arm hardware at the frame.

Loosen but do not remove the tie rod end hardware at the frame.



Remove the lower strut hardware and lower control arm hardware at the frame.

Lower the control arm from the frame.

While supporting the rear strut, unfasten the (3) top strut mounting nuts and remove the strut from the vehicle.



Locate the ReadyLIFT strut spacer. Install using the provided **M10 - 1.5 flange nuts**.

Torque the M10 hardware to **30 ft-lbs**.

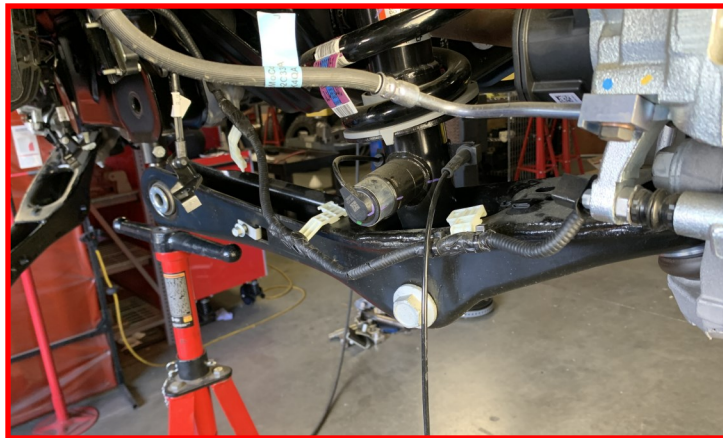


Install the completed strut assembly into the frame using the provided **M10 - 1.25 flange nuts**. Do not tighten at this time.



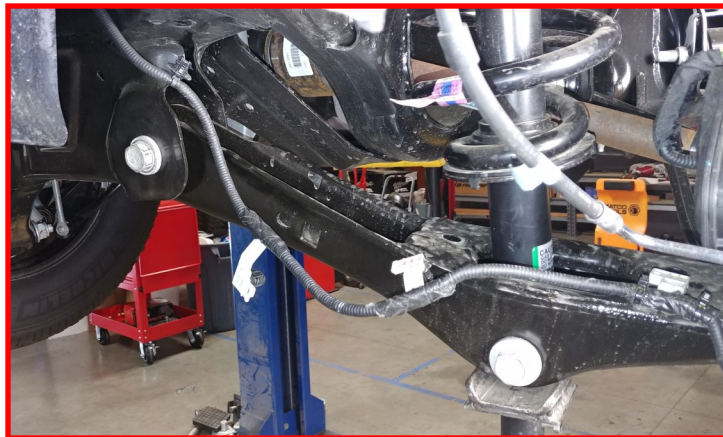


Install the lower strut hardware but do not tighten at this time.



Carefully jack the lower control arm back into the frame.

Install the factory pivot hardware. Do not tighten at the time.



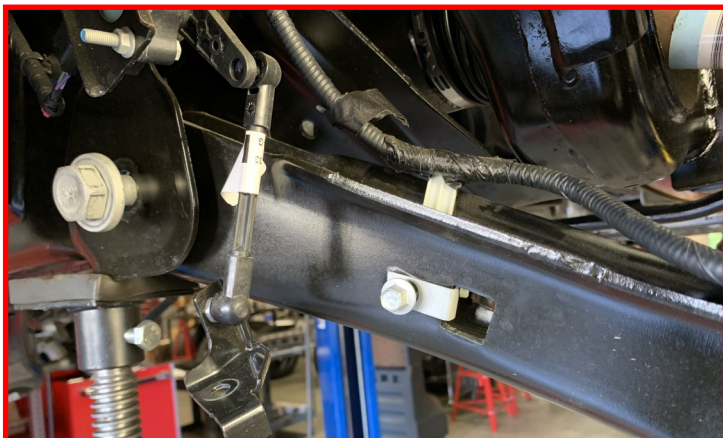
Tighten the (3) M10 - 1.25 flange nuts on the top of the rear strut spacer.

Torque the M10 hardware to 30 ft-lbs.



Install the control potentiometer bracket on the rear lower control arms.

Torque the factory hardware to 15 ft-lbs.



Connect the CCD solenoid harness connector located on the side of the frame behind the strut towers.

Install the harness grommet back into the factory mounting bracket.



Install the rear wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle to get the suspension to settle to the new ride height. Torque the upper/rear lower control arm and trailing arms hardware to **125 ft-lbs**, the tie rod arm at the frame to **100 ft-lbs** (final torque to be done by alignment technician), and the lower strut mount to **145 ft-lbs**. 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 the vehicle alignment set to the recommended specs on the last page of this instruction booklet.





**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**

| 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    | +0.07  | +0.07     | +/-0.05   | +0.14         |
| Rear   | Driver | Passenger | Tolerance | Total / Split |
| Camber | -0.5   | -0.5      | +/- 0.5   | +0.0          |
| Toe    | +0.05  | +0.05     | +/-0.05   | +0.10         |