

READYLIFT[®]

SUSPENSIONS

69-6025 2020 Jeep Gladiator JT 2.5 Lift Kit

IF your ReadyLIFT[®] product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately. For warranty issues, please return to the place of installation and contact ReadyLIFT.

(877) 759-9991

MON-FRI 7AM-4PM PST

OR

EMAIL: support@readylift-ami.COM

WEBSITE: ReadyLIFT.COM

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

READYLIFT "NO HASSLE" PRODUCT WARRANTY

This unique "no hassle" product warranty proves out commitment to the quality of every product the ReadyLIFT produces. ReadyLIFT product warranty only extends to the Original Purchaser of any ReadyLIFT product. If it breaks, we will give you a new part.

READYLIFT "NO HASSLE" WARRANTY PROCEDURES

Any ReadyLIFT products containing missing or defective components will be covered under warranty by ReadyLIFT. Please call 800-549-4620 to initiate a warranty claim. Rest assured 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 NOTE:

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 35" - 12.5" tire with 18" x 9" wheel and a offset of 0. 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 13.5" wide. The stock spare rim can be run in an emergency. 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.

During this Installation the front drive shaft must be disconnected from the differential and supported. Failure to do so will result in damaged seals.

If you choose to replace the O.E. shocks make sure they are the correct length. Failure to do so the spring will unperch and fall out of the vehicle.

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
2.5" Front Spring Spacer	2
2.5" Front Bump Stop	2
2.5" Front Shock Extension	2
Shock Extension Crush Sleeve	2
10" Offset Sway Bar End Link KIT	1
Rear 2" spring spacer	2
Rear 2" bump stop spacer	2
Hardware pack	1

HARDWARE	
DESCRIPTION	QTY
2.5" Front Bump Stop	
3/8"- 16 x 1.75" Allen Head Bolt	2
3/8" Serrated Flange Nut	2
2.5" Front Shock Extension	
1/2"- 13 x 2.75" Hex Head Bolt	2
1/2"- 13 x 1.25" Hex Head Bolt	2
1/2"- 13 C-Lock Nut	4
10" Offset Sway Bar End Link	
M12-1.75 x 70 zinc 10.9	2
M12-1.75 C-Lock Nut	2
M12 flat washer	2
M12 fender washer	2
Rear 2" bump stop spacer	
5/16-18 x 1.00 hex head bolts	4
5/16-18 C-Lock nuts G8	4
5/16 Flat Washer	8



Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT Suspension Customer Service to find one of our "Pro-Grade" Dealers.

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- A vehicle alignment is REQUIRED after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

*****Parts shown in red for picture clarification only*****

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

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

Disconnect the vehicle power source at the ground terminal on the battery.

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

Raise the front of the vehicle and support with safety jack stands at each jack point indicated by the service manual. Remove the front wheels. All steps are to be completed on both sides of the vehicle unless instructed.

Support the front axle with an **adjustable jack**. You will need to be able raise and lower the axle to install the spring spacer and shock extensions.

Remove the front brake line bracket at lower control arm.



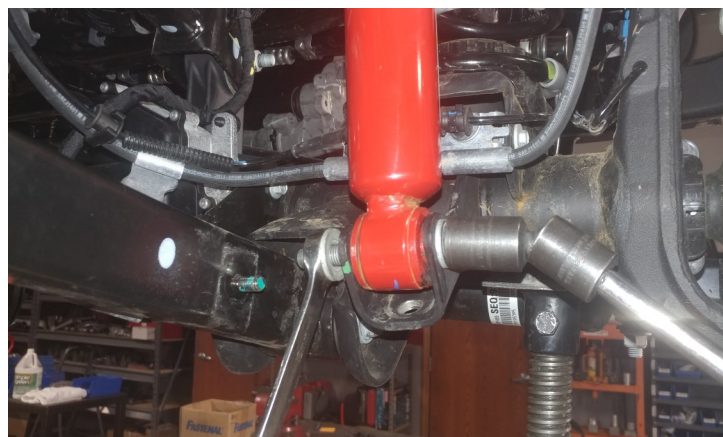
Remove the sway bar end links from the axle. Save the hardware.



Remove the front sway bar end link from the sway bar. Discard the end link and sway bar end link nut. Retain the axle end link hardware, it will be reused.



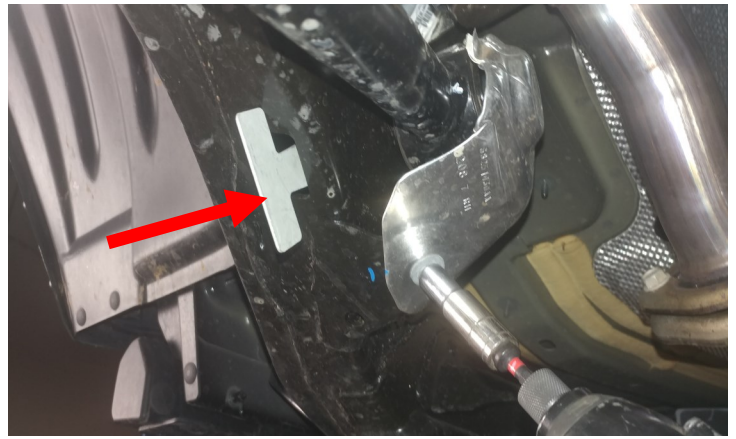
Remove the front lower shock from the axle.



Loosen but do not remove the front lower control arms at the axle and frame.



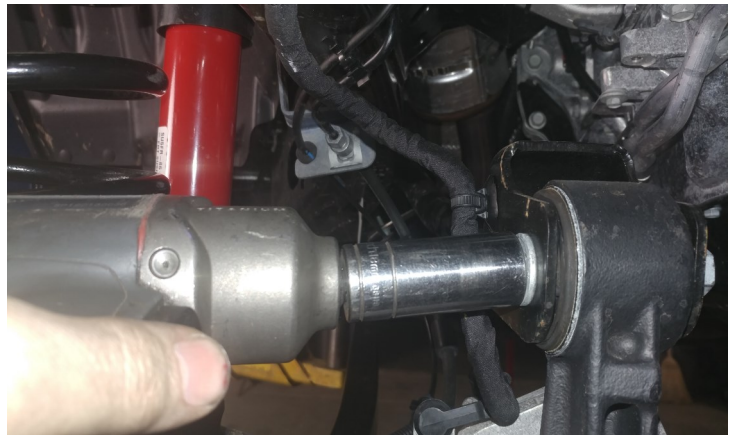
Remove the lower heat shield bolt from the front upper control arm pocket at the frame.



Gently pry the heat shield out of the way and loosen but do not remove the front upper control arm bolts.



Loosen but do not remove the front upper control arms at the axle.



Mark the front drive shaft to pinion flange for alignment reinstallation later.



Remove the front drive shaft from differential.



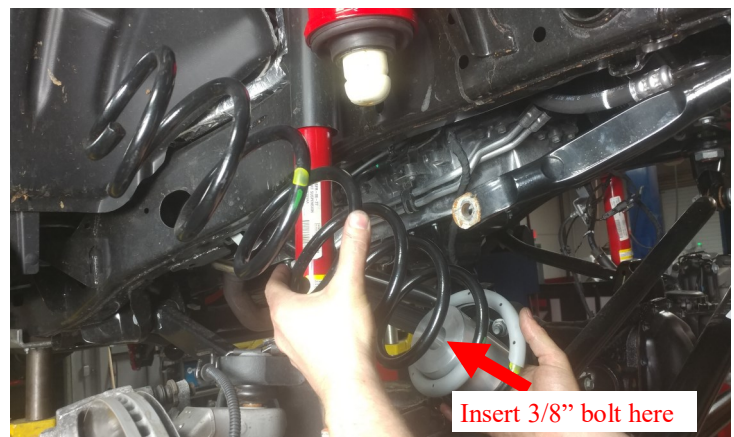
Lower the axle enough to remove the springs. Make sure to not over extend the brake lines or any other electrical harnesses. Remove the spring isolator. Using a suitable cutting device, remove the alignment nipple.



Install the ReadyLIFT front spacer, and then the factory isolator to the frame.



Insert the front bump stop **3/8" x 1.75" Allen bolt** into the front bump stop. Insert the front bump stop into the coil spring. Install the coil spring and bump stop at the same time to the frame and axle.



Remove the brake line bracket on the axle for access to install the bump stop nut on the passenger side for access to install the bump stop.



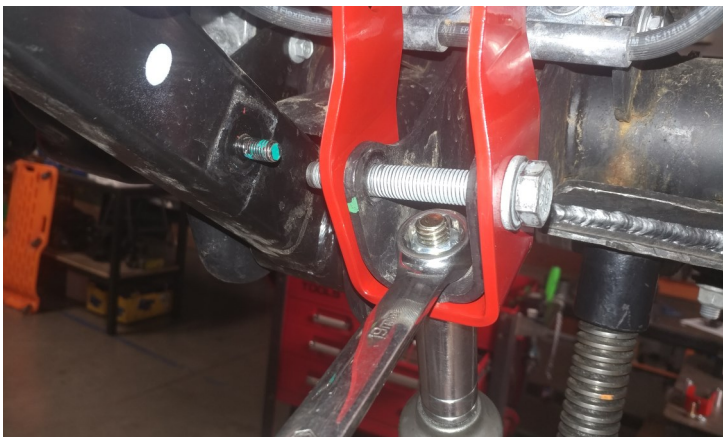
Install the provided **3/8" serrated flange nut** to the **3/8" Allen bolt** from the under side of the spring perch. Torque to **35 ft-lbs**.



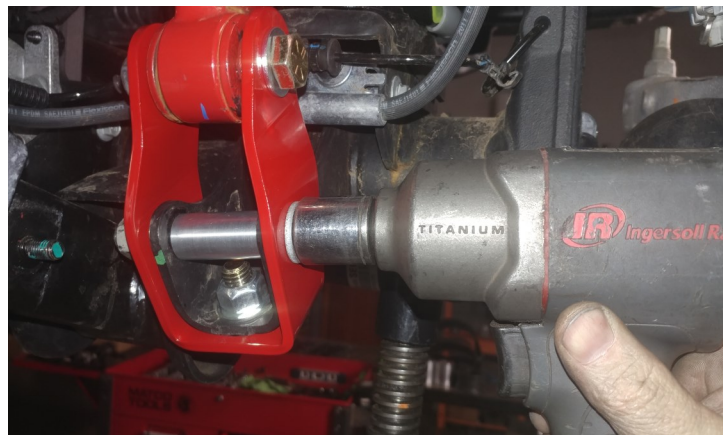
Locate the lower shock mounts on the axle and using a **1/2" drill bit**, drill out the hole in the bottom of the mount.



Install the ReadyLIFT front shock extension using provided **1/2" x 1.25" bolt, washers, and nut**. Use the factory hardware to line up the holes while tightening the **1/2" hardware**. Once tight, remove the factory hardware.



Install the ReadyLIFT **crush sleeve** and the **factory shock bolt** in the lower hole. Do not tighten at this time. Install the lower shock using the provided **1/2" x 2.75" bolt, washers and nut**. Do not fully tighten at this time.



Install the brake line brackets to the **lower control arm**. Use factory hardware torque to **5 ft-lbs**.



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



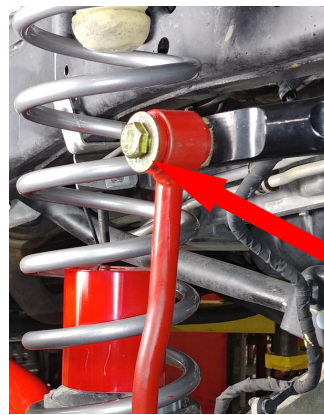
Install the front drive shaft making sure to line up the previous mark using a **drop of thread locker** and **factory hardware**. Torque to **40 ft-lbs**.



Make sure the sway bar is clear from the axle before you lower the vehicle to the ground. Waiting to install the sway bar end links until the vehicle is on the ground aids in the installation.

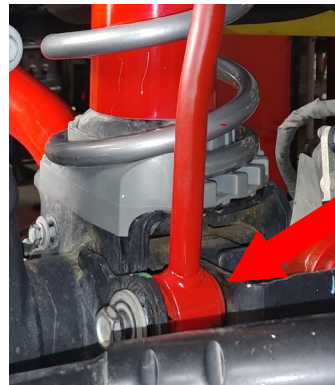
Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle a few times to settle the suspension to the new ride height.

With the vehicle on the ground, install the replacement end links to the sway bar. Use the supplied hardware. Be sure to install the fender washer to the outside of the end link. Hand tighten at this time only.



Fender washer

Install the axle side of end link using factory hardware. Torque both the axle and the sway bar side of the end links to 45 ft-lbs.

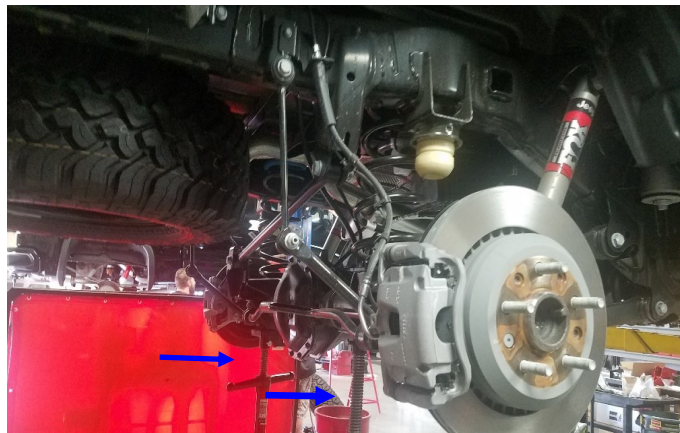


Axle mount use factory hardware.

Torque the upper control arms to **110 ft-lbs**, lower control arms and track bar hardware to **135 ft-lbs**, and shock and hardware to **50 ft-lbs**.

Park vehicle on a clean flat surface and block the Front wheels for safety. Raise the rear of the vehicle and support with jack stands at each jack point indicated by the service manual. Remove the rear wheels.

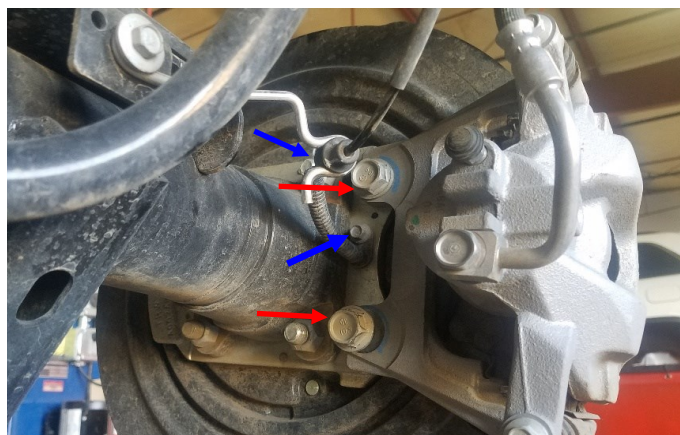
Support the rear axle with an **adjustable jack**. You will need to be able raise and lower the axle to install the spring spacer.



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



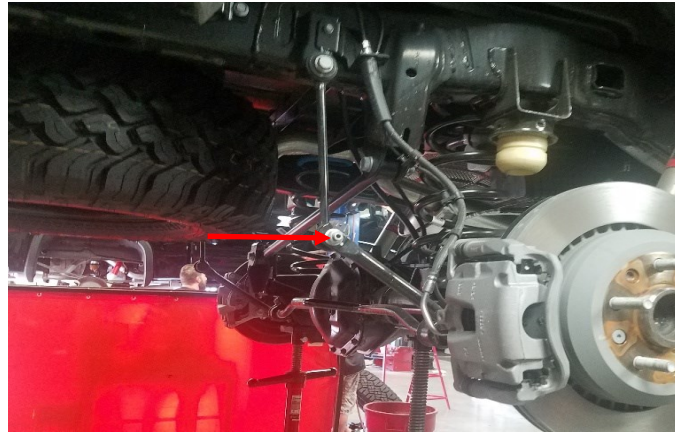
Remove the rear **wheel speed sensor** and **brake caliper**, **WARNING**: Use a hanger to support the caliper, don't let it hang from the brake line or the ABS wire.



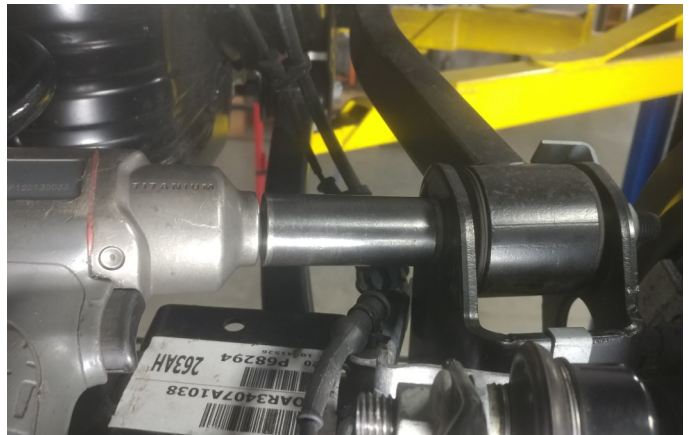
Remove the lower shock bolts. Retain factory hardware.



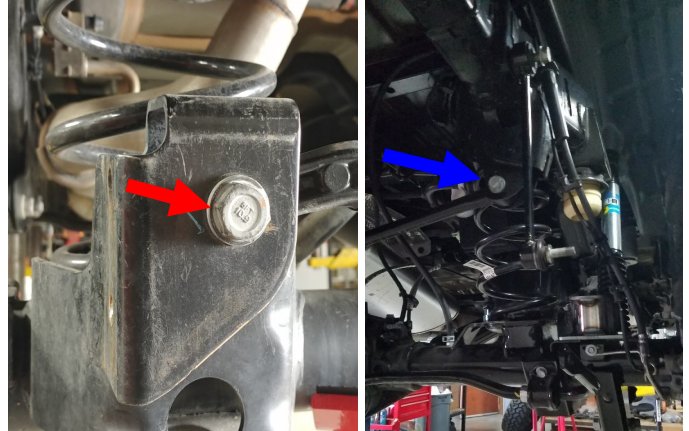
Remove the rear sway bar end link from the sway bar. Retain factory hardware.



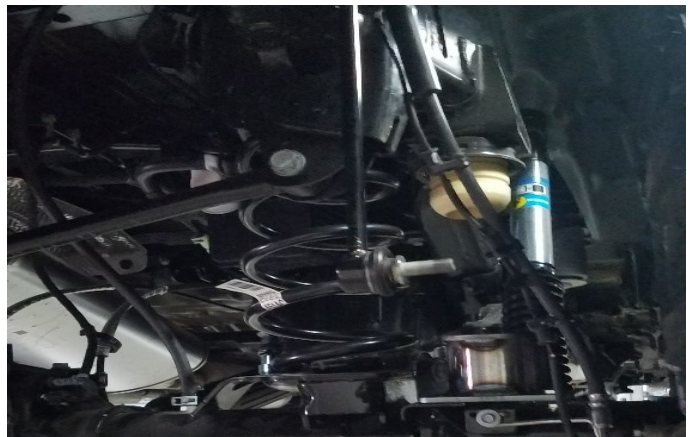
Loosen but do not remove the rear upper and lower control arms at the axle and frame.



Loosen but do not remove the rear track bar at the axle and frame.



Lower the axle enough to remove the stock spring and rubber isolator.



*****Parts shown in red for picture clarification only*****

Install the O.E. spring isolator to the provided spring spacer.



Install the spring spacer and factory isolator to the top side of the factory spring.



Install the rear spring assembly into the vehicle.



Install the rear bump stop extensions to the axle using the provided 5/16" x 1.0" bolts, washers, and nuts. Torque to 10ft-lbs. The V-notch faces forward.



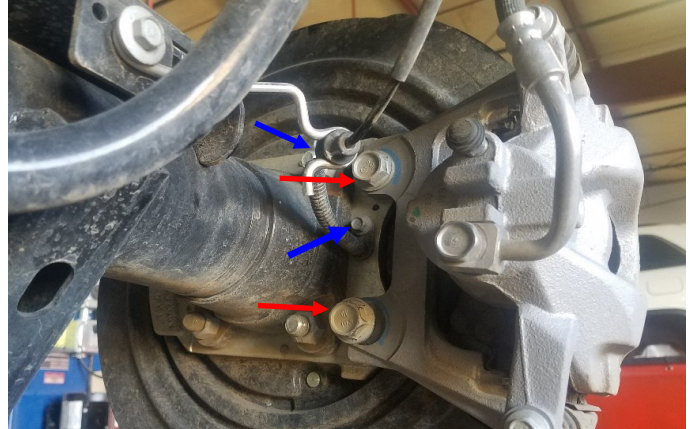
Reinstall the lower rear shocks bolts using **factory hardware** do not tighten at this time.



Reattach the rear sway bar end link to the sway bar. Use **factory hardware** torque 45 ft-lbs.



Reinstall the rear **brake caliper** and **wheel speed** sensor. Use factory hardware. Torque wheel **speed sensor** 5 ft-lbs and the **brake caliper** to 85 ft-lbs.



Reinstall the brake line bracket to the frame rails using **factory hardware** torque 15 ft-lbs.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. Jounce the vehicle a few times to settle the suspension to the new ride height. Torque the upper control arms to **110 ft-lbs**, lower control arms and track bar hardware to **135 ft-lbs**, and shock hardware to **50 ft-lbs**.

Reconnect the vehicles power source at the ground terminal.

Pre-set the toe / straighten the steering wheel before driving to avoid any dash lights from setting. Have the alignment set to factory specs by a reputable alignment shop.



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.