

READYLIFT[®]

SUSPENSIONS

69-1040/1041/1042 2009-2018 RAM 1500 4" SST 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.

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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 35" x 12.5" tire with 20" 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 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:

Kit not compatible with aftermarket lift struts or other lift systems. Use of additional lift components will damage vehicle.

Make sure to have any and all electronic systems calibrated as indicated by the manufacturer for the features of your vehicle. This includes but not limited to the steering wheel angle sensors, yaw sensors, cruise control, land departure, etc.

The recommended tire and wheel specs are based off proper alignment specs to make sure the tire clears the back fender well. Trimming of the plastic may be necessary to run other wheel and tire combinations. It is up to the end user to verify all clearances before driving.

It is recommended to trial fit one wheel and tire combination for clearances.

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

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

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

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

FRONT STRUT EXTENSION	2
PRE-LOAD SPACER	2
FRONT SWAY BAR BRACKET	2
REAR SPRING SPACER	2
URETHANE SPACER	2
REAR SWAY BAR BRACKET	2
REAR BUMP STOP EXTENSIONS	2
UPPER CONTROL ARM (DRIVER)	1
UPPER CONTROL ARM (PASSENGER)	1
BALL JOINT NUT SPACER	2
3/8" BOLT	2
3/8" LOCK NUT	2
3/8" FLAT WASHER	4
M10-1.25 SERRATED FLANGE NUT	6
M12 X 20MM BOLT	4
M12 X 35MM BOLT	2
M12 LOCK NUT	2
M12 WASHER	8
REAR SHOCK (Pt# 69-1041/42 ONLY)	2
FRONT SHOCK (Pt# 69-1042 ONLY)	2

*****Parts shown in red are for picture clarification only, actual lift components, and colors may vary.*****



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.

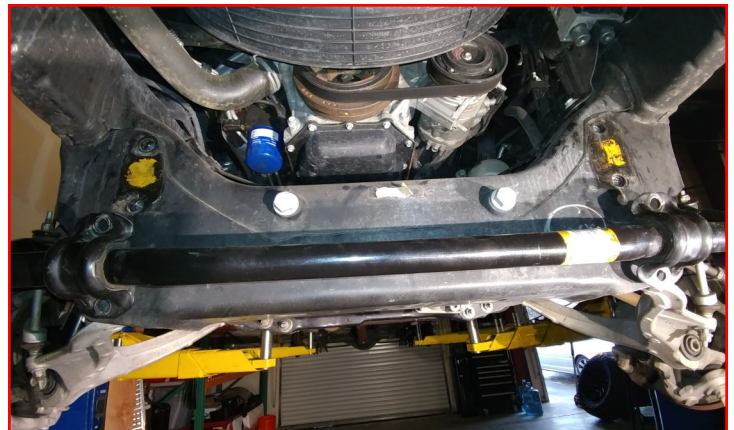
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Starting with the front of the vehicle, all steps are to be completed on both sides of the vehicle unless instructed.

Remove the outer **tie rod end nut**. Strike the tie rod end on stud with a dead blow hammer to dislodge the taper.

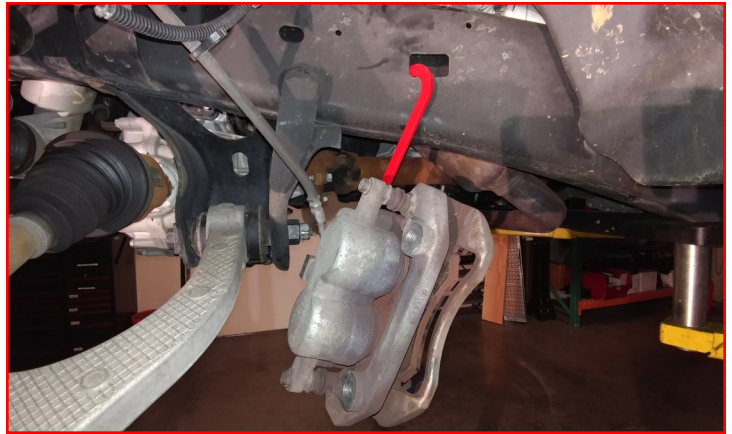


Remove the sway bar from the frame. Let hang out of the way.



Remove the brake caliper from the knuckle. Using a suitable device, hang the caliper out of the way. **DO NOT** let the caliper hang by the brake line.

Remove the brake rotor and set aside.



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

Note: Take care when handling the CV axle, damage can occur if not cautious.



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 the nut and let the knuckle hang out of the way.



Remove the upper control arm from the frame. Retain the factory mounting hardware but discard the control arm.



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

Remove the (3) **top strut mounting nuts** located on top of the strut tower and retain the nuts. While lowering the lower control arm remove the strut assembly from vehicle.

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

NOTE: IF INSTALLING PT# 69-1042 PLEASE USE THE SUPPLEMENTAL INSTALLATION INSTRUCTIONS (page 9) PRIOR TO STRUT DISASSEMBLY/ASSEMBLY.

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.

Picture shows the order of assembly for the strut: **1.** Factory top hat and rubber isolator, **2.** ReadyLIFT pre-load spacer, **3.** Factory dust shield, **4.** Factory plastic spring lock.



Install the ReadyLIFT preload spacer onto the dust shield/ spring seat. 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 spring from bowing. When tightening, make sure the top of the strut shaft is fully seated into the top hat. Torque the top strut hardware to **30 ft-lbs.**



PT# 69-1042 SUPPLEMENTAL STRUT INSTALLATION INSTRUCTIONS

Disassemble front shock and coil spring according to vehicle manufacturer's procedures.

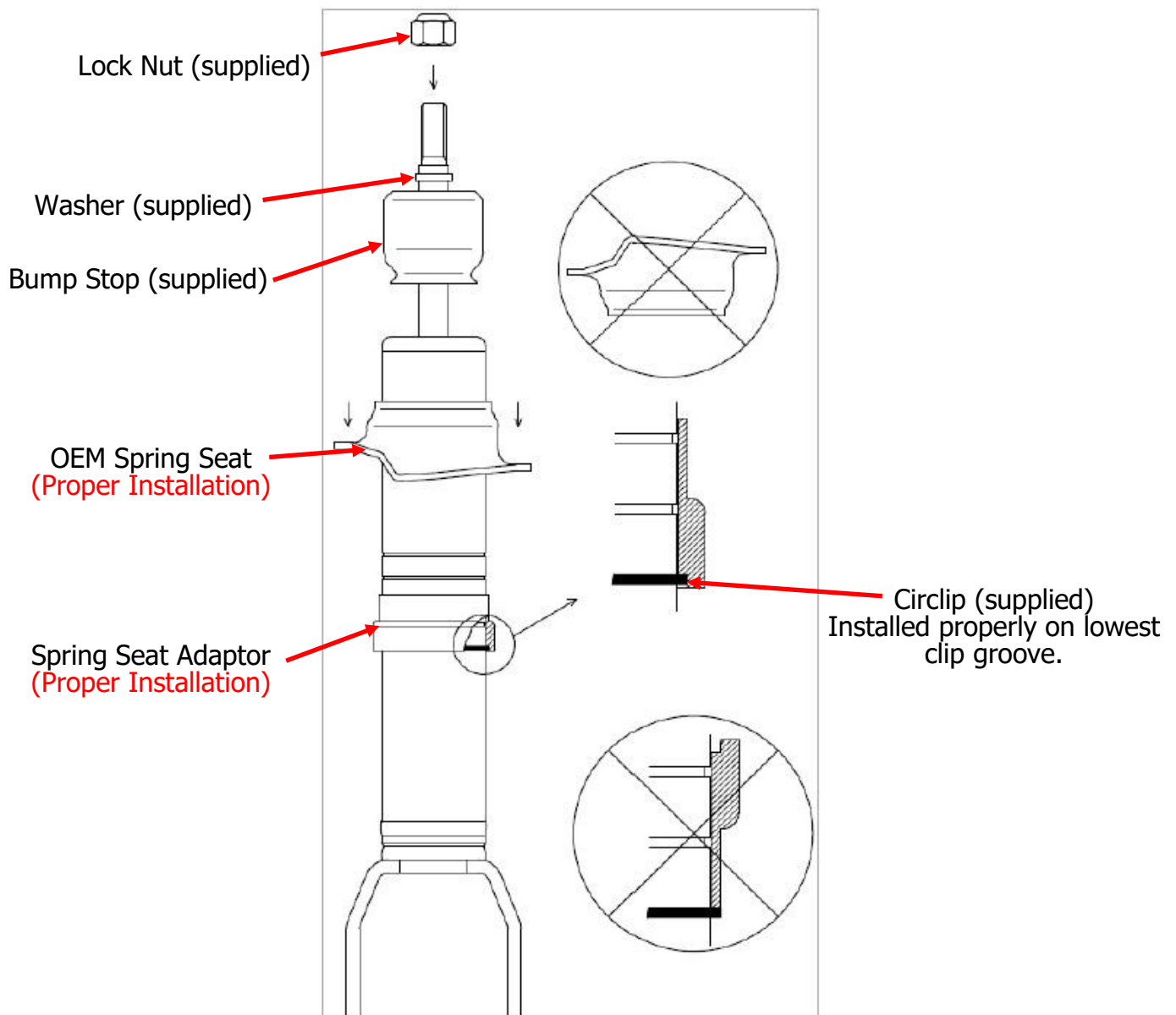
Use an appropriate tool to install the supplied circlip in the lowest groove. DO NOT install on any other clip groove.

Ensure that the circlip is fully seated in the groove after moving it (you should be able to rotate it manually in the groove).

Install the new spring seat adapter (supplied) such that the groove inside the spring seat adapter fits over the circlip on the shock body. See illustration below. ONLY install the spring seat adapter in the direction shown. The circlip must fit completely in the groove inside spring seat adapter. Improper installation will cause permanent damage to the shock!

Install OEM spring seat and new bumpstop (supplied) in the direction shown only.

Continue on to the preload spacer installation on previous page.



Locate the supplied top strut extension and install using the **factory hardware**.

Torque the factory nuts to **30 ft-lbs**.



Mark the **area** on the lower control arm right above the strut mount.

NOTE: NO MODIFICATION TO THE LOWER CONTROL ARM OR THE STRUT ITSELF IS NECESSARY IF INSTALLING THE PT#69-1042 KIT. CONTINUE ON TO STRUT INSTALLATION.



Using a suitable tool, grind down this area. This is necessary to gain the clearance needed to install the strut assembly.



Mark the bottom of the strut body as shown. This needs to be done to the inside edge of the strut.

Note: the strut mounts 180 degrees from the original orientation, so this mark will be on the original outside face which will then be the inside face once installed into the vehicle.



Using a suitable tool, grind down this area at a 45 degree angle for clearance when the strut is installed. Do not grind into the strut body, only on the lower mount. Paint the exposed metal with a quality rust preventative paint.



*****Parts shown in red are for picture clarification only, actual lift components, and colors may vary.*****

Install the completed strut assembly into the frame using the supplied **M10 flange nuts**. Raise the lower control arm up and install the lower strut mount using the **factory hardware**. Do not tighten at this time.



Install the appropriate side upper control arm to the frame side that you are working on using **factory hardware**. (The control arms are identified by the ABS mounting hole, the hole will line up just like the factory arm towards the rear of the vehicle)



Torque the upper control arm hardware to **120 ft-lbs**

Install the upper ball joint to the knuckle using **provided hardware**. Make sure to install the **ball joint spacer** under the nut.

Torque the ball joint nut to **45 ft-lbs**. Install the provided cotter pin.



Install the rotor and caliper using factory hardware. Torque the caliper bolts to **130 ft-lbs**.

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

Install the axle nut. Torque the axle nut to **185 ft-lbs**.

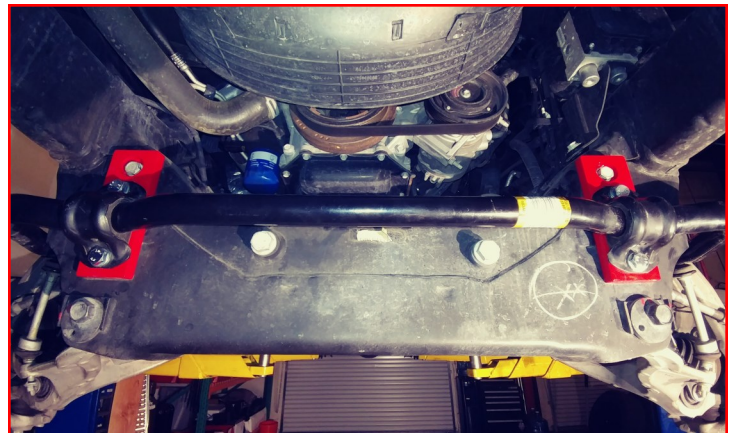


Install the provided sway bar drops to the frame using **factory hardware**.

Torque the factory hardware to **45 ft-lbs**.

Install the sway bar to the sway bar drop brackets using **M12 x 20mm bolts and washers**.

Torque the M12 hardware to **45 ft-lbs**.



Install the front wheels and lower the vehicle to the ground. Jounce the suspension a few times to get it to settle to the new ride height. Torque the lug nuts to the wheel manufacturer specs, upper strut mount to **30 ft-lbs**, lower control arms, and lower strut mount to **120 ft-lbs**. Lower control arm to have final torque set by alignment shop.

With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

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.**

Rear Installation

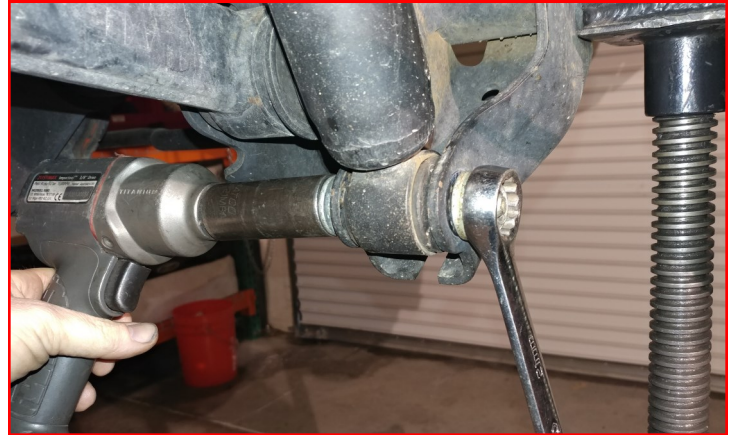
Block the front tires and raise the rear of the vehicle using a suitable jack.

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.

Support the axle with a suitable jack. Remove the lower shock from the axle. Retain factory hardware.

Note: If installing the 69-1041 kit, completely remove shock at this time and discard in an appropriate manner.



Remove the ABS harness and brake line bracket from the frame.



Remove the sway bar end link at the frame. Retain factory hardware.



Locate both the rear aluminum spacer and the supplied urethane spacer.



Place the urethane spacer on top of the aluminum rear spacer. Install the urethane spacer onto the aluminum rear spacer by squeezing around the outside edge of the two parts. You may feel a slight click as it engages.



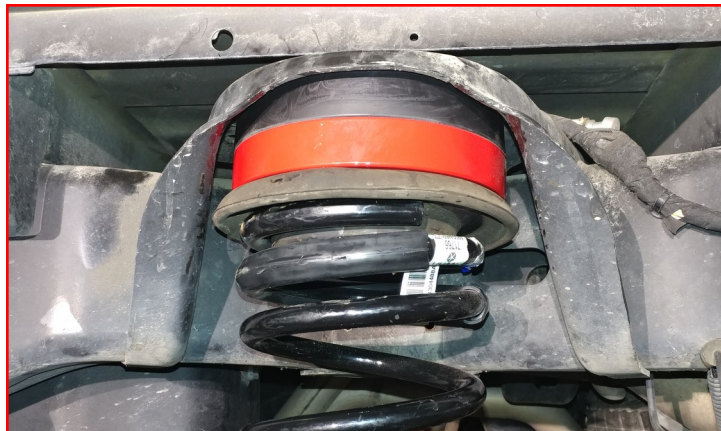
Ensure the urethane is completely seated. Gentle pull up on the urethane spacer to be sure.



Loosen but do not remove the upper control arms, lower control arms, and track bar hardware at the frame and axle.



Lower the axle enough to remove the springs. Install the rear spring spacers onto the springs making sure to keep the factory isolator on top of the spring. Raise the axle while locating the spring assembly to the frame.



Install the lower shock to the axle using factory hardware. Do not tighten at this time.

Note: If installing the 69-1041 kit, install aftermarket shocks per manufacturer's suggested installation procedure. Do not tighten at this time.



Install the supplied bump stop extension to the axle using **3/8" bolt, washers, and nut.**

Torque the M10 hardware to **35 ft-lbs.**



Install the rear sway bar drop bracket to the frame using the supplied **M12 bolts, washers, and nuts.** (Part is shown on outside of frame for reference, install to the inside of the frame.)

Torque the hardware to **45 ft-lbs.**



Install the sway bar end links to the drop brackets using factory hardware. Do not tighten at this time.

Install the brake line brackets to the frame using factory hardware.

Torque the factory hardware to **5 ft-lbs**.



If removed, install the inner fender liner and wheels. Lower the vehicle to the ground. Jounce the vehicle a few times to get it to settle to the new ride height. Torque the lug nuts to the wheel manufacturer specs, the upper and lower control arms to **200 ft-lbs**, the track bar hardware to **125 ft-lbs**, shock hardware to **65 ft-lbs**, and the sway bar links to **45 ft-lbs**.

Turn the steering wheels from lock to lock and verify all clearances between the tire, body, ABS, brake line and suspension components. Adjust as necessary.

Attach the vehicle negative power source. Have the alignment set to the recommended specs at the end of the instructions.

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

	Driver	Passenger	Tolerance	Total / Split
Camber	0.0	0.0	+/- 0.5	+0.0
Caster	+3.0	+3.0	+/- 0.5	+0.0
Toe	+.05	+.05	+/-0.05	+.20