

READYLIFT®

LEVELING SUSPENSION

ReadyLift® (Part# 69-5076) Lift Kit, Installation Instructions Toyota Tundra New Body Style 2WD & 4WD

SAFETY WARNING: ReadyLift Suspension Inc. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

PRODUCT SAFETY WARNING: Modifying your vehicle ride height may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. ReadyLift Suspension Inc. does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

Pre-Installation Notes

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of ReadyLift Suspension Inc. components. **Always wear safety glasses** when using power tools.
6. If installation is to be performed without a hoist, ReadyLift aSuspension Inc. recommends rear alterations first.
7. 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 attitude. Always measure the attitude prior to beginning installation.

POST-INSTALLATION WARNINGS

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.
3. Headlight adjustment is highly recommended.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.
5. **An alignment is required after installation for both safety and to prevent premature tire wear.**

ReadyLift Suspension Inc.

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Please read instructions thoroughly and completely before beginning installation.
Check www.readylift.com for any updated installation instructions.
Installation by a trained mechanic is recommended.

Prior to lifting the vehicle, measure the stock height so that you have a base line to check after the kit has been installed. Measuring the vehicle from the bottom of the wheel to the lip of the fender is recommended.



1. Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground. Use a floor jack and jack stands or a two post lift if available.

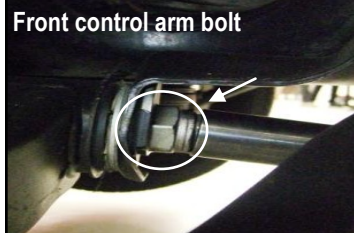
2. Remove the skid plate. Some models may have two skid plates. A 12mm socket is needed.



3. Starting on the driver side, remove the five lug nuts and the wheel.



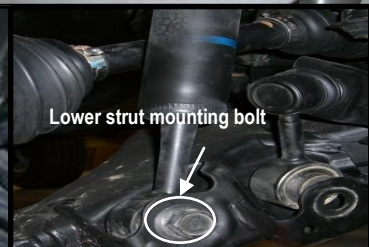
4. Using a 24mm socket, loosen **but don't remove** the driver side lower control arm bolts. This will allow the lower control arm to move freely.
DO NOT REMOVE ALIGNMENT CAMS.



5. Using a 19mm socket, loosen and remove the sway bar end link bolt on the lower control arm.



6. Using a 22mm socket, loosen and remove the lower strut mounting nut and bolt from lower control arm.



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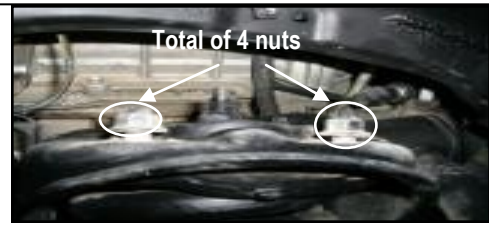
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7. Using a 14mm wrench, loosen **but do not remove** the four upper strut mounting nuts.

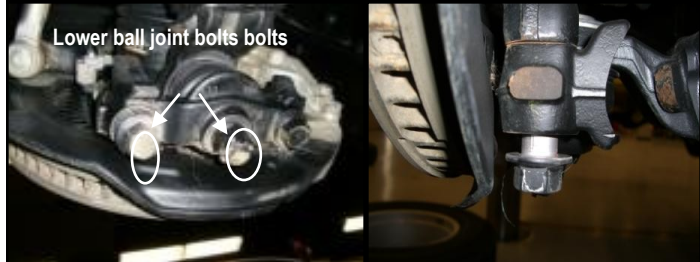


8.

Loosen and remove the two 22mm bolts that connect the lower ball joint to the spindle.

Please take caution as the lower control arm will swing down as soon as you remove the lower ball joint bolts.

Holding the Strut with one hand remove the four 14mm upper strut mounting nuts. Remove the strut, being careful not to damage the CV Boot on 4WD models.



9.

Install the ReadyLift® strut extension and torque to factory specs.



10.

Reinstall strut into vehicle and install the new nuts provided, but do not tighten.

Using a jack, raise the lower control arm and guide both the lower strut mount and the sway bar end link into their respective pockets. Install the lower strut mounting bolt and nut, torque to factory specs. Use thread locker if necessary.



11.

Use of a pry bar and hammer may be need to align mounting holes for the end link bolt. Install 19mm bolt and torque to factory specs.



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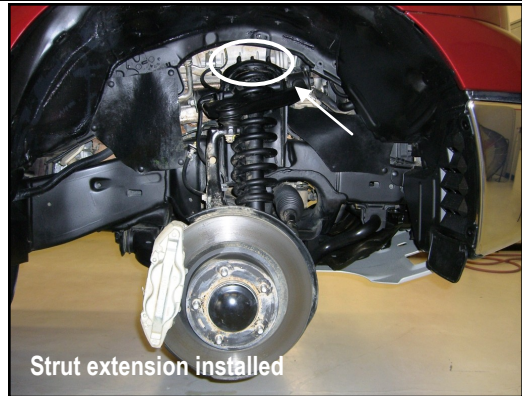
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12.

Install the two 22mm lower ball joint bolts starting with the rear bolt first, as it is easier to line up with the spindle. Torque to factory specs, use thread locker where necessary.

Tighten the four 14mm upper strut mounting bolts and torque to factory specs.

Put the wheel back on and torque to 85-90 ft/lbs. With vehicle on the ground tighten the lower control arm bolts and torque to factory specs. Use thread locker where necessary.



13.

Reinstall both wheels and torque to factory specs.

14.

Repeat the previous steps on the passenger side of the vehicle. Follow each step closely, making sure to double check the torque on all fasteners and use thread locker where necessary.

REAR-BLOCK INSTRUCTIONS

15.

DO NO STACK BLOCKS AS IT IS DANGEROUS TO YOU AND OTHERS, AND IS ILLEGAL IN MOST STATES.

Rear Block Installation

Remove the four 19mm nuts and two u-bolts from one side of the vehicle.



16.

Using a jack and a block of wood, carefully raise the truck by the leaf spring until there is enough room for the new block. Install the ReadyLift® 2" rear block, make sure the small end of the taper is facing the front of the truck. Lower the jack and make sure that the leaf spring center pin goes into the hole on top of the block. Install ReadyLift® u-bolts using the hardware provided. Torque to 120 ft/lbs. Repeat on opposite side.

Photo used for reference only



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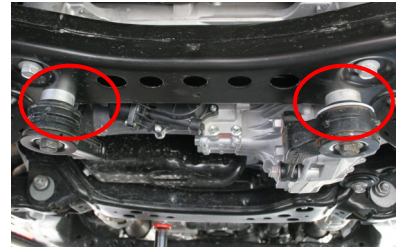
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Front Differential Spacers

1. Position a floor jack under the front differential. Raise the pad so that it is touching the diff.

2. Remove the factory 19mm differential mounting nuts and bolts. The OEM washers will be reused.



3. Install the 1" spacers between the differential supports and the front cross-member. Install the new bolts with factory washers and the new nuts and washers. Torque to factory specs.

Skid Plate Spacers

Using the hardware provided, install the M8 bolt, washer, skid plate, and 1/2" tall spacer into the back three skid plate mounting points.



Modifications To Clear 35" Tires

1. With your wheel and tire mounted on the vehicle, verify the main contact points of the tire and skid plate on both sides. Mark off the section of the skid plate needed to cut for tire clearance. **See Photo 1.** Remove the skid plate, carefully cut off the section marked off using a hi speed cutter or comparable tool. Deburr the cut edges, reinstall and check for clearance issues.



2. Remove the front flap. The inner fender liner will need to be pushed forward to create turning clearance. The mounting location of the inner fender liner will need to be trimmed to create the clearance needed to push the liner forward. You will also need to drill a new hole for one mounting bolt.

See Photos 2,3,4.



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Wheel Alignment: A Certified Alignment Technician that is experienced with lifted vehicles is recommended to perform the alignment.

*It is also recommended that you adjust your headlights whenever your vehicle's ride height is altered.

*Steering and Yaw sensors in the new Tundra are very sensitive, so after any suspension change the alignment has to be brought back into factory specs. A "Zero point Calibration" is done after the alignment to re-set the on-board computer. If these are not done, the truck may trigger traction control under heavy throttle or load causing the engine to lose some power or the brakes applied. The typical cost to have a Toyota dealer do these two critical adjustments is around \$125.



Before ReadyLift®



After ReadyLift®

Vehicle Handling Warning

Vehicles with larger wheels and tires will handle differently than stock vehicles.

Take time to familiarize yourself with the handling of your vehicle.

DRIVE SAFELY and WEAR YOUR SEATBELT.

Installation Warning

Always wear proper safety equipment and use the correct tools when installing any suspension upgrade. Make sure vehicle is on a flat surface and you are using jack stands or a lift rated for the weight of the vehicle.

Warning! This ReadyLift® Leveling Kit is designed and engineered to level out a stock vehicle with no prior modifications. The use of this kit along with items such as rear lift blocks or spacers, add-a-leaves, airbags, suspension lifts, body lifts or any other type of lifting accessory shall be done at the vehicle owners risk and will void any and all warranties in effect or implied by ReadyLift®.

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