

# READYLIFT®

SUSPENSION INC.

ReadyLift® (Part# 66-3050) Torsion Key Kit, Installation Instructions

2000-2008 GM 2500/3500/HD & New Body Style 2WD & 4WD

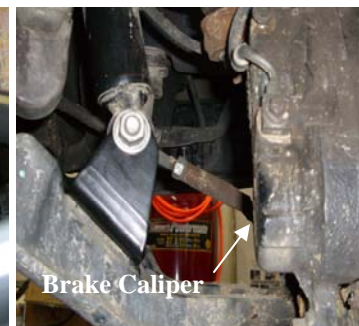
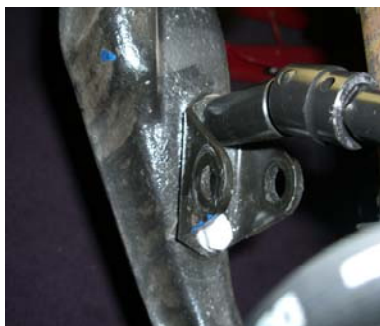
Please read instructions thoroughly and completely before beginning installation.  
Installation by a trained mechanic is recommended.

Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground. Use a minimum 3 ton jack stands and place under frame for safety or a (2) two post lift if available. Make sure that the emergency brake is on and the rear wheels are blocked to prevent a rollout.

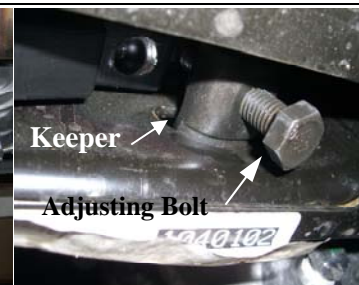
- Note:**  
Prior to lifting the vehicle, it is recommended that you measure the stock height of the vehicle so that you have a base line to gauge after adjusting the height of the vehicle. Measuring the vehicle from the bottom of the wheel to the lip of the fender is recommended.



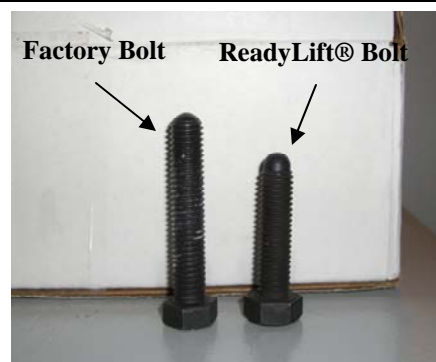
- Remove front driver's side wheel. Remove front shock. Remove the two bolts that attach the lower shock bracket to the lower control arm. Install ReadyLift® shock bracket. Be sure to use a small amount of thread locker on the two shock bracket mounting bolts and the lower shock bolt. Re-install shocks. Please note that the lower shock bolt will be inserted from the opposite direction that it was removed on 4x4 models.



- Using a ReadyLift® Torsion Bar Unloading Tool (Part#66-7822A), compress the driver's side key so that the keeper and adjusting bolt are loose. Remove the torsion key adjusting bolt from the keeper, and then remove the keeper.



- Releasing the tension on the unloading tool will now release the tension on the torsion bar. Slide torsion bar forward allowing the torsion key to be removed. **An air hammer may be needed to push the torsion bar forward on vehicles with excessive rust.** Install the ReadyLift® Forged torsion key and slide torsion bar back into position. Compress the key using the ReadyLift® torsion bar unloading tool. Insert keeper and ReadyLift® adjusting bolt supplied in kit. **Please note that some vehicles may require the use of the factory adjusting bolt to get the maximum amount of lift.**



ReadyLift Suspension Inc.

3201 W MacArthur Blvd, Santa Ana, CA, 92704

Toll Free (888) 922-2294 Local (714) 862-2968 Fax (714) 862-2972

9/17/2008

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IMPORTANT! – Each  $\frac{1}{4}$ " of adjustment on the bolt equals 1" at the wheel. Check the ride height with the vehicle on the ground. Ride height can be adjusted with the vehicle on the ground.

5. Note: Over-cranking the suspension will affect ride quality and is not recommended.

The distance between the upper A-Arm and the metal bump stop should be no less than  $\frac{3}{4}$ ". Any less than this amount will result in a harsh ride and put strain on the CV half shafts.



6. Repeat steps 1 through 5 on the Passenger Side of the vehicle. Follow each step closely, making sure to double-check the torque on all fasteners. Measure the distance between the tires and fenders to make sure both sides of the truck are even.

7. Wheel Alignment; a Certified Alignment Technician that is experienced with lifted vehicles is recommended to perform the alignment.

\*It is recommended that you have your vehicle's alignment checked whenever installing new tires.

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



Shown:

New Body 2007 Silverado 3500HD with 285/65R18 BFG T/A KO on 18"x 9" wheel with 5.0" of backspace.

### Wheel And Tire Recommendations

2007-2008 New Body Style 3/4 Ton and 1 Ton Trucks can run a 285/65R18 BFG T/A KO tire on a 18x9" wheel with 5" of backspacing.

2000-2007 Classic Model truck can run a 305/55R20 Tire on a 20x9" rim with 5.5" of Backspacing.

Any other combination beyond these recommendations will need a fender modification for tire clearance. ReadyLift® assumes no responsibility for any damage to the tires, fenders and/or vehicle caused from improper wheel and tire combinations fitments. It is the responsibility of the installer to verify fitment of wheels and tires prior to install. If you have any questions, please feel free to call us at 800-549-4620.

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#### Vehicle Handling Warning:

Vehicles with larger wheels and tires will handle differently than a stock vehicle. Take time to familiarize yourself with the handling of your vehicle.

#### Installation Warning:

Always wear proper safety equipment and use the correct tools when installing any suspension upgrade. Make sure the 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 a stock vehicle with no prior modifications. The use of this kit along with items such as rear lift blocks or spacers, add-a-leafs, airbags, suspension lifts, body lifts or any other type of lifting accessory shall be done at the vehicle owners risk and may void any and all warranties in effect or implied by ReadyLift®.



Before ReadyLift®



After ReadyLift®

### **Trouble Shooting Guide**

Key rusted to the torsion bar: An air hammer may be needed to push the torsion bar forward on vehicles with excessive rust. See step 4

Rides rougher than before: The distance between the upper A-Arm and the metal bump stop should be no less than 3/4". Any less than this amount will result in a harsh ride and put strain on the CV half shafts. See step 5

Can't get enough height: Please note that some vehicles may require the use of the factory adjusting bolt to get the maximum amount of lift. See step 4

Tires rub: Verify ride height, Check wheel width and backspacing, make sure tire is no larger than 33x12.50Rxx for the 2000-2007 Classic HD and no larger than 33x11.50Rxx for the 2007 New Body Style HD. Bottom of page 2

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Fender Modification for clearance of 285/70/R17  
Tires mounted on 17x8 wheel with 5.5" backspace

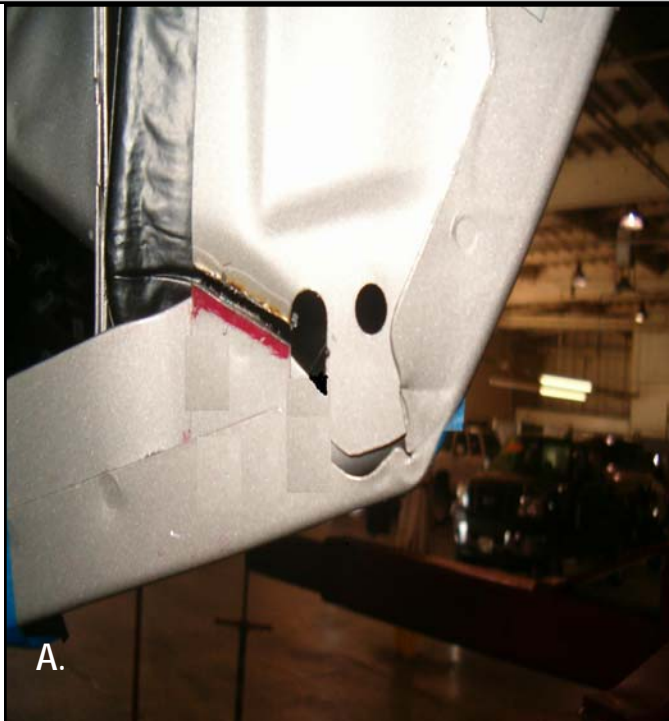
1.

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 (2) two post lift if available.

**Critical point: This modification should only be done when you can allow 24 hours for the drying time needed for primer and undercoating. If you fail to take your time in prepping, priming and undercoating the fender area as described below will result in an unsatisfactory looking finished product.**

Start by removing two factory screws and two plastic x-mas tree fasteners located on the bottom of the front fender rear plastic liner.

Insert A displays area to be cut with saws-all or die grinder.

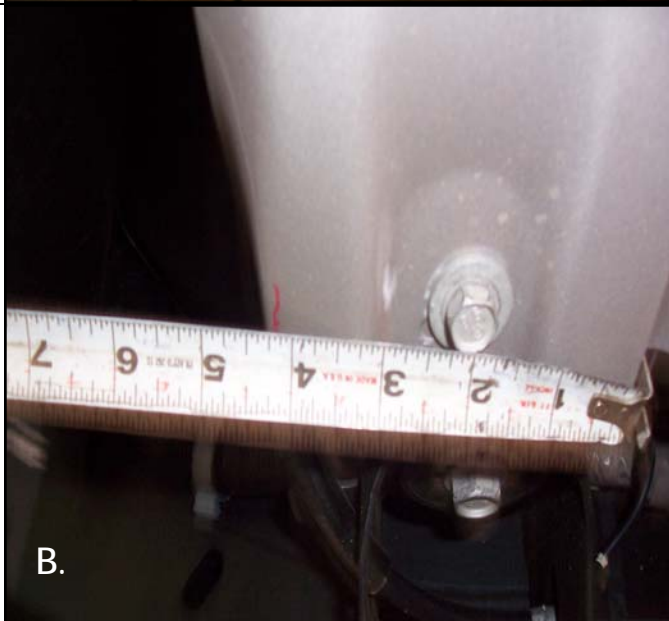


2.

**Critical point: Make sure the bottom fender bolt is tight prior to flattening inside fender to avoid fender movement. Take note of the spacing between the fender and the front doors. Make sure you haven't reduced this spacing or the door will make contact when hinged open.**

Using a plastic or rubber mallet, slowly bend the inside of the fender until it flattens back.

Insert B shows the inside of the fender bent back with measured length from the bottom of the fender.



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3.

Mask the fender starting at the bottom corner and toward the bottom fender bolt.. Lightly scuff the fender area cut and down to the bottom of the fender.

Using a paint primer, prime scuffed area and let dry. Once dry, undercoat on top of the primed area. Let undercoat dry before removing masking and fastening plastic liner onto the fender.



## DISCLAIMER

ReadyLift® assumes no responsibility and/or liability for any modification to your vehicles inside fender well/wells. It is the vehicle owner's sole responsibility to ensure that all precaution are taken when performing any body or mechanical work. These instructions are only recommendations and not requirements. This type of work should only be performed by a licensed professional.



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