



66-2725, 66-2726

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.****

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.

This suspension system was developed using a 35 x 12.5" tire with 20" x 9" wheel and a offset of +25. 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:

Vehicles with snow prep package / ambulance package front ends may sit taller than standard models in the front and leveled stance may not be achieved with the use of this kit. A rear lift kit may be necessary for leveled stance.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

Spring	2
Shock Extension	2
Sway Bar Drop	2
Brake Line Extension 2017-UP	2
Brake Line Bracket 2011-2016	2
Bump Stop Extension	2
5/16" x 3/4" Bolt	2
5/16" Washer	4
7/16" x 1 1/2" Bolt	4
7/16" Washer	8
7/16" Nut	4
M8 x 70mm Bolt	2
M8 Washer	2
M14 x 70mm Bolt	2
M14 Washer	4
M14 Nut	2
Track Bar Bracket (66-2726 Only)	1



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.

Support the axle with a suitable jack stands.



2011 - 2016: Remove the brake line spring clip from the bracket at the frame.



2017 - UP front brake line: Remove the brake line bracket at the frame. Remove the brake line bracket at the axle.



Remove the lower shock from the axle mount.



Remove the sway bar from the frame.



Place floor jack under radius arm
Remove the 25mm bolt from both arms and slowly release jack pressure till the radius arms are gapped apart from bracket as shown.



Loosen but do not remove the radius arm bolt at the frame. Lower the axle enough to remove the front springs. Make sure not to over extend the ABS, brake lines, and vent tube. Install the ReadyLIFT urethane isolator, spring spacer, and then factory rubber isolator onto the spring. Raise the axle enough to hold the spring assembly in place.



Drill out top factory hole in radius arm bracket to fit a $\frac{3}{4}$ " bolt and install the provided radius arm bracket. Use factory bolt to reattach radius arm.



Install the ReadyLIFT sway bar drops to the frame using factory hardware. Torque to 35 ft-lbs. Install the sway bar to the ReadyLIFT sway bar drops using the $\frac{7}{16}$ " x $1\frac{1}{2}$ " bolts, washers and nuts. Torque to 35 ft-lbs.



Reattach the factory brake line bracket at the axle using factory hardware. Torque to 5 ft-lbs.



2011 - 2016 front brake line: Install the ReadyLIFT brake line drop bracket to the frame using the factory hardware. Torque to **5 ft-lbs**. Note: The ReadyLIFT brackets look like the factory brackets except the locating flat is 180 degrees off. Install the brake line block using the factory clip. Re-connect the ABS line. Do not clip back to fender liner.



2017 - UP front brake line: Install the ReadyLIFT brake line bracket to the factory brake line using **5/16" x 3/4" bolts, washers, and nuts**. Install the bolt facing outwards. Torque to **10 ft-lbs**. Gently pull the metal brake line down while lining up the ReadyLIFT bracket to the original holes in the frame. Install using **factory hardware**. Torque to **5 ft-lbs**.



2011 - 2016: The ReadyLIFT extension lower bolt holes are offset. The offset hole will be closest to the radius arm. Install the shock extensions to the axle using **factory hardware** and the shock to the shock extensions using the **M12 x 70mm bolt, washers and nuts**. Do not tighten at this time.



Install the ReadyLIFT shock extensions to the axle using factory hardware making sure the offset hole is towards the rear of the axle. Install the shock to the ReadyLIFT shock extensions using the **M14 x 70mm bolt, washers and nuts**. Torque to **45 ft-lbs**. (2017 and up models shown, earlier models differ slightly. The offset hole will end up towards the radius arm.)



Remove the factory bump stop by pulling it out of its mount. Remove the mount from the frame by pulling it out of its mount.



Install the ReadyLIFT bump stop spacer and factory bump stop mount to the frame using **M8 x 70 mm bolt and washer**. Torque to **5 ft-lbs**. Install the bump stop to the factory mount by pressing it back into place.



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

Torque the radius arm brackets and arm bolts to **200 ft-lbs**, track bar to **250 ft-lbs**, upper shock hardware to **30 ft-lbs** and lower shock hardware to **45 ft-lbs**.

Reattach the vehicle power source at the negative terminals.

Have the alignment set to the factory specs by a reputable alignment shop.

Supplemental Track Bar Bracket Instructions **Included in the 66-2726** **Optional purchase for the 66-2727**

Remove the track bar from the factory track bar bracket at the frame. Remove the factory track bar bracket from the frame.



Install the ReadyLIFT track bar bracket to the frame using **factory hardware**. Torque to **95** ft-lbs. Install the track bar to the ReadyLIFT bracket using **factory hardware**. Lower the vehicle to the ground for torque. Torque the track bar hardware to **250** ft-lbs.





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	-0.3	-0.3	+/- 0.5	+0.0
Caster	+3.0	+3.0	+/- 0.5	+0.0
Toe	+.07	+.07	+/-0.05	+.14

REAR LIFT INSTALATION INSTRUCKTIONS

Prep U-bolts by cleaning with some type of parts cleaner and paint the U-bolts, washers, and nuts.



Remove stock U-bolts from springs.



Remove top nut from each shock and slide shock off stud.



Lift rear of the chassis and insert 2.5" lift blocks make sure to note the drain hole faces the front direction of the truck and insert new U-bolts use factory axle bracket and new hardware to tighten down.



Slide provided spacer over shock stud.



Insert bushing sleeve in shock make sure it ends up flush with both ends of the shocks rubber bushing



Attach shock drop on factory stud and use factory nut to tighten the bracket, then using provided 1/2" hardware to tighten the shock to the bracket.





Front Fender Trim Instruction Manual

for

Super Single (305/70R19.5) Conversion w/
2.5" Lift Kit on Ford F-450 / F-550 2005 -
2024

For any technical questions contact:

David Horton

dhorton@firematic.com

631-995-3246

Tools Required for Fender Trim Procedure:

- Bending Brake or Vice & Hammer (to bend aluminum fender fills)
- Cut-off Tool (to trim quarter panels)
- Small Reciprocating Saw or Coping Saw (to trim plastic fenders)
- Drill & 3/16" drill bit (to make rivet attachment holes)
- Rivet Gun/Tool (for attaching rubber fenderettes & aluminum fender fills)
- Sharpie (black & silver suggested for marking) or your favorite marking tool.
- Scissors (to cutout paper trim templates)
- Sandpaper or light grinder/file (to clean up quarter panel & plastic fender trims)

Legal Disclaimer:

By using this Front Fender Trim Instruction Manual ("Manual"), you agree to the following:

- **Assumption of Risk:** Cutting into a vehicle or modifying any part of it carries inherent risks, including but not limited to potential damage to the vehicle, loss of warranty, and decreased resale value. By following the instructions in this Manual, you knowingly and willingly assume all such risks.
- **Skill & Judgement:** This Manual provides general guidance, and it is your responsibility to use your personal judgement and ensure that you have the necessary skills, experience, and tools to carry out the instructions safely and effectively.
- **Release of Liability:** Firematic Supply Co. Inc., its affiliates, employees, agents, and contractors shall not be liable for any damages, losses, costs, or expenses, including but not limited to property damage, personal injury, or death, that may arise from or relate to the use or misuse of this Manual or the modifications you make to your vehicle.
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By continuing to use this Manual, you acknowledge that you have read, understood, and agree to be bound by this Disclaimer. If you do not agree with these terms, please do not use this Manual.

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Step 1: Remove the plastic fender.



Step 2: Pull back the fender liner.



Step 3: Use the provided template to mark where you'll trim the quarter panel. At the top and bottom ends of the curve, cut straight back. ***Note:** the provided templates do not extend to the top and bottom end of the cut.



Step 4: Trim the quarter panel using a cut off tool. This is how your trimmed fender should look now:



Step 5: Mark the back section of fender area. No template is provided. Start the cut between the two rivets as highlighted in the second picture. The cut should be about an inch back from the edge of the sheet metal, following the body lines down to the bottom.



Step 6: Trim the back area of the fender following your cut line using a cut off tool and deburr the edge of your cuts lightly.



Step 7: Plastic Fender Trimming: Mark a perpendicular line 1 inch above the hole as shown in this orientation.



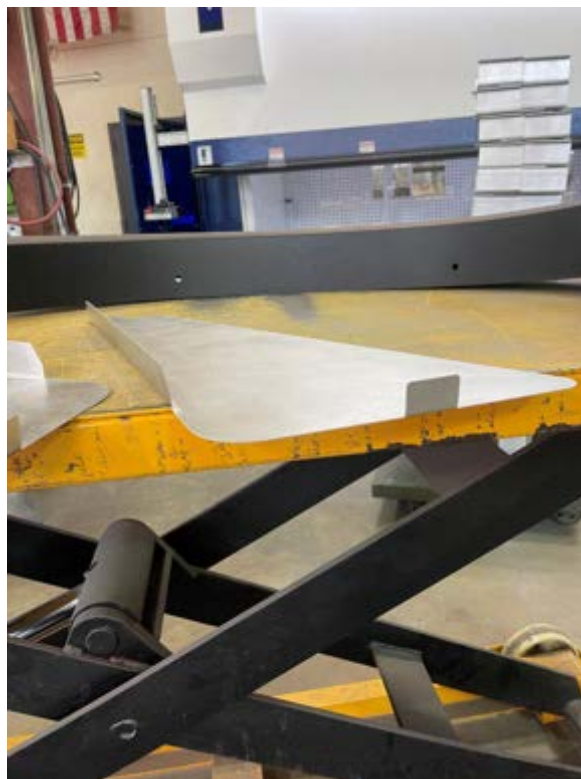
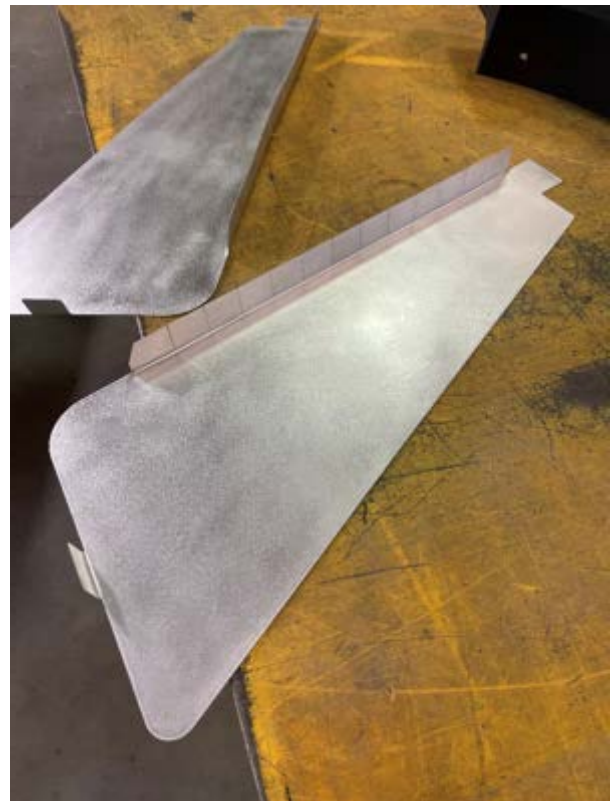
Step 8: Use the other provided paper template to mark where you'll trim the fender.



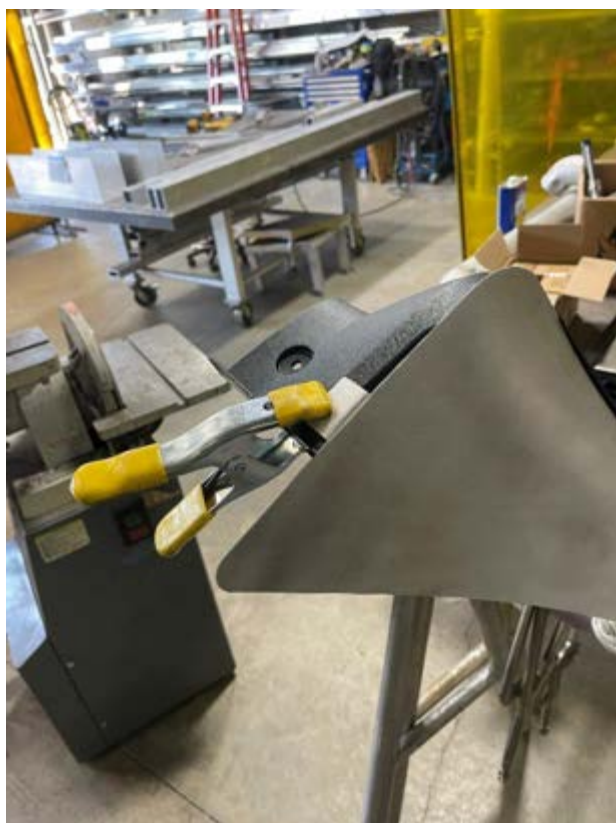
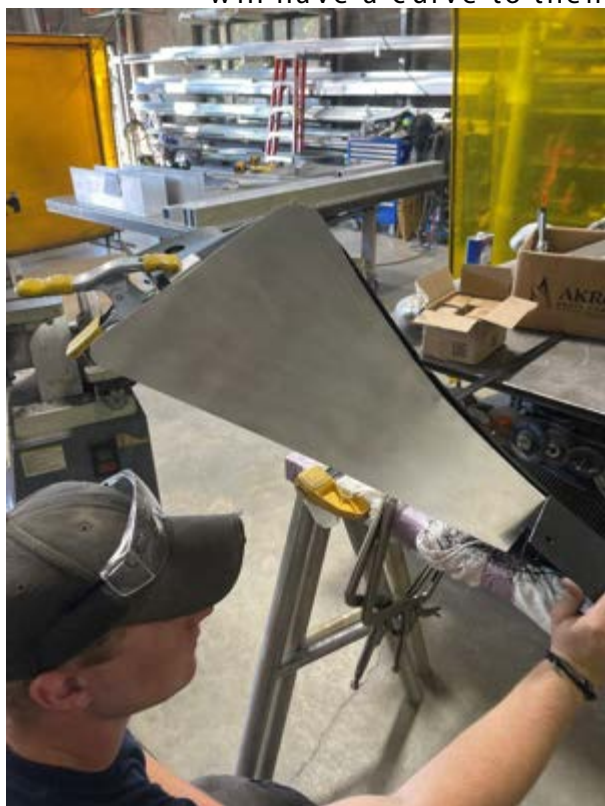
Step 9: Trim the fender using a small reciprocating saw (or similar).



Step 10: Bend Aluminum Fender Fills to 90° as shown. If you don't have a break to bend the tabs with, use a vice & hammer lightly. Be careful not to break off the tabs with that method.



Step 11: Insert Aluminum Fender Fills into trimmed plastic fender as shown. The fender fills will have a curve to them to follow the curve of the plastic fender.



Step 12: Drill through the aluminum fender fills and plastic fenders using a 3/16" drill bit. Utilize the rivets provided with the conversion kit to attach the aluminum fender fills to the plastic fenders as shown. *Make sure the rivet locations are in line with the plastic tabs underneath the plastic fender as shown in the second photo.



Step 13: Attach rubber fenderette to the plastic fender as shown in the photos. Use the same 3/16" drill bit and rivets from Step 12.





Step 14: Attach rubber fenderette to the plastic fender as shown in the photos. Use #10 ¾" sheet metal screws with fender washers.



Step 14: Take the finished plastic fender piece and re-attach it to the truck's quarter panel. Congratulations! You've completed the fender trim process. Now go do it again for the other side 😊. The only difference between sides is flipping over the templates when you go to trim the quarter panel & plastic fender.

