



ReadyLift® (Part# 66-3080) Strut Spacer Kit, Installation Instructions
2007-2009 GM Truck 6-Lug (GMT900)

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.

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 Suspension 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.

ReadyLift Suspension Inc.

3201 W MacArthur Blvd, Santa, CA, 92704

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

7/18/2008



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1.

Position truck on a flat level 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.

Remove the passenger side front wheel. (A)



Next remove the sway bar end link. (B)

Loosen but **DO NOT REMOVE** the three upper strut mounting nuts. (C)



2.

Unhook the ABS line from the upper control arm. (D)

Remove the two lower strut mounting bolts. (E)

Loosen but do not remove the upper ball joint nut. A hammer may be needed to break the ball joint free.

Remove the ball joint nut, the three upper mounting nuts and remove the strut from the vehicle.



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3. With the strut out of the vehicle, install ReadyLift® kit. (G)
- Reinstall the strut assembly in its stock location using the new nuts provided. Then reinstall the upper ball joint nut and sway bar end link.
- It may be necessary to use a pry bar to use a pry bar to aid in the reinstallation of the strut assembly, and a floor jack or jack stand to raise the lower A-arm in order to get the upper ball joint nut installed.
- Verify that all fasteners have been tightened to the factory torque the lug nuts to the proper OEM settings.



4. Repeat steps 1 through 3 on the Passenger Side of the vehicle. Follow each step closely, making sure to double-check the torque on all fasteners.

5. 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.



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 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®.

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

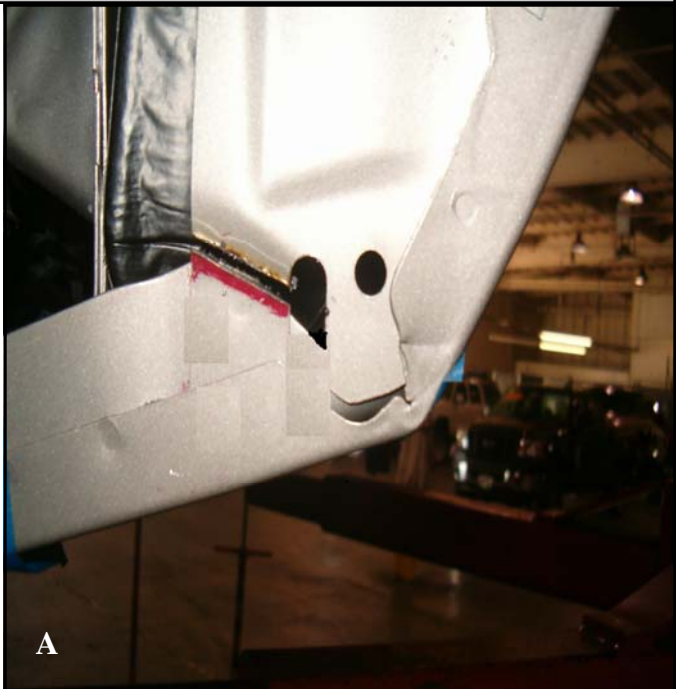
1.

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 don't 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.

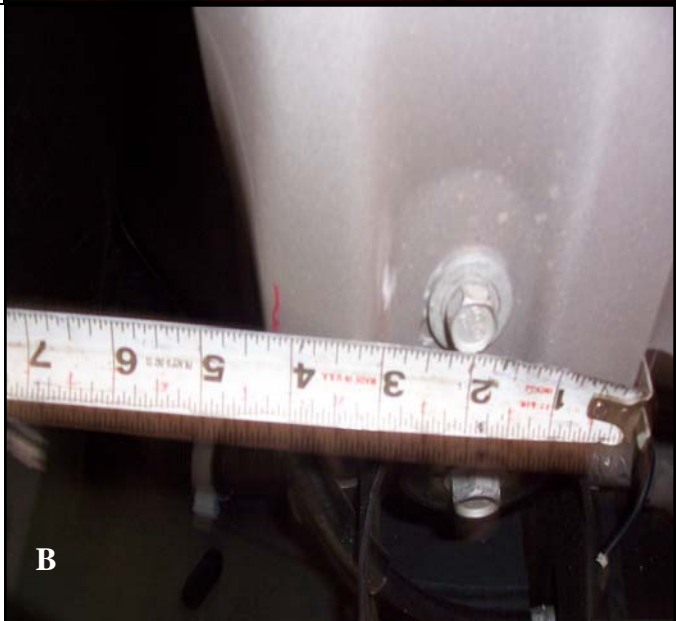


2.

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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