

READYLIFT®

SUSPENSIONS

77-13220 RAM 2500 Dual Steering Stabilizer

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, steering stabilizers, 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.

BILL OF MATERIALS

COMPONENTS		HARDWARE	
DESCRIPTION	QTY	DESCRIPTION	QTY
STEERING STABILIZER	2	MAIN BODY	
DUAL STEERING STABILIZER MAIN BODY	1	M8-1.25 x 40MM HEX HEAD BOLT, CLASS 10.9 YZ	2
STABILIZER WASHER, TOP	1	M8 FLAT WASHER, CLASS 10.9 CZ	2
DIFF COVER SPACER	1	M12-1.75 x 80MM HEX HEAD BOLT, CLASS 10.9 YZ	2
TIE ROD MNT, LT	1	M12-1.75 C-LOCK NUT, CLASS 10.9	2
TIE ROD MNT, RT	1	M12 FLAT WASHER, CLASS 10.9 YZ	4
U-BOLT, 1.75"ID X .375"-16	4	TIE ROD BRACKET	
		M12-1.75 x 70MM HEX HEAD BOLT, CLASS 10.9 YZ	2
		M12-1.75 C-LOCK NUT, CLASS 10.9	2
		M12 FLAT WATSHER CLASS 10.9 YZ	4
		3/8" - 16 C-LOCK NUT, GRADE 8	8
		3/8" M12 FLAT WATSHER, YZ	8



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*****

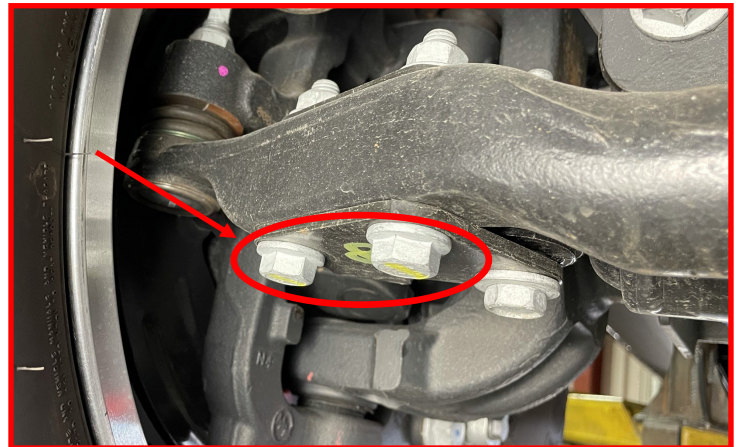
ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Raise the front of the vehicle and support with safety jack stands on the axle as close to the tires as possible.

Remove the two M12 bolts (18mm) holding the factory passenger side bracket to the tie rod.

Discard the factory hardware.

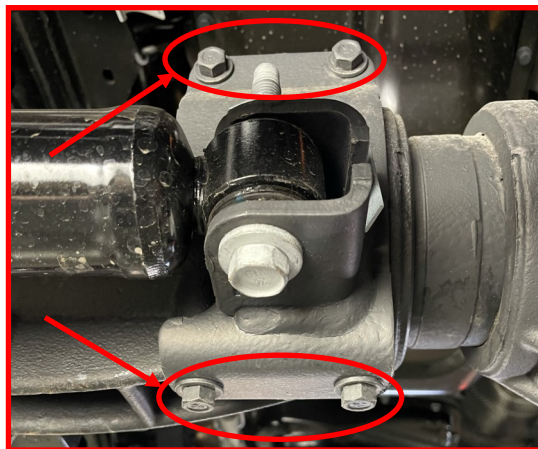


Carefully use a dead blow hammer to shimmy the bracket free.



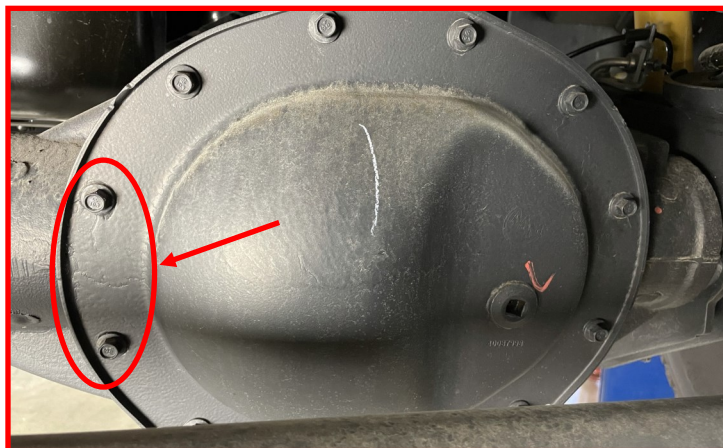
Remove the four M10 bolts (13mm) holding the factory bracket onto the axle. Discard the factory stabilizer and brackets

Retain the factory hardware.



Remove the (2) M8 factory bolts (10mm) at the 9 o'clock position from the diff cover.

Discard the factory hardware.



Using the **factory hardware**, install the ReadyLIFT Dual Steering Stabilizer main body onto the axle.

Do not tighten at this time.

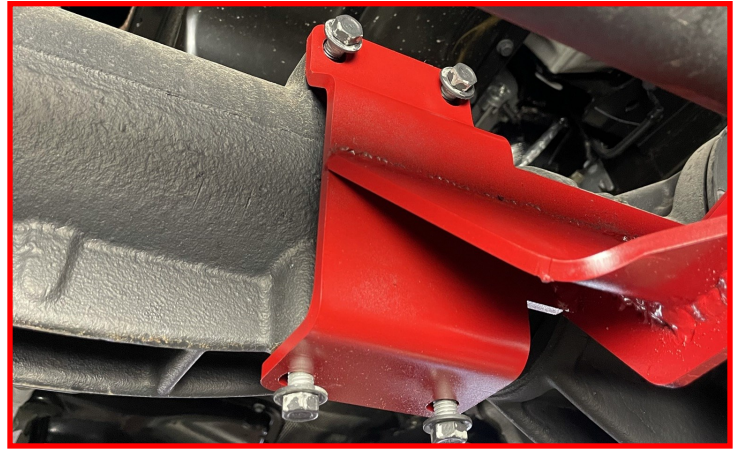


Slide the 0.25" Diff Spacer in-between the diff cover and the Dual Steering Stabilizer bracket. Install using the supplied **M8-1.75 x 40mm bolts (13mm) and M8 washers**.

Do not tighten at this time.



Torque the M10 bolts to **40 ft-lb.**

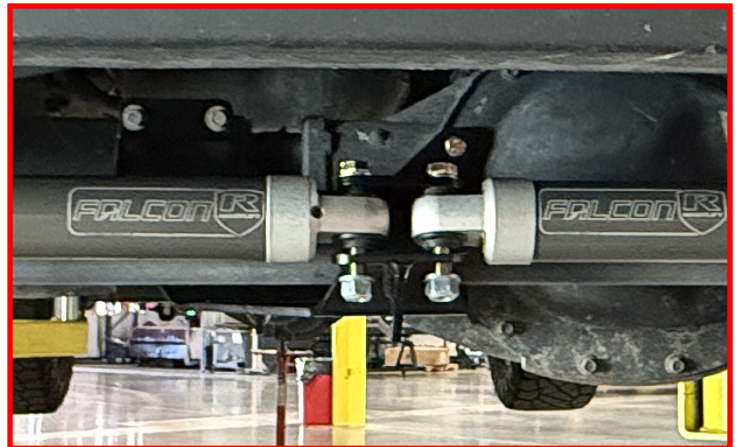


Torque the M8 diff cover bolts to **20 ft-lb.**



Locate the **stabilizer damper**. Using the supplied **M12-1.75 x 80mm bolts**, **M12-1.75 nuts**, four **M12 flat washers**, and 0.25" capture plate, install the stabilizers onto the stabilizer bracket. Make sure to install the bolts from the top down with the body of the stabilizers facing towards the center.

Do not tighten at this time.



Install the right side(Passenger) Ready-LIFT **Right Tie Rod Mounting Bracket** to the tie rod using the **supplied u-bolts, 3/8" washers and nuts**. Make sure the bracket is mounted on the bottom of the tie rod with the bend facing up.

Do not tighten at this time.



Prior to proceeding, it is necessary to turn the steering wheel to full lock towards the right side (Passenger).

Ensure the knuckle has made contact with steering stop.

NOTE: THIS MAY REQUIRE AN ADDITIONAL HAND TO KEEP THE KNUCKLE ON THE STEER STOP.



Start by snugging the 3/8" nuts on the u-bolts.

Do not tighten at this point.

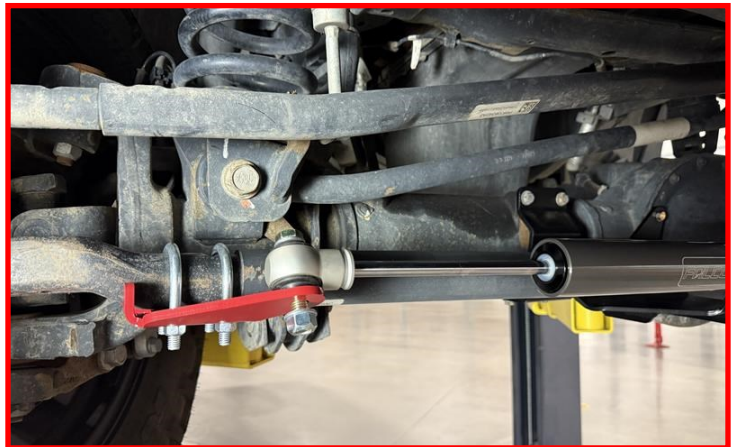
A good start point for the bracket is to slide the bracket all the way inward against the tie rod tube and the base level with the ground.

NOTE: THIS IS A STARTING POINT AND WILL LIKELY REQUIRE YOU TO MOVE THE BRACKET FOR PROPER ALIGNMENT.



Install the stabilizers damper to the right side (Passenger) bracket using the provided **M12-1.75 x 70mm** bolts, **M12-1.75** nuts, and **M12 flat washers**. Make sure to install the bolts from the top down. It is ok to tighten nuts slightly.

Do not tighten at this time.



Check the amount of shaft is sticking out of the stabilizer body.

For reference, there should be approximately 7.75"-8" of shaft visible.

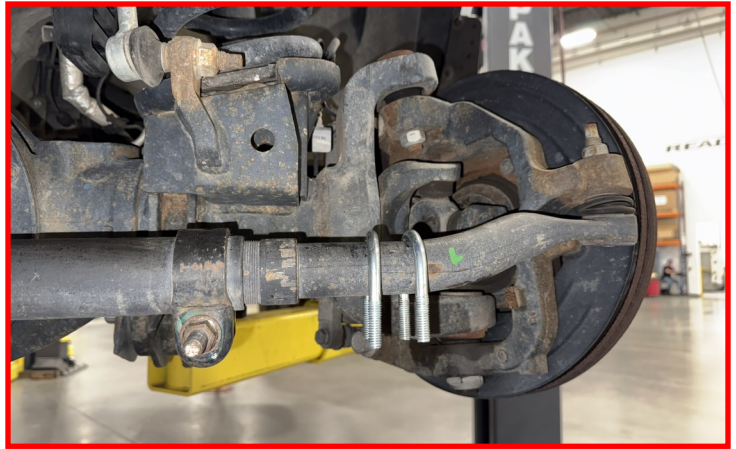
NOTE: THIS IS FOR REFERENCE ONLY AND YOU WILL STILL BE REQUIRED TO COMPLETE A FULL LOCK TO LOCK SWEEP TO ENSURE THE DAMPERS ISN'T BOTTOMING OUT IN EITHER DIRECTION.



Prior to proceeding, it is necessary to turn the steering wheel to full lock towards the left side (Driver).

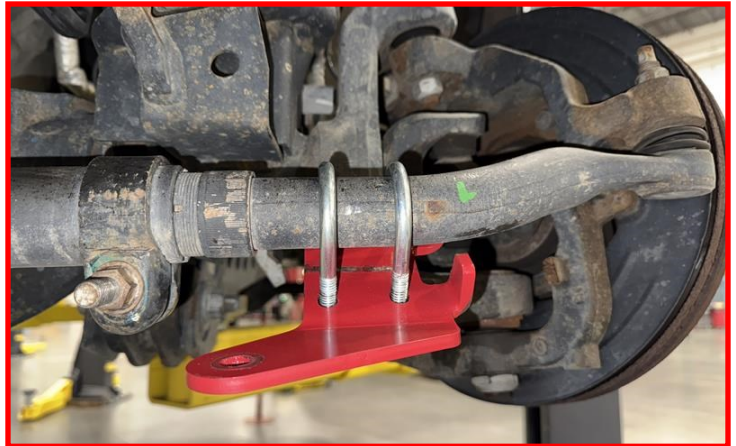
Ensure the knuckle has made contact with steering stop.

NOTE: THIS MAY REQUIRE AN ADDITIONAL HAND TO KEEP THE KNUCKLE ON THE STEER STOP.



Install the left side (Driver) ReadyLIFT **Left Tie Rod Mounting Bracket** to the tie rod using the **supplied u-bolts, 3/8" washers and nuts**. Make sure the bracket is mounted on the bottom of the tie rod with the bend facing up.

Do not tighten at this time.



Start by snugging the 3/8" nuts on the u-bolts.

A good start point for the bracket is to slide the bracket so the bent alignment tabs are roughly centered on the middle of the tie rod end and the base level with the ground.

NOTE: THIS IS A STARTING POINT AND WILL LIKELY REQUIRE YOU TO MOVE THE BRACKET FOR PROPER ALIGNMENT.



Install the stabilizers damper to the left side (Driver) bracket using the provided **M12-1.75 x 70mm bolts, M12-1.75 nuts, and M12 flat washers**. Make sure to install the bolts from the top down. It is ok to tighten nuts slightly.

Do not tighten at this time.



Check the amount of shaft is sticking out of the stabilizer body.

For reference, there should be approximately 7.75"-8" of shaft visible.

NOTE: THIS IS FOR REFERENCE ONLY AND YOU WILL STILL BE REQUIRED TO COMPLETE A FULL LOCK TO LOCK SWEEP TO ENSURE THE DAMPERS ISN'T BOTTOMING OUT IN EITHER DIRECTION.

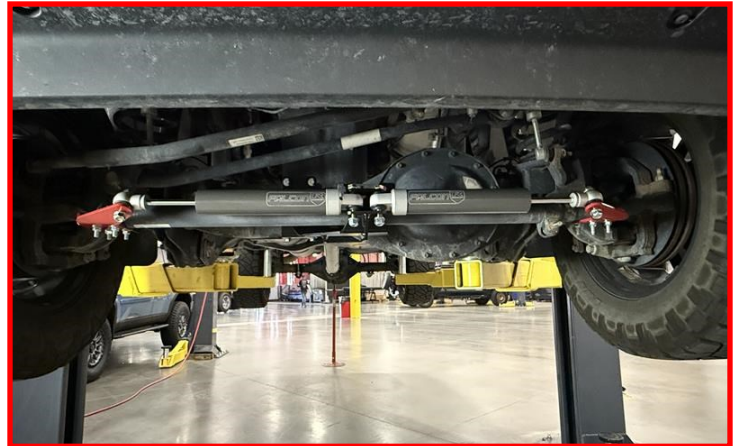


With both stabilizers and mounting brackets installed, center the wheels so they are facing straight.

Prior to torquing all mounting hardware, level the stabilizers so they are parallel with the tie rod and themselves.

Torque the 3/8" hardware to **20 ft-lbs**.

Torque the M12 hardware to **60 ft-lbs**.



Rotate the steering wheel from lock to lock and verify that the stabilizers are not bottoming out on either side. For Reference the stabilizers have a total of 8.2" of shaft travel and they should never exceed that. If either stabilizer is bottoming out or being pulled at full lock it is imperative they be adjusted. This is a crucial step in the installation and if care isn't taken, damage to components or vehicle may happen.



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 recommended 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.