



69-6420 2014-19 Jeep Grand Cherokee WK2 2" SST Lift

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.



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 285-60R18" tire with 18" x 9" wheel and a offset of +38. 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" 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:

Vehicle's rear suspension mounting points **MUST** be left loose until the full vehicle weight is set on the wheel/tire and the vehicle has been settled to the new ride height. This may require pulling the vehicle forward and backwards while tapping the brakes to get it to settle to the new ride height. New vehicles with low miles need this to happen as the springs have not had a chance to relax due to cycling of the suspension. This is necessary to get the rear to settle in for proper alignment specs to be achieved. **NEVER** tighten any suspension components while the suspension is at full droop on a lift or jack stands. Full vehicle weight must be applied and all rubber isolated points must be settled prior to alignment.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front	18.75"	20.75"	18.75"	20.75"
Rear	20.13"	21.5"	20.13"	21.5"

BILL OF MATERIALS

DESCRIPTION	QTY
Front Strut Spacer	2
Rear Strut Spacer	2
M10 Flange Nut	6



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.

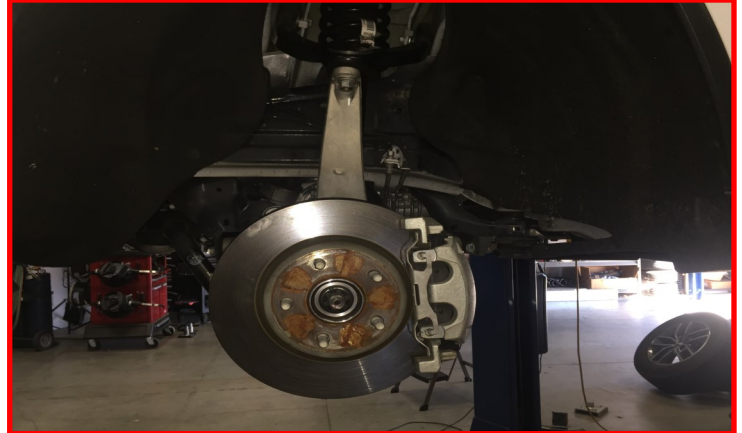
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Open the hood and set on the prop rod.

Disconnect the vehicle power source at the ground terminal on the battery.

Jack the front of the vehicle up and place jack stands under the main lifting points indicated by the owners manual.

Support the lower control arm with a suitable jack. Remove the front wheels. All steps are repeated for both sides of the vehicle.



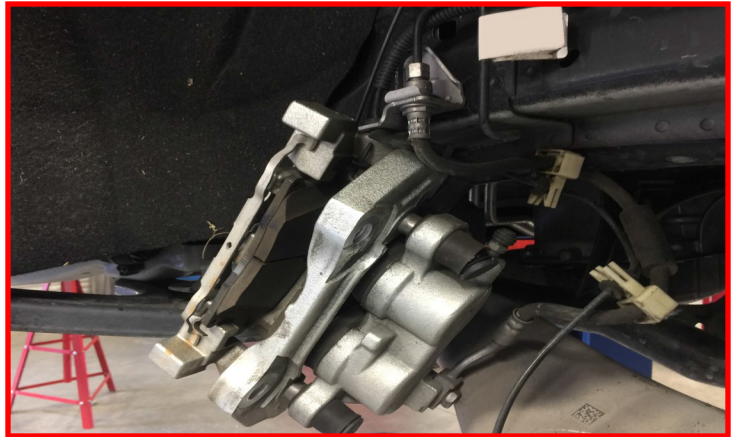
Remove the gravel guards from underneath the vehicle. This will provide access to the in-board CV joints.



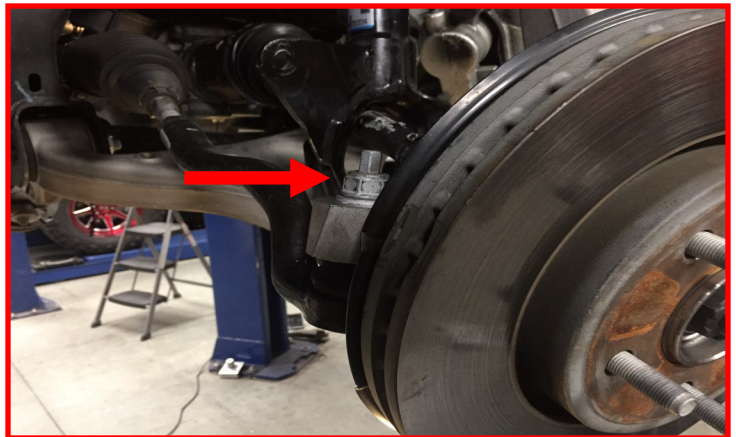
Remove the front sway bar end link at the strut body. This step should be completed on both sides to ease in installation at later steps.



Remove the ABS sensor from the back of the hub. Remove the brake caliper bracket and support using a suitable hanger to prevent straining the rubber brake hose. CAUTION: Do not hang the brake caliper from the rubber brake hose.



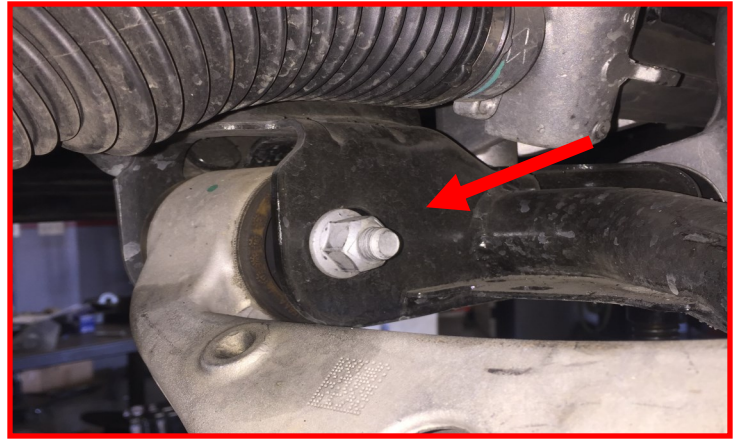
Disconnect the outer tie rod end from the knuckle. You may need to strike the tie rod boss with a hammer to dislodge the tie rod end.



Remove the axle nut from the axle, and press the axle in to dislodge it from the hub.



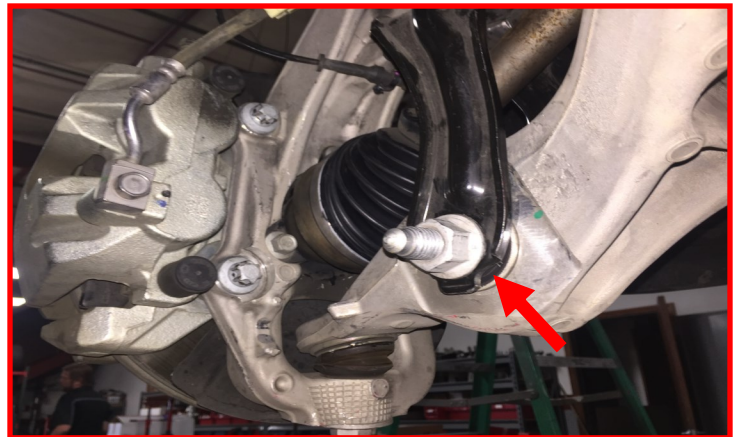
Loosen the lower control arm nuts to allow the suspension to lower.
Do not remove the fasteners at this time.



Loosen the nut holding the upper ball joint to the knuckle. If necessary, strike the upper ball joint boss with a hammer to dislodge it before removing the nut.



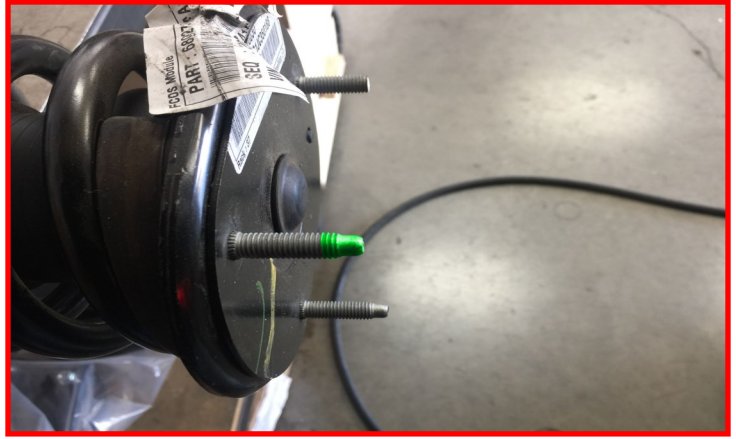
Remove the lower strut hardware.



Separate the inboard axle joint from the differential and remove the axle from the vehicle.



Remove the upper strut hardware. Make sure to hold the strut assembly from falling out of the vehicle. A helper is recommended for removal. Measure down $3/8$ " on the upper strut mount studs. Using a suitable cut-off tool, trim the studs down to this length for fitment of the strut spacer.



Using a $27/64$ " drill, drill 2 of the 3 upper strut mounting holes referenced in the picture to provide clearance for the upper studs. Passenger side is shown. The 3rd hole does not need to be drilled out. Be careful of wiring above the hole, move if necessary.



Locate the **ReadyLIFT front strut extension**. Passenger side shown. Install to the top of the strut using the factory hardware. Torque to **30 ft-lbs**.



Raise the assembled strut into place, and thread the provided M10 nuts on by hand. Do not tighten at this time.



Re-install axle to differential and to hub. Thread on axle nut, but do not tighten at this time.

Raise lower control arm to connect upper ball joint and outer tie rod end to knuckle. Torque outer tie rod end to **60 ft-lbs**, and torque upper ball joint to **95 ft-lbs**. Torque axle nut to **180 ft-lbs**.

Install sway bar end links and torque to **60 ft-lbs**.

Install brake caliper and torque to **100 ft-lbs**. Install ABS sensor and torque to **5 ft-lbs**.

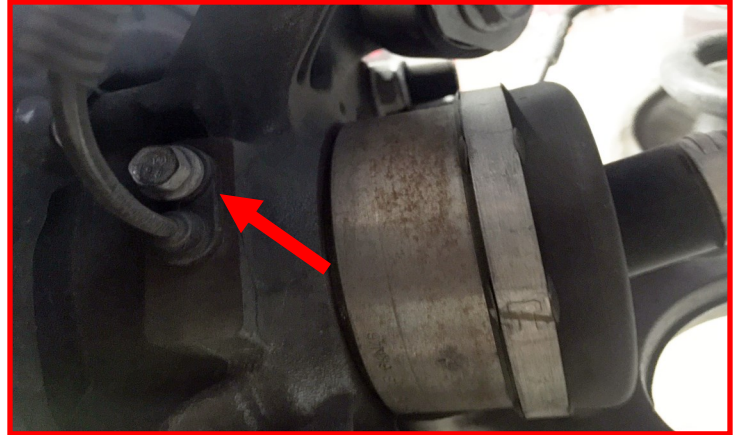
Lower vehicle to the ground and jounce suspension. Torque lower control arm bolts to **125 ft-lbs**. It may be necessary to roll the vehicle forward and back to facilitate suspension settling.

REAR INSTALL

Jack the rear of the vehicle up and place jack stands under the main lifting points indicated by the owners manual.

Support the lower control arm with a suitable jack. Remove the rear wheels. All steps are repeated for both sides of the vehicle.

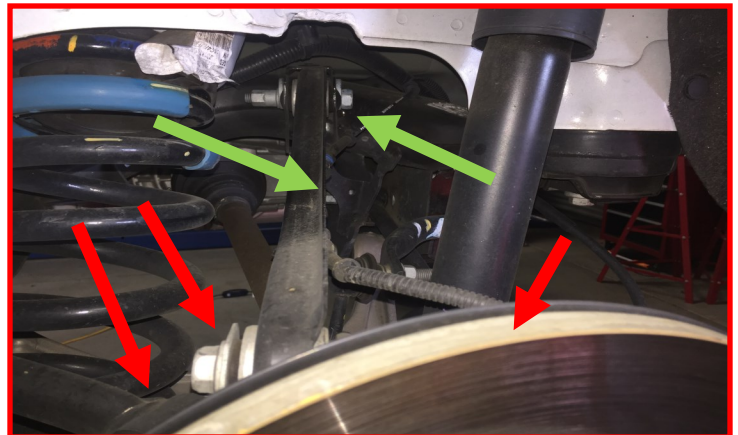
Disconnect the ABS sensor, then remove the brake caliper and hang using a suitable hanger to avoid damaging the rubber brake hose.



Disconnect the sway bar end links. Remove the lower shock bolt, and loosen the upper shock bolts.



Loosen the 2 rear-most control arm bolts at the cradle, and disconnect all 3 control arms at the knuckle.



Lower the control arm to remove the rear coil spring. Install the **ReadyLift rear spring spacer** (shown in red).



Install the spring and spacer assembly and raise the lower control arm to connect the upper control arms. Do not tighten at this time.

Re-connect the sway bar end links and lower shock bolts. Do not tighten at this time.

Re-install the brake caliper and torque the bolts to **100 ft-lbs**.

Re-install the ABS sensor and torque to **5 ft-lbs**.

Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacture's specs. Cycle the suspension by driving the vehicle in and out of the service bay before final torque.

Torque the upper control arms to **75 ft-lbs** at the cradle, and **90 ft-lbs** at the hub.

Torque the lower shock bolts to **125 ft-lbs**, and the upper bolts to **75 ft-lbs**.

Torque the sway bar end links to **65 ft-lbs**.

Reconnect the vehicle power source at the negative terminal. Verify all clearances between tire, suspension components and ABS / brake lines. Adjust as necessary.

Have the vehicles alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop. Final torque of all tie rods and cam bolts to be done by the alignment tech. Make sure all steering wheel angle sensors and electronic controls are reset per the manufacturer requirements.



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

Front	Driver	Passenger	Tolerance	Total / Split
Camber	-.4	-0.8	+/- 0.5	+0.4
Caster	+7.0	+7.0	+/- 0.5	+0.0
Toe	+0.1	+0.1	+/- 0.05	+0.0
Rear	Driver	Passenger	Tolerance	Total / Split
Camber	-0.6	-0.6	+/- 0.5	+0.0
Toe	+0.13	+0.13	+/-0.1	+0.0