



SUPERLIFT[®]

S U S P E N S I O N

Superlift 6" lift system for 1998- 2001 CHEVY S-10 BLAZER AND 1995-2001 PICKUP 4WD WITH ZR2 OPTION PACKAGE FRONT INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, anti-sway bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- A factory service manual should be on hand for reference.
- A replacement rear driveshaft is required on Blazers equipped with an Autotrac, or full-time four-wheel drive capable, transfer case due to driveline vibration. The driveshaft is available separately from Superlift (#3126). Refer to step 34.
- The rear lift is sold separately and includes separate instructions.
- A special tool is required to load / unload the torsion bars (step 2). Other special tools are recommended to detach / attach the pitman / idler studs. Refer to the factory service manual.
- This system utilizes the stock torsion bars, which normally yield the best ride quality. But, if the "final product" ride and handling seem too soft, heavier Gross Vehicle Weight Rating (GVWR) bars can be installed. Generally, heavier torsion bars are only needed to compensate for the extra weight of a winch or snowplow, or when the truck is subjected to extreme off-road use. Also, wider tires and wheels proportionally increase the leverage on the bars, which results in lower ride height and a "spongier" ride. GM offers torsion bars with various rates that are heavier than stock. Your vehicle's existing torsion bar rate can be identified by a 3-letter code stamped into the bars' ends. The code is also on an adhesive tag wrapped around the bars. Superlift also offers re-indexed torsion bar adjuster arms (part #3103-6) to restore ride height. The arms are sold separately.
- Front end realignment is necessary.
- Exhaust modification is necessary. Refer to step 30.
- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged.

- After drilling, file smooth any burrs and sharp edges.
- Prior to operating a torch or saw, protect any heat-sensitive components located in the immediate area by covering them with a water-saturated cloth. Most undercoating are flammable but can be extinguished using a water-filled spray bottle. Have a spray bottle and an ABC rated fire extinguisher on hand.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoatings, etc.
- Use the check-off box “☐” found at each step to help you keep your place. Two “☐☐” denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver side.

PARTS LIST ... The part number is stamped into each part or printed on an adhesive label. Identify each part and place the appropriate mounting hardware with it.

PART NO	DESCRIPTION	NEW ATTACHING HARDWARE
	<small>(Qty.- if more than one)</small>	<small>(Qty.- if more than one)</small>
55-01-3120	upper control arm bracket,..... front, driver side	(1) 1/2" x 8-1/2" bolt (1) 1/2" x 3-3/4" bolt (2) 1/2" nyloc nut (2) square washer (1) 1/2" x 5-1/8" sleeve (2) 1/2" USS washer
55-02-3120.....	upper control arm bracket,..... front, passenger side	(1) 1/2" x 7-1/2" bolt (1) 1/2" x 3-3/4" bolt (2) 1/2" nyloc nut (2) square washer (1) 1/2" x 4-1/2" sleeve (2) 1/2" USS washer
55-03-3120	(2) lower control arm bracket,..... front	(2) 9/16" x 4" bolt (4) 9/16" USS washer (2) 9/16" nyloc nut (8) 3/8" x 1-1/4" bolt (8) 3/8" nyloc nut
55-05-3120.....	upper control arm bracket,..... rear, driver side	(1) 1/2" x 3-3/4" bolt (1) nyloc nut (2) square washer (2) 7/16" x 1" bolt (2) 7/16" nyloc nut
55-06-3120.....	upper control arm bracket,..... rear, passenger side	(1) 1/2" x 3-3/4" bolt (1) 1/2" nyloc nut (2) square washer (2) 7/16" x 1" bolt (2) 7/16" nyloc nut

55-07-3120	..... lower control arm bracket, rear, driver side	(1) 9/16" x 4" bolt (2) 9/16" USS washer (1) 9/16" nyloc nut
55-08-3120	..... lower control arm bracket, rear, passenger side	(1) 9/16" x 4" bolt (2) 9/16" USS washer (1) 9/16" nyloc nut
55-09-3120	..... front crossmember	
55-10-3120	..... rear crossmember	(4) 7/16" x 1-1/4" bolt (4) 7/16" nyloc nut
55-11-3120	..... upper differential bracket, driver side	
55-12-3120	..... differential bracket, passenger side	(2) 1/2" x 1-1/2" bolt (4) 1/2" extra thick washer (2) 1/2" nyloc nut
55-13-3120	..... centerlink	(3) 3/32" x 1-1/2" cotter pin
55-41-3120	..... C.S.S. link, driver side	(2) 9/16" x 3" bolt (4) 9/16" USS washer (2) 9/16" nyloc nut (4) bushing half (2) 9/16" x 1-3/4" sleeve
55-42-3120	..... C.S.S. link, passenger side	(2) 9/16" x 3" bolt (4) 9/16" USS washer (2) 9/16" nyloc nut (4) bushing half (2) 9/16" x 1-3/4" sleeve
55-15-3120	..... anti-sway bar bracket, driver side	(2) 3/8" x 1" bolt (2) 3/8" nyloc nut
55-16-3120	..... anti-sway bar bracket, passenger side	(2) 3/8" x 1" bolt (2) 3/8" nyloc nut
55-17-3120	..... torsion bar bracket, driver side	(1) 1/2" x 3" bolt (2) 1/2" USS washer (1) 1/2" nyloc nut (1) 1/2" extra-thick washer (1) 5/8" x 12mm sleeve (5) 3/8" x 1" self-tapping bolt (1) 1" x 1/2" sleeve
55-18-3120	..... torsion bar bracket, passenger side	(1) 1/2" x 3" bolt (2) 1/2" USS washer (1) 1/2" nyloc nut (1) 1/2" extra-thick washer (1) 5/8" x 12mm sleeve (5) 3/8" x 1" self-tapping bolt (1) 1" x 1/2" sleeve

55-21-3125.....	upper control arm, driver side	(4) bushing half (2) 1/2" x 2-1/4" serrated sleeve (4) 1/4" x 1" allen head bolt (4) 1/4" flat washer (4) 1/4" stover nut (2) cotter pin
55-22-3125.....	upper control arm, passenger side	(4) bushing half (2) 1/2" x 2-1/4" serrated sleeve (4) 1/4" x 1" allen head bolt (4) 1/4" flat washer (4) 1/4" stover nut (2) cotter pin
55-28-3120.....	(2) brake line bracket, front.....	(4) 1/4" x 1-1/4" bolt (8) 1/4" flat washer (4) 1/4" nyloc nut
55-45-3120	(2) brake line extensions, front, 3/8" fittings (1994-1997)	
55-46-3120.....	(2) brake line extensions, front, 7/16" fittings (1998-2001)	
55-47-3120.....	3/8" female / female adapter	
55-48-3120.....	7/16" female / female adapter	
55-43-3120.....	(2) turn stop	
85119.....	(2) shock absorber, front	(2) hardware pack and cable tie
0034.....	Superlift badge	alcohol wipe pad
00461	decal, "Warning To Driver"	

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

- Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

2) REMOVE BATTERY...

NOTE: The battery and battery tray must be removed in order to access the vacuum solenoid for the front differential, which is relocated in a later step.

- Open the hood and remove the positive and negative cables from the battery. Remove the clamp holding the battery in place and lift the battery out of the vehicle. Save all hardware for reuse.
- Loosen the two bolts holding the battery tray in place and remove the tray. Save all hardware for reuse.

- Locate the vacuum solenoid that actuates the front differential. Carefully disconnect the cable from the solenoid as well as its mounting bracket and remove the screws holding the solenoid and bracket to the inner fenderwell. Save all components and hardware for reuse.

3) UNLOADING THE TORSION BARS...

WARNING: Be extremely careful when loading and unloading the torsion bars; there is a tremendous amount of energy stored in them. Keep your hands and body clear of the adjuster arm assembly and the puller tool in case anything slips or breaks.

- Mark the torsion bars to indicate their indexing in relation to the lower control arms and the adjuster arms.
- A special torsion bar puller tool is required to unload the torsion bars (refer to Diagram 9). Use the tool to load the torsion bar, then remove the adjusting bolt and nut block. Unload the bar, slide the adjuster arms out of the crossmember, then slide the torsion bars forward (into the lower control arms).

Note: Because of the extreme loads generated by the torsion bars on these vehicles, a standard two-jaw puller tool tends to bend the "lips" of the crossmember (which it uses for attachment) and may pop out of place. We have had the best results using a C-clamp type puller tool. If one cannot be found locally, this tool (PN J-22517-C) is available from the Kent Moore Tool Group in Roseville, Michigan (800/345-2233 or 313/774-9500).

4) TORSION BAR CROSSMEMBER...

- Remove the two bolts that attach the crossmember to the frame and set the crossmember aside.
- Slide the torsion bars out of the lower control arms and save for reuse.

5) BRAKE CALIPERS...

- Unclip the brake hose from the upper control arm.
- Remove the two bolts securing the caliper assembly to the knuckle. Leave the brake hose attached to the caliper, and using mechanic's wire, hang the calipers out of the way. Take precautions to ensure the brake hose isn't stretched or pinched.
- Unplug the ABS wire from the connector located at the top of the frame rail and unclip the wire from the upper control arm.

6) SWAY BAR...

- Loosen the threaded rod inside the tie rod end links and remove the bushings, rod, and tube. Set these parts aside. Unbolt the swaybar from the frame and retain all factory hardware.

7) TIE RODS...

- Remove the cotter pins (if applicable) and nuts securing the tie rod to the centerlink and to the knuckle. Using a tie rod separating tool, separate the ends from the centerlink and knuckle. Set these components aside for re-use.

8) CONTROL ARM / HUB ASSEMBLY...

NOTE: Perform the following steps one side at a time. Start on the driver side.

- Remove and discard the front shocks.
- Loosen and remove the nut securing the CV axle to the hub assembly.
- A special tool is recommended to separate the upper ball joint from the knuckle. Support the control arm assembly with a jack and remove the cotter pin and castle nut from the upper ball joint stud. Using the special tool, separate the upper ball joint from the knuckle. Take precautions to avoid damaging the rubber dust boot, as it will be reused.

NOTE: If a ball joint tool is not available, the ball joint can be separated from the knuckle by firmly hitting the side upper portion of the knuckle with a hammer. Be careful not to damage any other components.

- Loosen the cam bolts that attach the upper control arm to the frame, and slide the UCA out of the frame brackets. Set the UCA aside, and save all hardware for reuse.
- With the help of an assistant, remove the bolts that hold the lower control arm to the frame, slide the LCA and knuckle assembly away from the vehicle to separate the CV shaft from the knuckle, then carefully lower the assembly to the floor.
- Slide each CV axle out of the differential. Use rags to plug the holes in the differential to avoid losing any differential fluid. Mark which side each shaft came from for reassembly.

9) EXTENSION / COMPRESSION STOPS AND CENTERLINK...

- Loosen and remove the nut holding the compression travel stop cup to the frame. Save all components for re-use.
- Loosen and remove the nut holding the extension travel stop to the frame. Save all components for re-use.
- Remove the nuts on the pitman and idler arms, and using the appropriate puller tool, remove the factory centerlink assembly. Retain all the factory hardware.

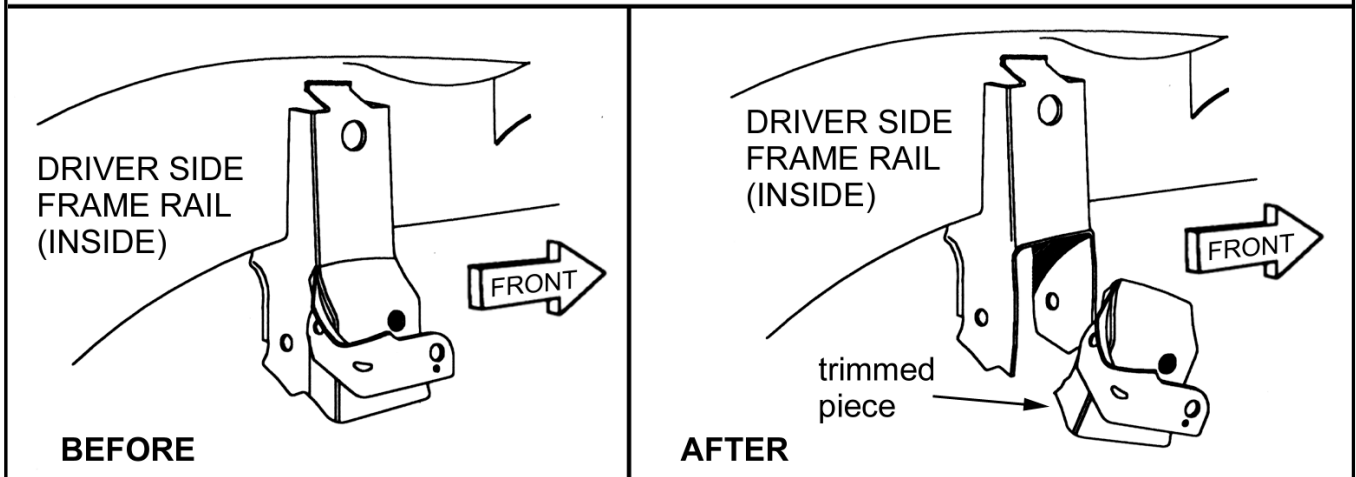
10) DIFFERENTIAL...

- Disconnect the electrical plug and breather tube from the differential. Snake the actuator cable (disconnected in step 2) out and away from all other undercarriage components so that the cable will not interfere with differential removal.
- Position a jack underneath the differential housing and place just enough pressure on the jack to support the differential's weight.
- Unbolt the driveshaft from the differential yoke and tie the driveshaft out of the way. Retain all the factory hardware.
- Remove and discard the factory rear crossmember.

- ❑ Remove the driver side lower differential bolt and the two differential bolts on the passenger side, followed by driver side upper differential bolt. Carefully lower the differential to the floor. Save all hardware for reuse.

FRONT ASSEMBLY

DIAGRAM 1 - TRIMMING THE DRIVER SIDE LOWER DIFFERENTIAL MOUNT - Trim the mount as shown.



11) TRIMMING THE FRAME...

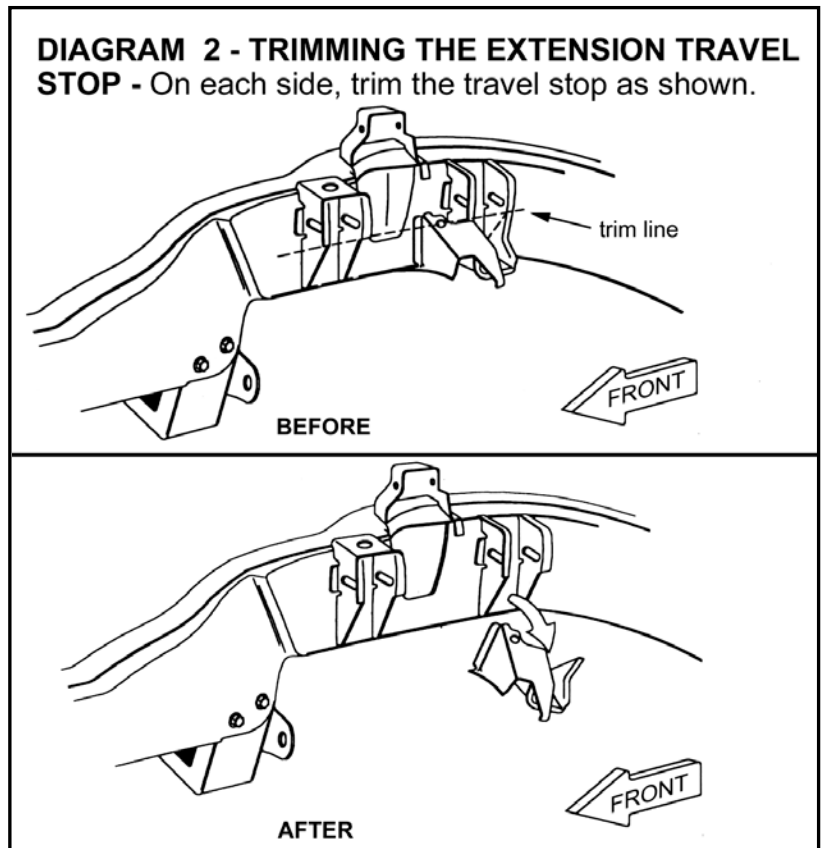
NOTE: The following steps should be performed with a torch, plasma cutter, or similarly appropriate tool.

WARNING: The undercoating that covers the frame can be flammable. Have a fire extinguisher on hand at all times, but usually a spray bottle filled with water can be used to extinguish any undercoating-related flare-ups.

- ❑ [DIAGRAM 1] Trim the driver side lower differential mount as shown in the diagram.

- ❑❑ [DIAGRAM 2] On each side, trim the the frame extension travel stop and upper control arm rear leg mount as shown. Generally speaking, the rear leg mount should be trimmed to match the front leg mount as indicated.

DIAGRAM 2 - TRIMMING THE EXTENSION TRAVEL STOP - On each side, trim the travel stop as shown.



NOTE: On some vehicles there is a small piece of the extension travel stop that wraps around the inside of the rear upper control arm bracket. If this piece is present, it will need to be trimmed or ground away so that it does not interfere with the drop bracket installed in a later step.

- ❑ Trim off the steering stabilizer mounting bracket on the driver side near the front lower control arm mount.
- ❑ Clean up the trimmed areas so that they are free from any burrs, slag, or sharp edges. After the areas have cooled, paint any exposed metal surfaces.

12) CENTERLINK...

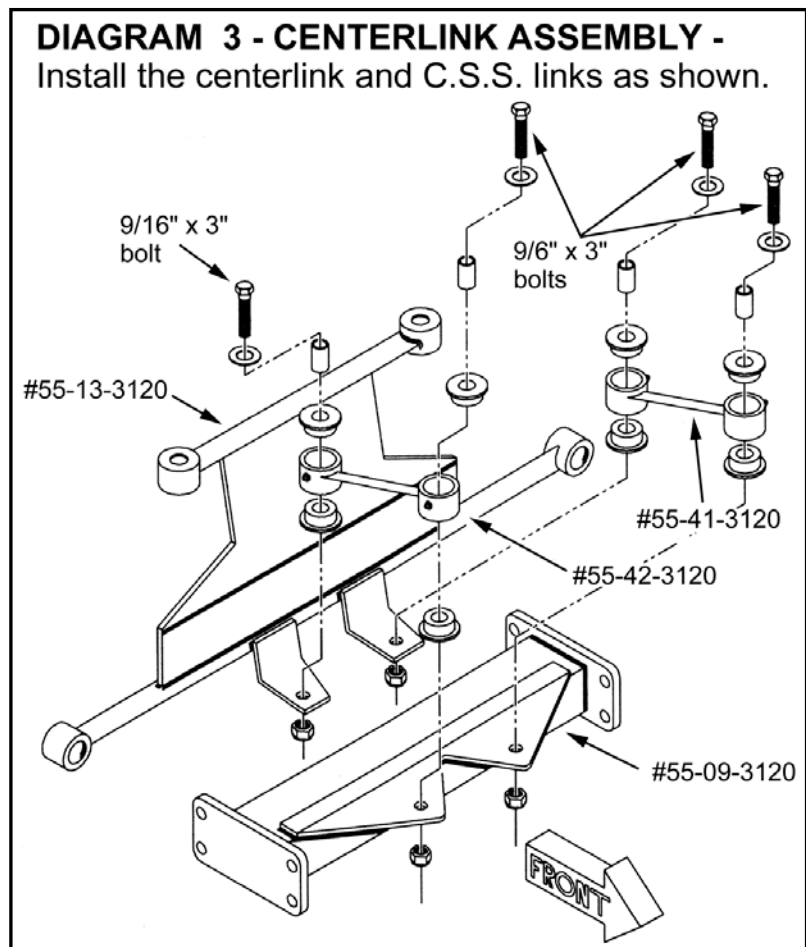
NOTE: The idler arm used on S-10 trucks is prone to excessive wear. Examine the idler arm for excessive movement or slack. Replace the arm if it shows signs of wear or if you can spin the idler arm stud with your fingers. Superlift recommends replacing the idler arm on any high-mileage vehicle.

- ❑❑ Lubricate the supplied bushings and sleeves for the C.S.S. links (#55-41-3120 driver side and #55-42-3120 passenger side) and install in the links.

- ❑ [Diagram 3] Attach the "41" and "42" C.S.S. links using the supplied 9/16" x 3" bolts, USS washers, and nyloc nuts (washers should be positioned under the nuts). The bolts should be installed from the top, and both C.S.S. links should step up as shown with their zerks fittings facing out. Do not fully tighten at this time.

- ❑ Position the new centerlink (#55-13-3120) so that the C.S.S. links point forward (toward the front bumper). Attach the centerlink to the pitman and idler arms as shown using the factory castle nuts and tighten (45). Install the new cotter key (supplied) in the end of the pitman arm.

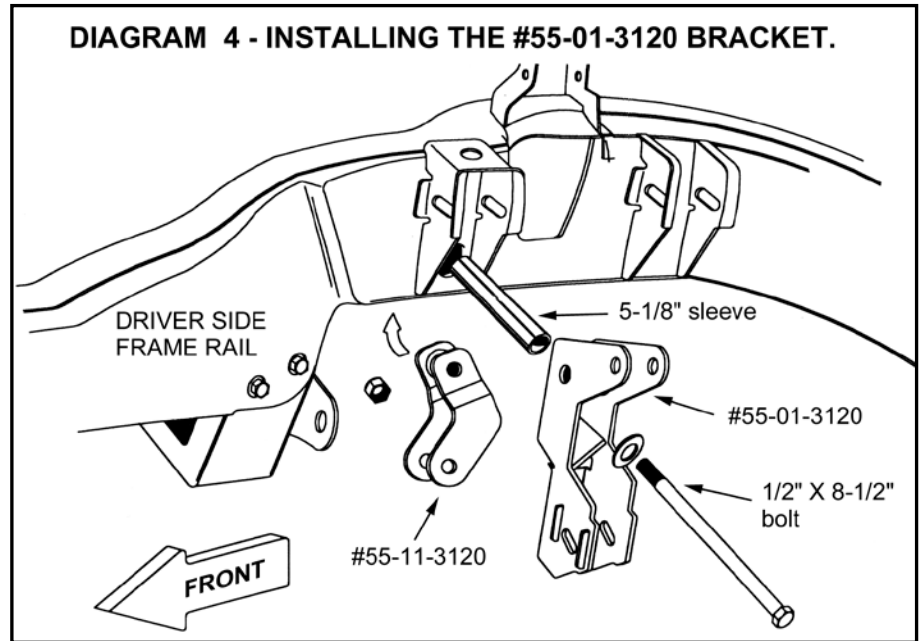
- ❑ Examine the alignment of the centerlink from the front of the vehicle. The centerlink needs to hang level, not lower on one side or the other. If the centerlink is not level, adjustments can be made by loosening the idler arm bolts at the frame and raising or lowering the idler arm. Use the engine crossmember as a reference if necessary to ensure the centerlink is level. Remember to torque the idler arm bolts to factory specifications when finished.



13) FRONT UPPER CONTROL ARM BRACKET, DRIVER SIDE...

- ❑ [DIAGRAM 4] Slide the supplied 5-1/8" sleeve through the large hole in the frame near the front upper control arm frame bracket as shown.

- ❑ Position the driver side front upper control arm bracket (#55-01-3120) inside the factory frame bracket and loosely secure using the supplied 1/2" x 3-3/4" bolt, square washers, and nyloc nut. The square washers should be positioned outside the factory mount where the upper control arm cam washers used to be.



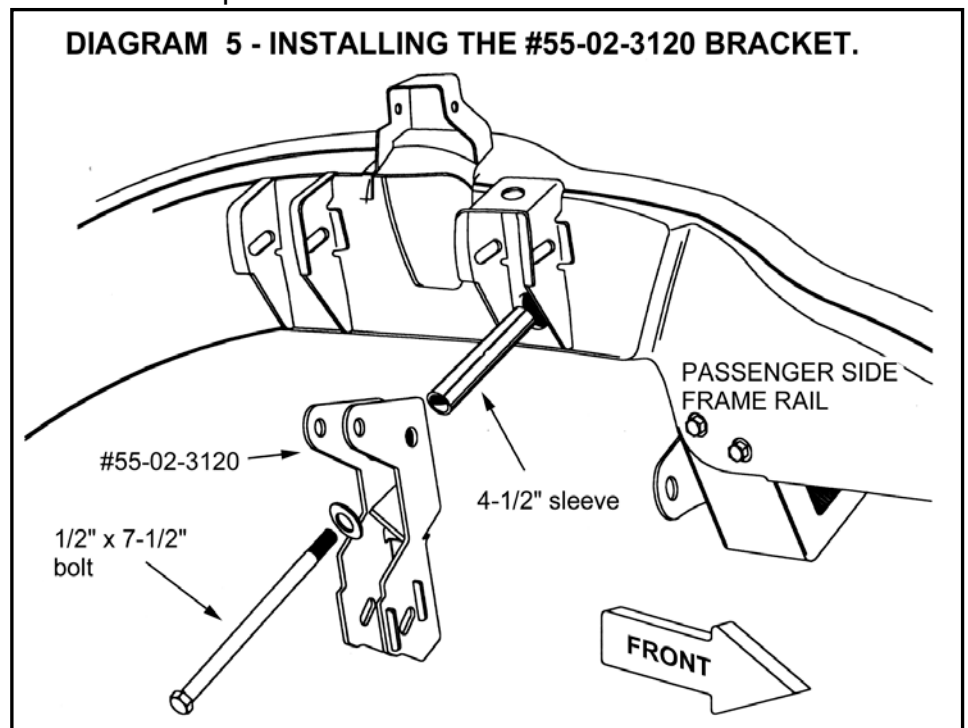
- ❑ Position the driver side upper differential drop bracket (#55-11-3120) inside the factory differential mount. Slide the 1/2" x 8-1/2" bolt with a USS washer through the UCA bracket, sleeve, frame, and upper differential mount. Secure using the supplied USS washer and nyloc nut. Do not fully tighten at this time.

14) FRONT UPPER CONTROL ARM BRACKET, PASSENGER SIDE...

- ❑ There are two bolts that hold the factory passenger side differential bracket to the frame. Remove the bolt closest to the front bumper.

- ❑ [DIAGRAM 5] Insert the supplied 4-1/2" sleeve in the large factory hole in the frame inside the factory front upper control arm mount.

- ❑ Position the front upper control arm mount (#55-02-3120) inside the factory mount as shown and loosely secure using the supplied 1/2" x 3-3/4" bolt, square washers, and nyloc nut. The square washers should be positioned outside the factory mount where the upper control arm cam washers used to be.



- Insert the supplied 1/2" x 7-1/2" bolt with a USS washer through the "02" bracket, sleeve, frame, and factory passenger side differential bracket then secure using a USS washer and nyloc nut. Do not fully tighten at this time.

15) REAR UPPER CONTROL ARM BRACKET, DRIVER SIDE...

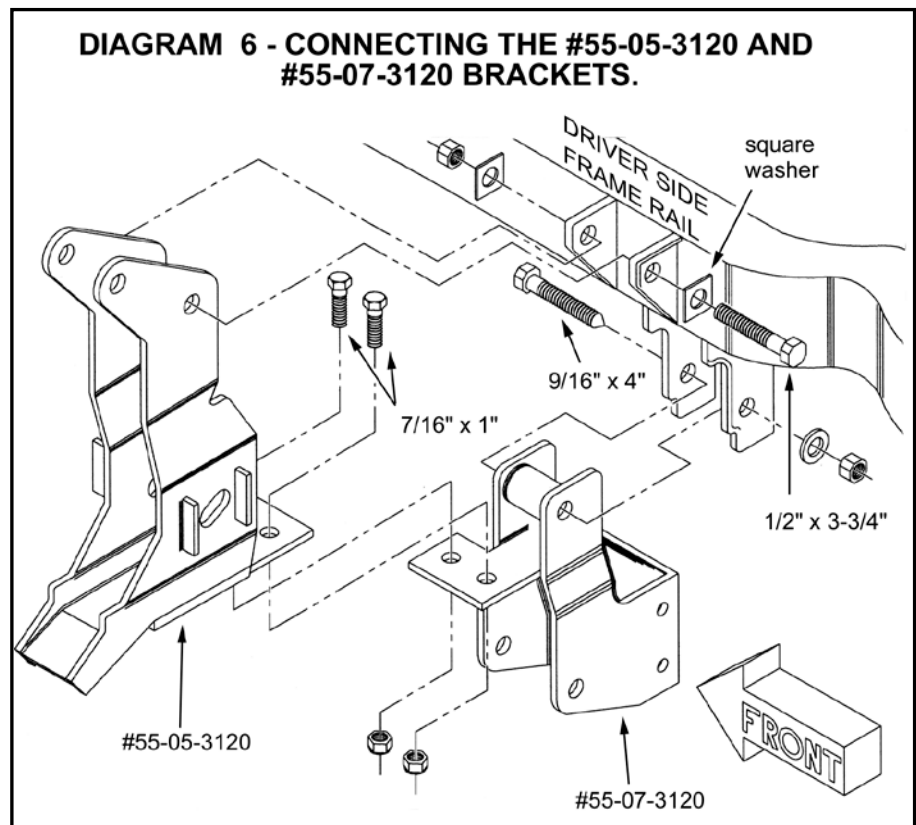
- Position the driver side rear upper control arm bracket (#55-05-3120) inside the factory mount and loosely secure using a 1/2" x 3-3/4" bolt, two square washers, and nyloc nut. The square washers should be positioned outside the factory mount as with the washers installed previously. Do not fully tighten at this time.
- Install the factory extension travel stop on the "05" bracket using the factory hardware. Tighten (23).
- Install the factory compression travel stop cup on the "05" bracket and tighten (23).

16) REAR UPPER CONTROL ARM BRACKET, PASSENGER SIDE...

- Position the passenger side rear upper control arm bracket (#55-06-3120) in its respective factory frame mount and secure using the a 1/2" x 3-3/4" bolt, two square washers, and nyloc nut. The square washers should be positioned under the bolt head and nut outside the factory bracket. Do not fully tighten at this time.
- Install the factory extension travel stop on the "05" bracket using the factory hardware. Tighten (23).
- Install the factory compression travel stop cup on the "05" bracket and tighten (23).

17) REAR LOWER CONTROL ARM BRACKETS...

- [DIAGRAM 6] On each side, position the "07" and "08" brackets in their respective mounts on the frame and secure using the factory hardware. The bolts should be installed from front to rear. Do not tighten at this time.
- Install the 7/16" x 1" bolts, washers, and nuts that connect the "07" and "08" brackets to the "05" and "06" brackets as shown in Diagram 6. These bolts should be installed from top to bottom. Tighten (35 lb-ft).



18) FRONT LOWER CONTROL ARM BRACKETS...

- On each side, insert the front lower control arm brackets (#55-03-3120) in their respective mounts on the frame. Insert the factory front LCA hardware through the factory LCA mount and the "03" brackets. The bolts should be installed from front to rear. Do not fully tighten at this time.

19) FRONT CROSSMEMBER...

- Position the front crossmember (#55-09-3120) between the front LCA brackets. The large tab for the C.S.S. links should face forward and step down slightly as shown in Diagram 3.
- Line up the C.S.S. links (attached to the centerlink) with the large tab on the front crossmember. Loosely attach the C.S.S. links to the front crossmember with the supplied 9/16" x 3" bolts, washers, and nyloc nuts. These bolts should be installed from the top, and the washers should be placed under the bolt heads. Do not fully tighten at this time.
- Attach the crossmember to the LCA brackets using the supplied 3/8" x 1-1/4" bolts, USS washers, and nyloc nuts (there are 4 on each side). Tighten (23 lb-ft).

20) CONTROL ARM BRACKET TIGHTENING SEQUENCE...

- Torque the following hardware in order:
 - All 9/16" C.S.S. link hardware until the bushings swell slightly.
 - 1/2" x 3-3/4" front UCA bolts (57).
 - 1/2" x 7-1/2" passenger front UCA bolt (57).
 - 1/2" x 3-3/4" rear UCA bolts (57).
 - stock front LCA hardware (85-90).

21) DIFFERENTIAL AND REAR CROSSMEMBER...

- Examine the passenger side differential bracket (#55-12-3120). You will notice the bracket has two holes in the sides of it: one large hole and a smaller hole offset to one side. Position the "12" bracket so that the small hole is towards the top and closest to the front bumper. Attach the "12" bracket to the factory passenger differential mount using the factory hardware. Do not fully tighten at this time.
- With the help of an assistant, raise the front differential into position. Attach the differential to the driver side upper bracket (#55-11-3120) using the factory 12mm bolt. Do not tighten at this time.
- Attach the differential to the passenger side (#55-12-3120) bracket using the supplied 1/2" x 1-1/4" bolts, thick washers, and nyloc nuts. Do not tighten at this time.
- Attach the rear crossmember (#55-10-3120), with its differential tab on the driver side and facing forward, to the rear LCA brackets ("07" and "08") using the supplied 7/16" x 1-1/4" bolts and nyloc nuts. These bolts should be installed from front to rear. Do not tighten at this time.
- Install the stock 12mm lower differential bolt through the "07" LCA bracket, differential mount, and rear crossmember tab. Make sure the bolt is started in the captured nut, but do not fully tighten at this time.

- Tighten the differential fasteners in the following sequence:
 - 1/2" x 8-1/2" driver front UCA bracket bolt (57).
 - driver side upper differential bolt (61).
 - driver side lower differential bolt (61).
 - 1/2" passenger side differential-to-bracket bolts (57).
 - factory passenger side upper differential bolts (65).
 - 7/16" rear crossmember bolts (35).
 - factory rear LCA bolts (85-90).

22) UPPER CONTROL ARMS...

NOTE: Before proceeding, inspect the upper ball joints in the factory upper control arms for excessive wear. If the joints appear worn or you can spin the ball joint stud with your fingers, replacement ball joints must be purchased before continuing. Superlift strongly recommends replacing the upper ball joints on any vehicle with high mileage or that has been subjected to hard use.

- If the ball joints are in good condition and will be re-used, one at a time, secure the factory control arms in a vice or other suitable fixture. Center punch and drill out the rivet heads securing the upper ball joints to the control arm. Using a punch, drive out the rivets and remove the ball joint from the arm. Discard the upper control arms.

NOTE: Use caution when removing the rivets from the ball joints. If the ball joint mounts are damaged, the ball joints must be replaced before continuing.

- Install the ball joints in the replacement upper control arms (#55-21-3125 driver side and #55-22-3120 passenger side) using the supplied 1/4" x 1" Grade 8 allen bolts, washers, and stover nuts and tighten (20). The ball joints should be installed from the top as shown in Diagram 7, and the washers should be positioned under the bolt heads.
- Lubricate the bushings and sleeves for the upper control arms with a silicone based grease and install in the eyes of both control arms.
- Install the 90° grease fittings in the eyes of the upper control arms. Position the fittings so that the ends point outward (toward the ball joint plates) for easy access after assembly.
- If necessary, knock out the plastic inserts in the slots of the factory upper control arm cam bolts.
- Install the upper control arms on the vehicle (#55-21-3125 on the driver side and #55-22-3120 passenger side) using the stock cam bolts. Install the cam bolts from the inside out. Do not fully tighten at this time.

23) LOWER CONTROL ARMS / KNUCKLE ASSEMBLY AND SHOCKS...

NOTE: Perform the following steps one side at a time. Start on the driver side.

- On each side, loosely attach the driver and passenger side anti-sway bar drop brackets (#55-15-3120 driver side and #55-16-3120 passenger side) to original sway bar frame mounts using the factory hardware. These brackets should be positioned so that the large tab with the 9/16" hole faces the rear of the vehicle and lines up with the holes in the front LCA brackets. Do not tighten at this time.

- Noting the labels made during removal, slide each CV axle back into the differential and verify that they are fully seated.
- With the help of an assistant, raise the lower control arm /knuckle assembly into position and slide the CV axle through the hub. Loosely install the axle retaining nut.
- Position the lower control arm legs in their respective drop bracket mounts and secure using the supplied 9/16" x 4" bolts, USS washers, and nyloc nuts. The bolt and washer for the front leg should be installed from the front and through the anti-sway bar brackets. The bolt and washer for the rear leg should be installed from the front as well. Do not tighten until the vehicle is on the ground.
- Install the shock bushings and sleeves on the front shocks (#85119).
- Attach the lower end of the shock to the lower control arm in the factory shock location using the factory hardware.
- Insert the upper ball joint stud in the knuckle and secure using the factory castle nut. Tighten (37) and line up the nut to install the supplied 1-1/2" cotter pin. Secure the cotter pin.
- If the lower control arm was separated from the knuckle, reattach and torque the original castle nut (94). Install and secure the supplied cotter pin.
- Tighten the axle retaining nut (133).
- Attach the tie rod ends to the knuckle and centerlink and secure using the factory hardware (44). Install the cotter pins (supplied) and secure.

NOTE: If the optional multi-shock system will be installed, do not connect the upper end of the shock at this time. It will be attached in a later step.

- Attach the rod end of the shock to the factory upper shock mount and secure using the factory hardware (57).

24) ANTI-SWAY BAR...

- Attach the anti-sway bar to the anti-sway bar drop brackets (#55-15-3120 driver side and #55-16-3120 passenger side) using the supplied 3/8" x 1" bolts, washers, and nyloc nuts. Tighten the lower and upper sway bar bracket hardware (33).
- Attach the factory anti-sway bar links to the ends of the bar, then connect the links to the lower control arms and tighten until the bushings swell slightly.

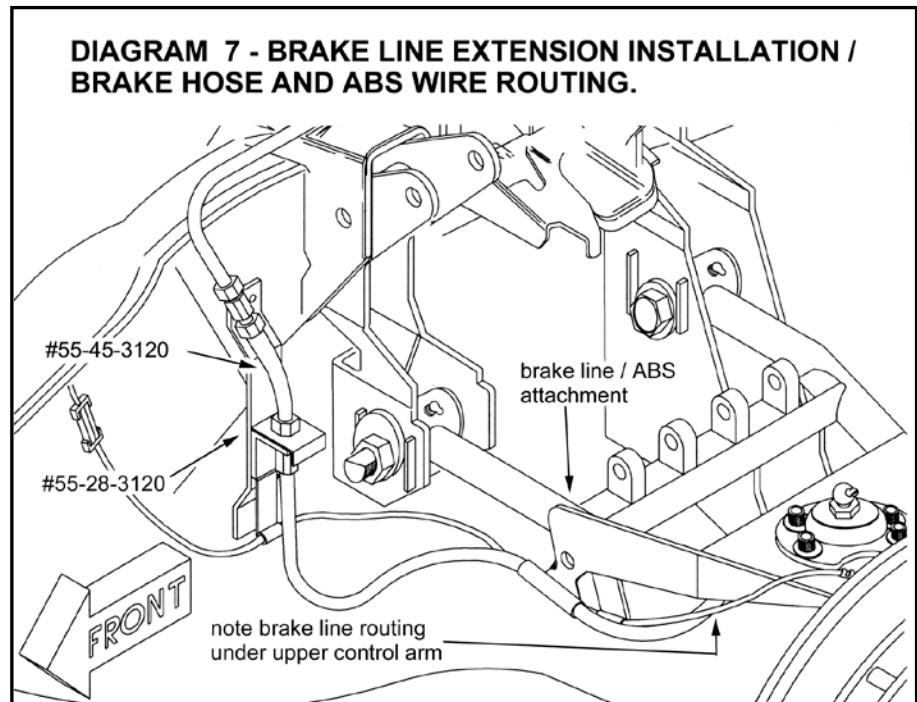
25) FRONT BRAKE HOSE EXTENSIONS...

NOTE: Two sets of brake line extensions are included in the kit box. One set is equipped with 3/8" flare fittings (55-45-3120) for 1994-1997 models and the other set is equipped with 7/16" fittings (55-46-3120) for 1998-2001 models. Verify that you have the correct extensions for your application before continuing.

NOTE: The following steps should be performed one side at a time. Start on the driver side.

- Detach the rubber brake hose from the metal line. Plug both ends to minimize fluid loss.
- [Diagram 7] Loosely install the rotor and caliper assembly on the knuckle using the factory hardware. Route the brake hose under the upper control arm but above the CV axle as shown.

NOTE: Using a line wrench is recommended for all brake line connections.



- Unclip the brake line from the bracket securing it to the side of the frame and unbolt the bracket from the frame.
- Attach a brake line bracket (#55-28-3120) to the frame in the same location as the factory bracket that was just removed and as shown in diagram 7. Use the factory hardware and tighten (10).
- Install the appropriate female / female adapter fitting (#55-47-3120 or #55-48-3120) on one end of each brake line extension (#55-45-3120 or #55-46-3120). Tighten using a line wrench.
- Connect the female end of the “45” or “46” brake line extension to the metal brake line at the frame. Verify that the rubber brake hose is still routed under the upper control arm, then connect the male end of the extension to the rubber brake hose and tighten both connections.
- Secure the factory brake line support bracket to the “28” bracket as shown in Diagram 7 using the supplied 1/4” x 1-1/4” bolts, washers, and nyloc nuts (9).
- Tighten the caliper assembly to factory specifications.
- Unclip the ABS connector located at the top of the frame. Mark and drill a 1/4” hole approximately mid-way down the side of the frame directly below where the connector was originally located.
- Reroute the connector to the side of the frame and secure it in the hole drilled in the previous step. If needed, additional slack can be gained by unwrapping a section of the ABS wires from the rest of the wire loom in the engine compartment.
- Route the ABS wire as shown in Diagram 7, then reattach it to the connector.

- Secure both the factory brake hose and ABS wire guide brackets to the front leg of the upper control arm and secure using the supplied 1/4" x 1-1/4" bolt, washer, and nyloc nut (9).

26) SHOCK HOOPS...

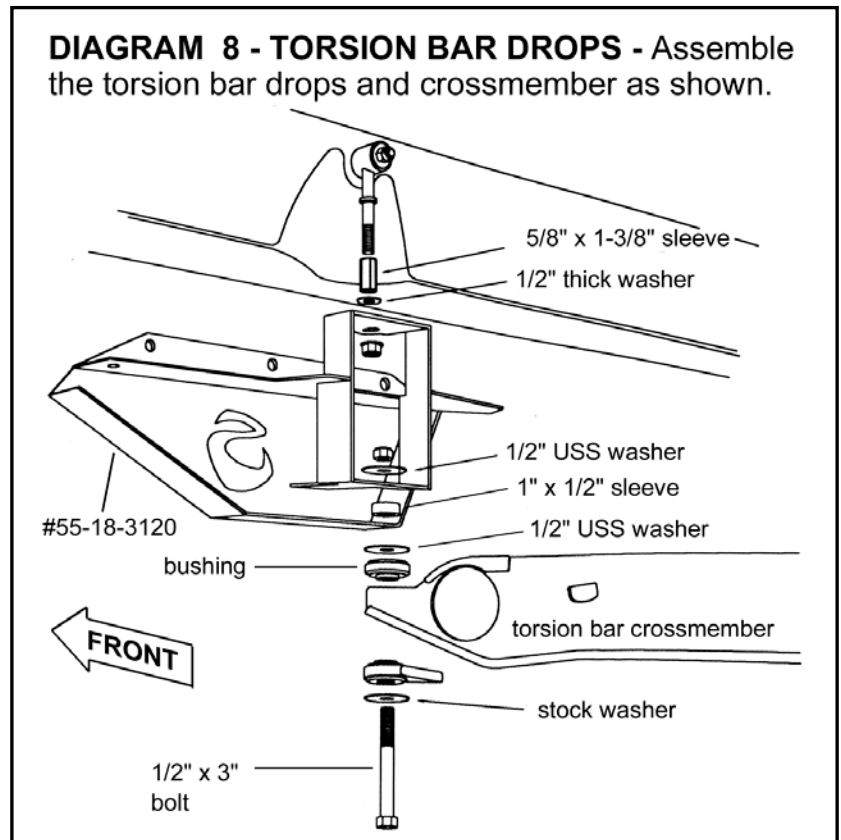
NOTE: The multi-shock system is sold separately and includes separate instructions. Refer to those instructions now.

27) TORSION BAR DROP BRACKETS...

- Lubricate both ends of the factory torsion bars with grease, then slide the torsion bars into the lower control arms. Be sure to line up the indexing marks made during removal.

NOTE: Perform the following steps one side at a time. Start on the driver side.

- [DIAGRAM 8] Attach the torsion bar drop brackets (#55-17-3120 driver side and #55-18-3120) to the factory torsion bar crossmember studs using the supplied sleeve, 1/2" washer, and factory nut as shown. Snug the hardware, but do not fully tighten at this time.
- Verify that the "17" and "18" brackets are lined up vertically in relation to the factory studs (make sure the factory studs are not cocked forward or back) and clamp the drop brackets firmly to the frame.
- Using the drop bracket as a template, mark and drill the location for the five mounting holes using a 5/16" drill bit.



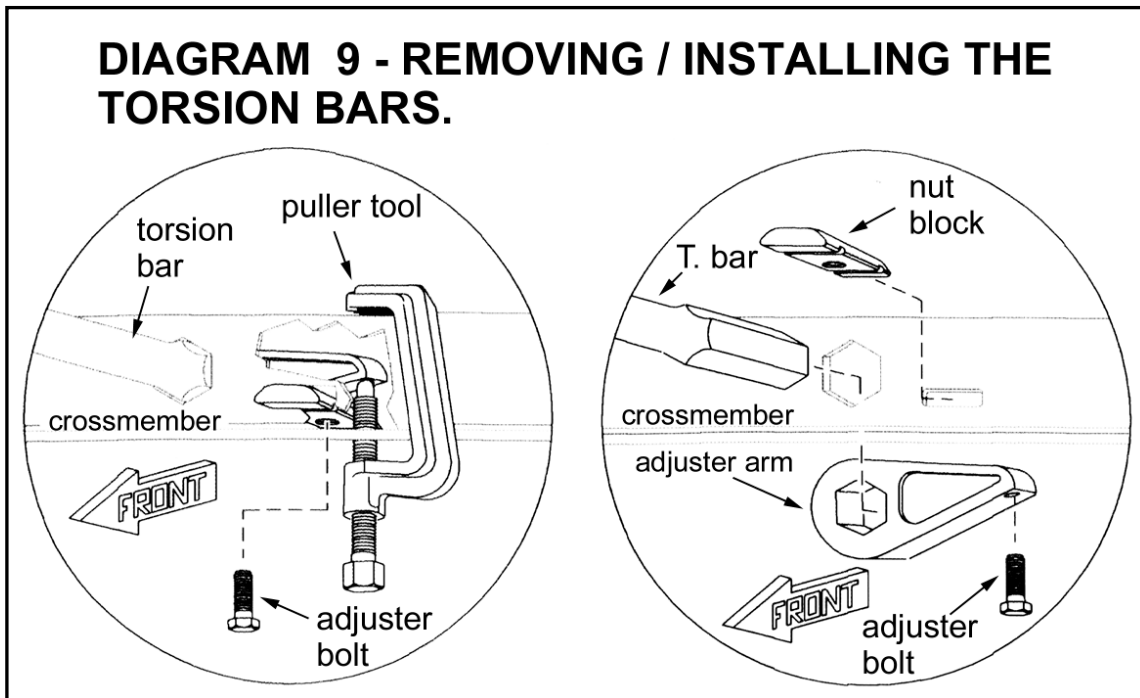
- Start the three supplied 3/8" x 1" self-tapping bolts in the side of the frame first, following by the two 3/8" bolts in the bottom of the frame. Finally, tighten all the 3/8" bolts (24) and the factory stud (52).

CAUTION: Do not overtighten the self-tapping bolts.

- Position the factory torsion bar crossmember with the torsion bar holes facing forward and attach to the torsion bar drop brackets using the supplied 1/2" x 3" bolts washers, nyloc nuts, and factory bushings. The correct order of these components is depicted in Diagram 8. Tight the 1/2" bolts (76).

28) TORSION BARS AND ADJUSTER ARMS...

- Clean the hex splines on the torsion bar and apply a light lubricating grease.



- [DIAGRAM 9] Position the factory adjuster arm in the torsion bar crossmember.
- Line up the marks made during removal for the torsion bar, lower control arm, and adjuster arm, then torsion bar rearward into the adjuster arm. Position the special puller tool used during disassembly. Load the puller / bar and install the adjusting bolt and nut block. Use extreme caution while the bar is under load.
- Unload and remove puller, then thread the adjuster bolt into the nut until the arm is raised approximately 1/4" off of the nut. Final ride height adjustments are made after the installation is complete.

29) VACUUM SOLENOID RELOCATION...

NOTE: The vacuum solenoid will be relocated to the upper mounting bolt for the idler arm.

- Note how the vacuum solenoid is positioned in relation to its mounting bracket. Remove the screws holding the vacuum solenoid to its mounting bracket. Set the solenoid aside.
- Mark and drill a 9/16" hole in the middle of the mounting bracket, opposite of where the solenoid's actuating arm was located, and approximately midway between the solenoid's two mounting holes.
- Reattach the solenoid to its mounting bracket in the same position as it was removed using the factory screws.
- Loosen and remove the retaining nut for the upper idler arm stud. Attach the vacuum solenoid to the upper stud via the 9/16" hole drilled previously. The actuating arm for the solenoid should point towards the rear of the vehicle. Reinstall the nut and tighten to factory specifications.

- Reroute the vacuum solenoid actuating cable, which should still be attached to the front differential, around the backside of the differential tube and toward the idler arm where the solenoid is now located.
- Reattach the actuator cable to the solenoid in the same manner it was removed.
- Reroute the solenoid's vacuum line from the original location to the new location of the solenoid. Reattach the line to the port on the solenoid.
- Visually verify that the cable is clear of any moving components and high heat sources, including the centerlink and exhaust components.

30) FRONT DRIVESHAFT...

NOTE: Exhaust modifications are required before the front driveshaft can be reinstalled. If necessary, the driveshaft can be removed and the vehicle can be driven to an exhaust shop to have the necessary modifications performed.

- Modify the exhaust crossover pipe so that it will not interfere with the driveshaft once it is attached to the front differential.
- Reconnect the front driveshaft to the differential using the factory hardware and tighten to factory specifications.
- There is a dust boot attached to the transfer case-end of the driveshaft with an Adel clamp. Rotate the driveshaft so that the raised pinch point in the Adel clamp is accessible. Using a hammer and punch, flatten the pinch so that it is flush with the boot. Use caution to avoid damaging the boot.

WARNING: If the pinch in the Adel clamp is not flattened, it will rip the dust boot in a very short period of time.

31) SKID PLATES (OPTIONAL)...

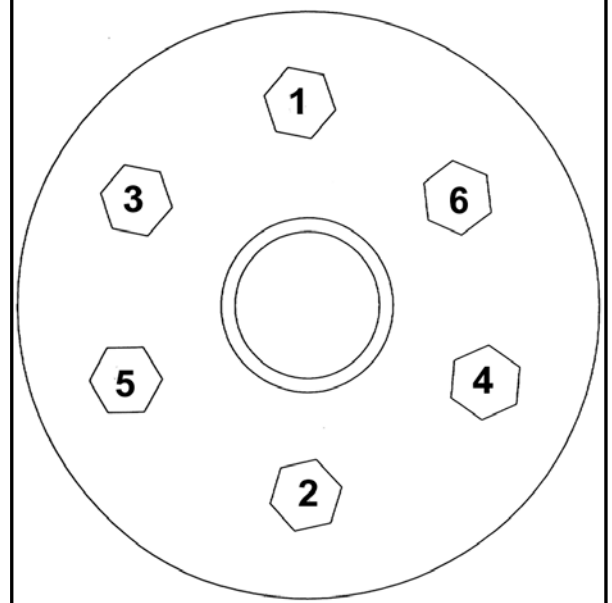
NOTE: The skid plates are sold separately and include separate instructions. If skid plates have been purchased, refer to those instructions now.

32) TIRES / WHEELS...

- [DIAGRAM 10] Install the front and rear tires and wheels. Tighten the lug nuts (102) in the sequence shown.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

DIAGRAM 10 - LUG NUT TORQUE SEQUENCE - Torque the factory lug nuts in this sequence.



WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

33) CLEARANCE CHECK...

- With the vehicle still on jack stands, and the suspension “hanging” at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.

- Lower vehicle to the floor.

34) REAR LIFT...

- Rear lift is sold separately and includes separate instructions. Refer to those instructions and install now.

35) REAR DRIVESHAFT...

NOTE: A replacement rear driveshaft is required for vehicles equipped with an Autotrac, or full-time four-wheel drive capable, transfer case due to potential driveline vibration. This driveshaft is available separately from Superlift (#3126).

- Remove the bolts securing the rear driveshaft to the differential and carefully slide the driveshaft out of the transfer case. Save all hardware for reuse.

- Slide the slip yoke end of the Superlift driveshaft (#3286) into the transfer case. Line up the U-joint at the other end to the differential yoke and secure using the factory hardware. Tighten to factory specifications.

36) HARDWARE TIGHTENING SEQUENCE...

- Tighten the following hardware in sequence:
 - Lower control arm hardware (82).
 - Rear spring hardware (148).

37) BLEED THE BRAKES...

- Bleed the brake system following the procedure found in the factory service manual.

- Inspect all connections for leaks.

38) REINSTALL BATTERY...

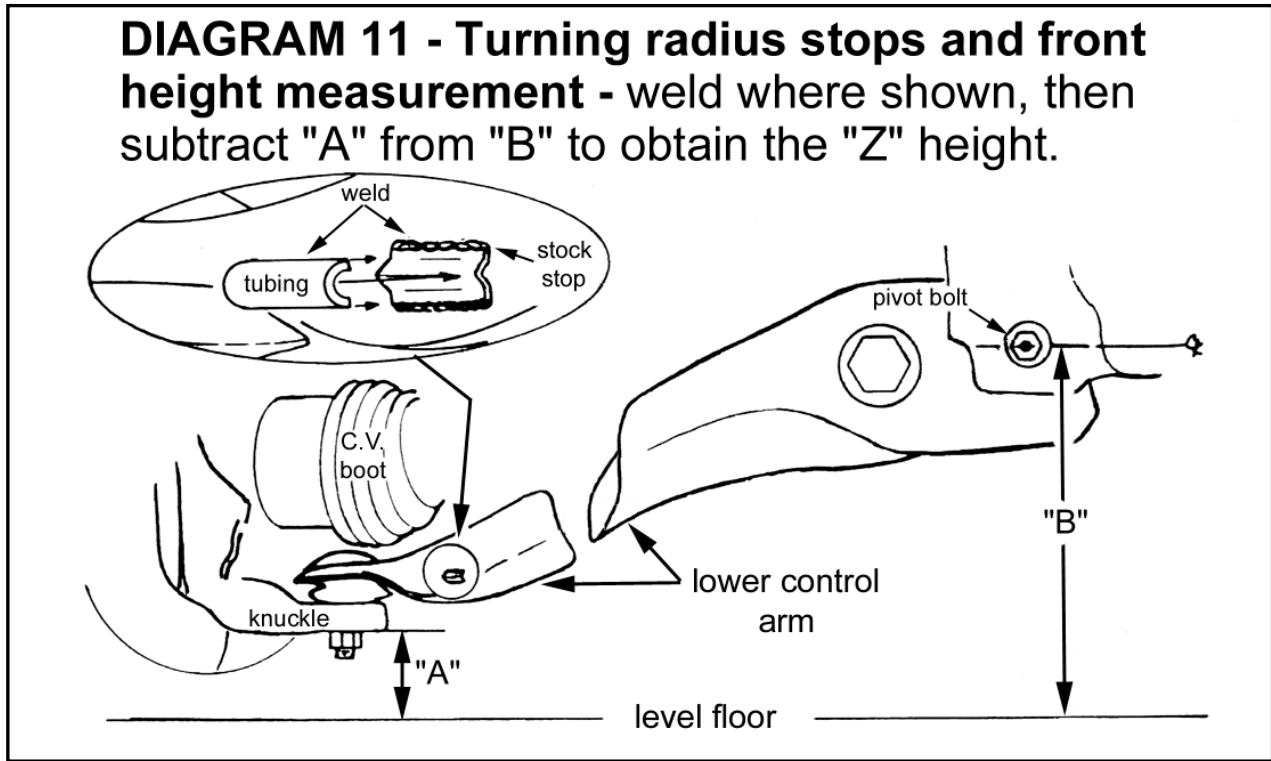
- Reinstall the battery tray and secure using the factory hardware (23).

- Install and reconnect the battery using the procedure found in the factory service manual.

39) TURNING RADIUS STOPS...

NOTE: Some deeply inset wheels, when turned full lock, may make slight contact with the upper control arm. Even if the wheels are not making contact, the close clearance may interfere with wheel balancing weights. If either problem exists, perform this step. In some cases it may be necessary to abandon knock-on weights in favor of tape-ons.

- Locate the factory turning radius stops on the rear of the lower control arms and prep the area for welding.
- [DIAGRAM 11] Weld the furnished 3/8" O.D. x 1" long piece of half-section tubing onto both factory turning radius stops as shown. After the area has cooled, paint the exposed surfaces.



39) ADJUSTING FRONT RIDE HEIGHT...

- Manually bounce the front and rear of vehicle to normalize the torsion bars and leaf springs.
- [DIAGRAM 11] Position the vehicle on a level surface. Measure from the LCA front pivot bolt center down to the floor. Record this as Measurement "A".
- Now measure from the inside edge of the knuckle (at the lower ball joint boss) down to the floor. Record this as Measurement "B".

Subtract measurement "B" from "A" for the ride height figure. Minimum ride height is 4.6"; maximum is 5.2". Preferred ride height is 4.9". Raise height by tightening the torsion bar adjusting bolt; lower height by loosening the bolt. Adjust height 3/8" to 1/2" above the final desired ride height, since the bars will settle slightly after the vehicle is driven.

NOTE: Exceeding the stated minimum or maximum heights will cause the suspension to continually "top out" or "bottom out". This results in a harsh ride, accelerated suspension component wear, and possibly component failure.

40) FINAL CLEARANCE and TORQUE CHECK...

- With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

41) Activate four wheel drive system and check front hubs for engagement**42) HEADLIGHTS...**

- Readjust headlights to proper setting.

43) SUPERLIFT NAME BADGE AND WARNING DECAL...

The system includes one 2" x 5" name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. We suggest putting the badges on the front fenders, tailgate, or rear window. The badge mounts by means of factory applied, double-backed tape. Follow these instructions to ensure that badge sticks properly:

- Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.
- Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.
- Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.
- Press firmly on the badge face and hold a few seconds to seat mounting tape. A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.
- Install the WARNING TO DRIVER decal on the inside of the windshield, or on the dash, within driver's view. Refer to the "NOTICE TO DEALER AND VEHICLE OWNER" section below.

4) ALIGNMENT...

- Realign vehicle to factory specifications. Record the ride height measurement at time of alignment. If, in the future the torsion bars settle excessively, alignment can be restored by adjusting-up the bars to their original ride height.

Limited Lifetime Warranty / Warnings

Your Superlift® product is covered by the Limited Warranty explained below that gives you specific legal rights. This limited warranty is the only warranty Superlift® makes in connection with your product purchase. Superlift® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or limited warranty.

What is covered? Subject to the terms below, Superlift® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warrantor is LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems ("Superlift®").

What is not covered? Your Superlift® Limited Warranty does not cover products, parts or vehicles Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powdercoating, plating, etc.),
- Damage to or resulting from vehicle's electronic stability system, related components or other vehicle

systems.

- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

Remedy Limited to Repair / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer's responsibility.

If a replacement part is needed before the Superlift® part in question can be returned, you must first purchase the replacement part. Then, if the part in question is deemed warrantable, you will be credited / refunded.

Other Limitations - Exclusion of Damages - Your Rights Under State Law

- Neither Superlift® nor your independent Superlift® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you.

Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift product purchased. Mixing component brands is not recommended.

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