



# SUPERLIFT®

## S U S P E N S I O N

### Superlift 6" lift system for 2000 - and - newer 1/2-TON CHEVROLET TAHOE AND GMC YUKON 4WD 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:

- The rear lift is sold separately and includes separate instructions.
- A new front driveshaft is required if the truck is equipped with an Autotrac transfer case; refer to step 24.
- 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.
- Front end realignment is necessary.
- 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.
- 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, undercoating, etc.
- A factory service manual should be on hand for reference.
- 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.

<b>PART NO</b>	<b>DESCRIPTION</b> (Qty.- if more than one)	<b>NEW ATTACHING HARDWARE</b> (Quantity)
55-01-3280.....	upper control arm bracket, front, driver side	(1) 9/16" x 3-3/4" bolt (2) 9/16" USS washer (1) 9/16" nyloc nut (1) 7/16" x 1" tab bolt (1) 7/16" nyloc nut
55-02-3280.....	upper control arm bracket, front, passenger side	(1) 9/16" x 3-3/4" bolt (2) 9/16" USS washer (1) 9/16" nyloc nut (1) 7/16" x 1" tab bolt (1) 7/16" nyloc nut
55-03-3280.....	(2) lower control arm bracket, front	(2) 5/8" x 4-1/2" bolt (4) 5/8" USS washer (2) 5/8" nyloc nut
55-04-3280.....	front crossmember.....	(8) 7/16" x 1-1/4" bolt (8) 7/16" nyloc nut
55-35-3280.....	upper control arm bracket, rear, driver side	(2) 7/16" x 1-1/2" bolt (1) 7/16" x 2" bolt (1) 7/16" x 1-1/4" bolt (4) 7/16" nyloc nut (1) 3/4" x 1" spacer sleeve
55-34-3280.....	upper control arm bracket, rear, passenger side	(2) 7/16" x 1-1/2 " bolt (1) 7/16" x 2" bolt (1) 7/16" x 1-1/4" bolt (4) 7/16" nyloc nut (1) 3/4" x 1" spacer sleeve
55-07-3280.....	lower control arm bracket, rear, driver side	(1) 5/8" x 5-1/2" bolt (2) 5/8" USS washer (1) 5/8" nyloc nut (1) 9/16" x 3-1/2" bolt
55-08-3280.....	lower control arm bracket, .....	(1) 5/8" x 5-1/2" bolt

	rear, passenger side	(2) 5/8" USS washer (1) 5/8" nyloc nut
55-39-3280	differential drop bracket, upper, driver side	(1) 9/16" x 4" bolt (1) 9/16" nyloc nut
55-10-3280	differential drop bracket, passenger side	(2) 9/16" x 1-1/2" bolt (4) 9/16" USS washer (2) 9/16" nyloc nut
55-11-3280	rear crossmember	(4) 7/16" x 1-1/4" bolt (4) 7/16" nyloc nut
55-41-3280	centerlink	(2) 9/16" x 2" bolt (2) 9/16" stover nut
55-13-3280	C.S.S. link	(2) 9/16" x 3" bolt (2) 9/16" USS washer (2) 9/16" stover nut (4) bushing half (2) 3/4" x 1-3/4" sleeve
55-01-3310	torsion bar drop bracket, driver side	(3) 3/8" x 1" self-tapping bolt (1) 9/16" x 3" bolt (1) 9/16" nyloc nut (2) bushing half (1) sleeve
55-02-3310	torsion bar drop bracket, passenger side	(3) 3/8" x 1" self-tapping bolt (1) 9/16" x 3" bolt (1) 9/16" nyloc nut (2) bushing half (1) sleeve
55-17-3280	(2) kicker brace (optional)	(2) 1/2" x 2-1/4" bolt (2) 1/2" tab nut (2) 9/16" x 4-1/2" bolt (2) 9/16" nyloc nut (2) 1-1/4" x 1" spacer sleeve (4) bushing half (2) 3/4" x 3" sleeve
55-20-3280	(2) lower shock mount brace	(4) 1/2" x 2-1/4" bolt (4) 1/2" nyloc nut
55-21-3280	(2) lower shock mount, front	(2) 1/2" x 6" bolt (2) 1/2" nyloc nut
55-22-3280	upper shock hoop, passenger side	(1) 1/2" x 6" bolt (1) 1/2" nyloc nut

- 55-23-3280.....upper shock hoop, .....  
driver side

(1) 9/16" x 4" bolt  
(1) 9/16" nyloc nut  
(1) 3/4" x 1-1/2" bolt  
(1) 3/4" nyloc nut
- 55-24-3280.....front skid plate (optional)
- 55-25-3280.....differential skid plate.....  
(optional)

(2) 7/16" x 3-1/2" bolt  
(2) 7/16" x 2-3/4" bolt  
(4) 7/16" USS washers  
(4) 7/16" nyloc nut
- 55-27-3280.....rear upper control arm brace,  
driver side
- 55-28-3280.....rear upper control arm brace,  
passenger side
- 66-37-3280.....(2) anti-sway bar end link, front ...

(4) 7/16" x 1" bolt  
(4) 7/16" x 2" bolt  
(4) 7/16" SAE washer  
(2) 7/16" right hand thread jam nut  
(2) 7/16" left hand thread jam nut  
(8) 7/16" nyloc nut  
(8) 55-54-3280 cone spacer  
(2) 55-53-3280 left hand heim  
(2) 55-52-3280 right hand heim  
(4) 55-51-3280 "c" bracket  
(2) 55-50-3280 sway bar link body  
(2) 1-38-3280 spacers sleeve
- 55-13-3310.....(2) anti-sway bar drop bracket, ....  
front

(4) 10mm x 60mm allen head bolt
- 01-328.....coil springs, rear
- 55-03-3310.....shock relocation bracket,.....  
rear, driver side

(1) 9/16" x 3-1/2" bolt  
(1) 9/16" nyloc nut  
(1) 1/2" x 1-1/4" bolt  
(1) 1/2" nyloc nut  
(1) 7/8" x 1-7/8" sleeve



**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 adjusting arms.
- A special torsion bar puller tool is required to unload the torsion bars. 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).

### 3) **TORSION BAR CROSSMEMBER...**

- Remove the two bolts that attach the crossmember to the frame and set the crossmember aside.

### 4) **BRAKE CALIPERS...**

- Unclip the brake hoses from the upper control arm.
- Remove the two bolts securing the caliper 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.

### 5) **AXLESHAFTS...**

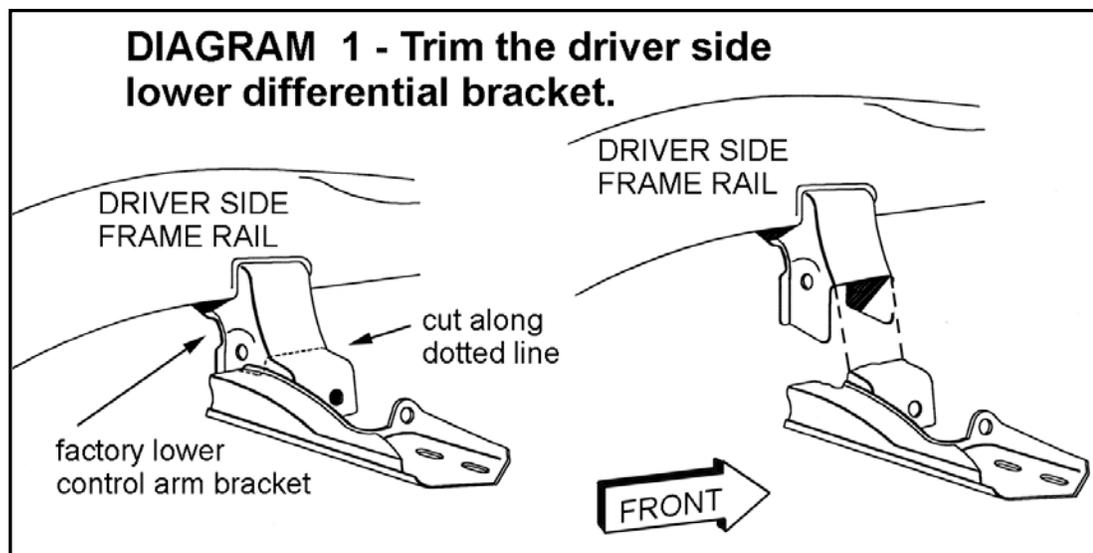
- Remove the six bolts that attach the axleshaft to the CV flange on the differential.

### 6) **DIFFERENTIAL...**

- Disconnect the electrical plug and vacuum tube from the differential.
- 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 of the driver side, followed by driver side upper differential bolt. Carefully lower the differential to the floor.

### 7) **CENTERLINK...**

- Using the appropriate puller tool (refer to the factory service manual), remove the tie rod end from the knuckle.
  - Remove the nuts on the pitman and idler arms, and using the appropriate puller tool, remove the centerlink assembly. Leave the tie rods attached to the centerlink and set the assembly aside. Retain all the factory hardware.
- 8) 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 but retain all factory hardware.
- 9) CONTROL ARM / HUB ASSEMBLY...**
- Remove and discard the front shocks.
  - Support the control arm assembly with a jack. With the help of an assistant, remove the bolts that hold the lower control arms to the frame followed by the cam bolts for the upper control arms, then carefully lower the assembly to the floor.
- 10) TRIMMING THE FRAME...**
- [DIAGRAM 1] Cut the driver side lower differential mount using a torch or similar tool following Diagram 1.
  - Remove the rubber compression travel stops from the cups on the underside of the rear U.C.A. frame mount. Grind or cut the cups for these travel stops until the underside of the U.C.A. bracket is flat.
  - Grind the front and rear edges of the extension travel stops (located under the front U.C.A. frame brackets) until the edges are flush with the sides of the U.C.A. frame brackets.
  - Using a small ball peen hammer, knock out the factory cam alignment pins in the U.C.A. frame brackets. The pins come out easily if they are knocked side-to-side.

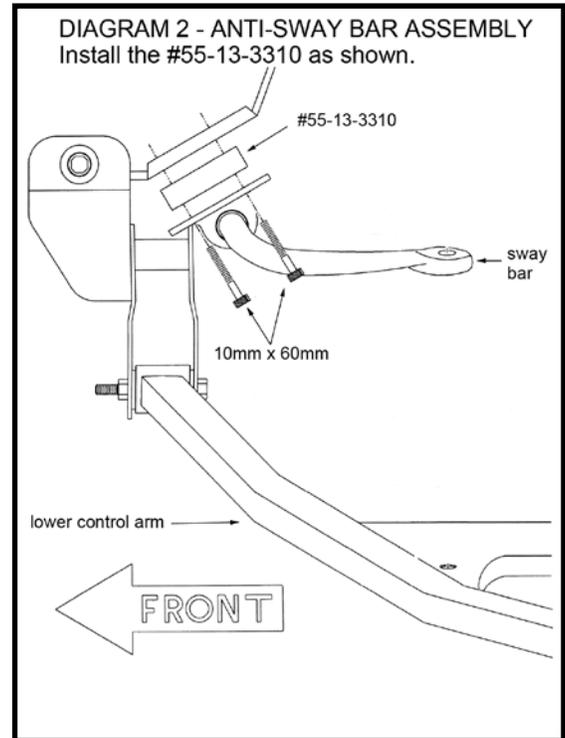


- Grind 1/4" off the tip of the ball stud on the pitman arm to gain clearance between the stud and the differential.
- The stock mounting brackets for the torsion bar crossmember are attached to the frame with rivets. Using a or cold chisel or an air chisel only, remove the rivets and set the brackets aside. The brackets will be reused, so take precautions not to damage them.

## FRONT ASSEMBLY

### 11) ANTI-SWAY BAR...

- [DIAGRAM 2] Position the anti-sway bar drop brackets (55-13-3310) against the frame according to the diagram and install the anti-sway bar body in the factory position with the ends inverted – or switched – so that the sway bar body steps down instead of up. Install and tighten the supplied 10mm x 60mm bolts (52).



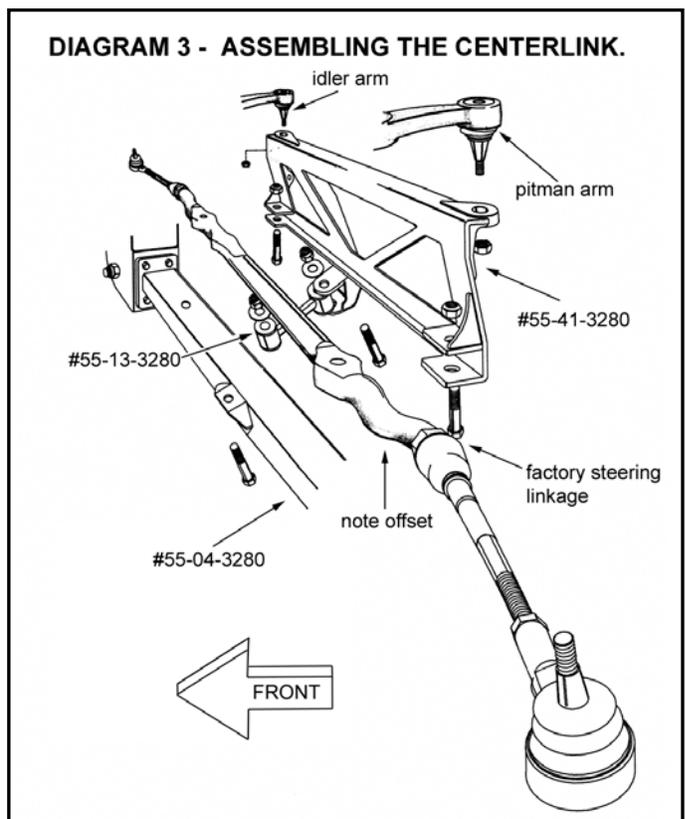
### 12) CENTERLINK...

- [DIAGRAM 3] Install the factory centerlink in the Superlift centerlink (55-41-3280) using the provided 9/16" x 2" bolts and stover nuts and tighten (82 lb-ft). Note that the L-shaped bends in the factory centerlink point toward the rear of the vehicle.

- Attach the centerlink assembly to the idler and pitman arms using the factory hardware. Note that the C.S.S. tab (the tab in the middle of the centerlink) should face the front of the vehicle. Tighten the factory hardware (46 lb-ft).

### 13) DIFFERENTIAL DROP BRACKETS...

- Look at the passenger side differential drop bracket (55-10-3280). Looking from the side of the bracket, you will notice it has a taper in it; the "tall" end of the taper should be positioned forward (toward the front bumper), while the "short" end of the taper should be positioned rearward (toward the rear bumper). In other words, the mounting face for the differential should be more or less parallel with the ground. Attach the "10" bracket to the factory passenger differential bracket using the original hardware. Do not tighten at this time.



- Install the driver side upper differential drop bracket (55-39-3280) using the supplied 9/16" x 4" bolts, washer, and nyloc nut. The bracket should be installed so that the scalloped edge faces forward. Do not tighten at this time.
- With the help of an assistant, raise the differential assembly into position and secure the driver side upper mount using the factory hardware. Secure the passenger side of the differential to the "10" bracket using the two supplied 9/16" x 1-1/2" bolts, four USS washers, and stover nuts. Do not tighten at this time.

#### 14) FRONT UPPER CONTROL ARM BRACKETS...

The following steps are performed one side at a time. Start with the driver side.

- Loosely slide the driver side upper shock hoop (55-23-3280) inside the U.C.A. frame mounts.
- Install the driver side front U.C.A. bracket (55-01-3280) using the supplied 9/16" x 3-3/4" bolt and nyloc nut.
- Rest the inner plate of the "01" bracket against the bottom of the frame. In some cases, there is a 7/16" hole already present in the frame that lines up with the hole in the "01" bracket. If not, mark the location of the hole in the "01" bracket on the frame, remove the bracket, and use a 15/32" bit to drill out the marked location.
- Re-mount the "01" bracket and install the supplied 7/16" x 1" tab bolt through the through the drilled hole and bracket. Install the 7/16" nyloc nut and tighten (37 lb-ft). Now tighten the 9/16" bolt (82 lb-ft).
- Repeat these steps on the passenger side for the "02" and "22" brackets.

#### 15) FRONT LOWER CONTROL ARM BRACKETS / CROSSMEMBER...

- Install the driver and passenger front L.C.A. brackets (55-03-3280) in the factory frame mounts using the supplied 5/8" x 4-1/2" bolts, 5/8" USS washers, and nyloc nuts. These bolts should be installed from the rear. Do not tighten at this time.
- Locate the supplied bushings and sleeves for the C.S.S. link (55-13-3280) and lubricate them with a silicon-based grease, then install the bushings and sleeves in the link.
- Install the C.S.S. link (55-13-3280) on the front crossmember (55-04-3280) using the provided 9/16" x 3" bolt, USS washer, and stover nut. Do not tighten at this time.
- Position the front crossmember between the "03" brackets so that the tab for the C.S.S. link is facing the rear (refer to Diagram 3) and attach the crossmember to the "03" brackets using the provided 7/16" x 1-1/4" bolts and nyloc nuts. Do not tighten at this time.
- Slide the C.S.S. link into the mounting tab on the centerlink. Insert the supplied 9/16" x 3" bolt, USS washer, and stover nut and tighten both ends of the C.S.S. link until the bushings swell slightly.
- Tighten the 7/16" bolts for the front crossmember (37 lb-ft).
- Tighten the 5/8" bolts for the "03" brackets (112 lb-ft).

**16) REAR LOWER CONTROL ARM BRACKETS / CROSSMEMBER...**

- Install the driver and passenger rear L.C.A. brackets (55-07-3280 and 55-08-3280) using the supplied 5/8" x 5-1/2" bolts, washers, and nyloc nuts. Do not tighten at this time.
- Position the rear crossmember (55-11-3280) so that the tab on the crossmember lines up with the lower differential mount on the driver side. Insert the supplied 9/16" x 3-1/2" bolt and washer through the hole the the rear L.C.A. bracket and the differential mount, then thread this bolt into the welded nut on the crossmember. Do not tighten at this time.
- Adjust the rear crossmember so it can be attached to the "07" and "08" brackets using the provided 7/16" x 1-1/4" bolts and nyloc nuts and tighten (37 lb-ft).
- Tighten the 5/8" bolts for the "07" and "08" brackets. (112 lb-ft).
- Tighten the 9/16" differential bolt (82 lb-ft).
- Now tighten the 9/16" passenger side differential bracket bolts and the 9/16" driver side upper differential bracket bolts (82 lb-ft).
- Reconnect the differential wiring and vent hose. The additional length needed can be supplied by relocating the retaining clips for these items and/or separating them from the wire looms.

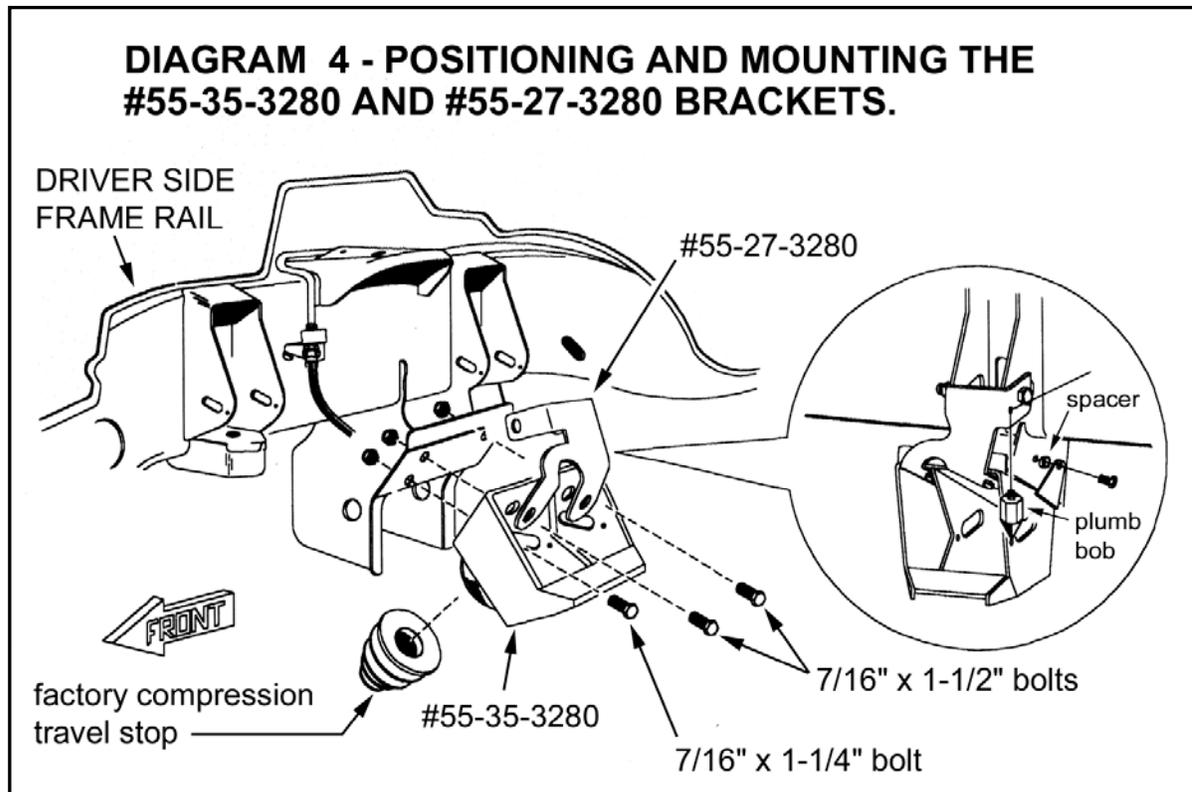
**17) CONTROL ARM / HUB ASSEMBLY...**

Perform the following steps one side at a time. Start with the driver side.

- Knock out the plastic inserts in the slots of the upper control arm cam bolts.
- Install the driver side rear U.C.A. bracket (55-35-3280) on the rear leg of the upper control arm using the factory cam bolt. Hand tighten only.
- Using a floor jack, raise the control arm / hub assembly into position and insert the legs of the lower control arm into their new locations. Insert the factory hardware and hand tighten.
- Insert the front leg of the upper control arm into the "01" bracket and install the factory cam bolt. Hand tighten.
- With the jack applying upward pressure, line up the "35" bracket flush against the flat plate on the frame (where the compression travel snubber cup used to be).

NOTE: The cam bolts in the upper control arm must be in the exact same adjustment position, either all the way "in" or all the way "out."

- [DIAGRAM 4] Drop a plumb bob from the original cam pin hole on the rear U.C.A. frame bracket. The cam pin on the "35" bracket must line up with the plumb bob. After making the necessary adjustments to the location of the "35" bracket, scribe marks for the three holes on the faceplate and one hole on the backside of the bracket.



**IMPORTANT:** The vehicle must be level when following the plumb bob procedure. The original cam pin holes and the cam pins in the “35” bracket must line up perfectly using the procedure described above. If they are misaligned, it will be difficult to obtain proper front end alignment after the installation is complete.

- Remove the cam bolt holding the front U.C.A. leg in place and lower the assembly down with a jack. Use a 15/32” bit to drill out the four holes for the “35” bracket.
- Insert the 1” thick spacer between the factory frame bracket and the rear leg of the “35” bracket. Loosely install the provided 7/16” x 2” bolt through the rear leg of the “35” bracket, the spacer, and the frame bracket as shown in the exploded view of Diagram 4. Do not tighten at this time.
- Position the upper control arm brace (55-27-3280) over the “35” bracket as shown in Diagram 4. Install the two supplied 7/16” x 1-1/2” bolts through the “35” and “27” bracket, followed by the remaining 7/16” x 1-1/4” bolt. Do not tighten at this time.
- If not already in position, install the driver side shock hoop (55-23-3280) in the original upper control arm frame mounts.
- Install the supplied 9/16” x 4” bolt through the “27” bracket and the rear leg of the upper shock hoop. Do not tighten at this time.
- Tighten the 7/16” bolts for the “35” and “27” brackets (37 lb-ft).
- Raise the jack and reinstall the upper control arm into the “01” and “35” brackets using the factory cam bolts. Snug the bolts for now.

- Repeat these steps of the passenger side using the 55-34-3280 and 55-28-3280 brackets.

### 18) KICKER BRACES...

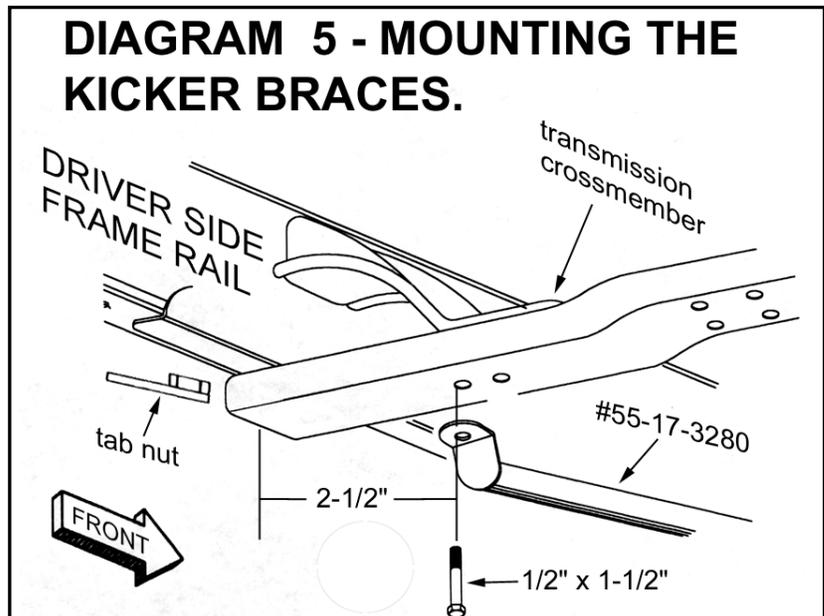
NOTE: The kicker braces are sold separately with this suspension system. If kicker braces have not been purchased, proceed to step 19.

- Install the appropriate bushing halves and sleeves into the back of the rear crossmember (55-11-3280). Mount the kicker braces (55-17-3280) to the crossmember using the provided 9/16" x 4-1/2" bolts and nyloc nuts. Do not tighten at this time.

- [DIAGRAM 5] On each side, line up the hole in the end of the kicker brace 2-1/2" from the end of the transmission crossmember as shown and mark the location. Swing the kicker out of the way and drill a 1/2" hole in the bottom of the crossmember at the mark.

NOTE: Do not drill all the way through the crossmember.

- Swing the kicker brace back into place at the hole just drilled. Insert the supplied 1/2" tab nut in the end of the crossmember, line it up with the mounting hole, and start the supplied 1/2" x 1-1/2" bolt in the tab nut. Tighten (80).



- Tighten the 9/16" bolts until the bushings swell slightly.

### 19) BRAKE CALIPERS...

- Reinstall the brake calipers using the original hardware and tighten to factory specs.

### 20) TIE ROD ENDS...

- Reinstall the tie rod ends in the knuckles and tighten (33 lb-ft).

### 21) AXLE SHAFTS...

- Reinstall the six bolts that retain the CV axle to the axle flange on the differential and tighten to factory specifications.

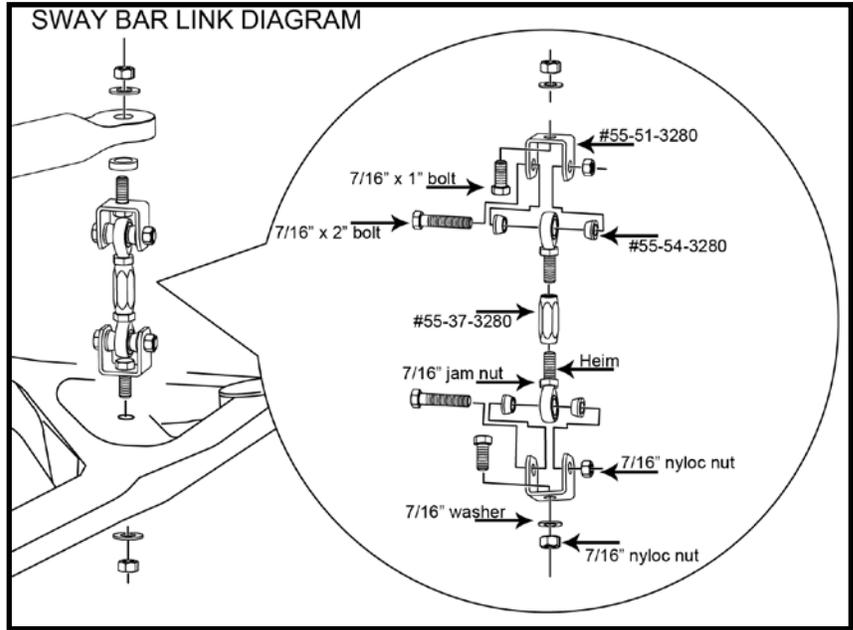
### 22) SWAY BAR...

- [SWAY BAR LINK DIAGRAM] Install the 7/16" X 1" bolt through the inside of the "c" bracket (55-51-3280) then the spacer (1-38-3280), then through the sway bar body followed by a washer and nyloc nut. Tighten (50).

- Install the 7/16" x 1" bolt through the inside of the "c" bracket (55-51-3280) then the lower control arm followed by a washer and nyloc nut. Tighten (50).

- There are right and left hand threaded heim joints and jam nuts supplied. Thread the appropriate jam nut onto the heim. Thread the heim completely down into the new sway bar link body (55-50-3280).

- Install 7/16" x 2" bolt through the side of the "c" bracket then the cone spacer (55-54-3280), followed by the heim (55-52-3280 or 55-53-3280), another cone spacer, "c" bracket and nyloc nut. (50) NOTE: Make sure that the large diameter of the cone spacers faces the outside of the "c" bracket. Repeat this step on the opposite end of the link.

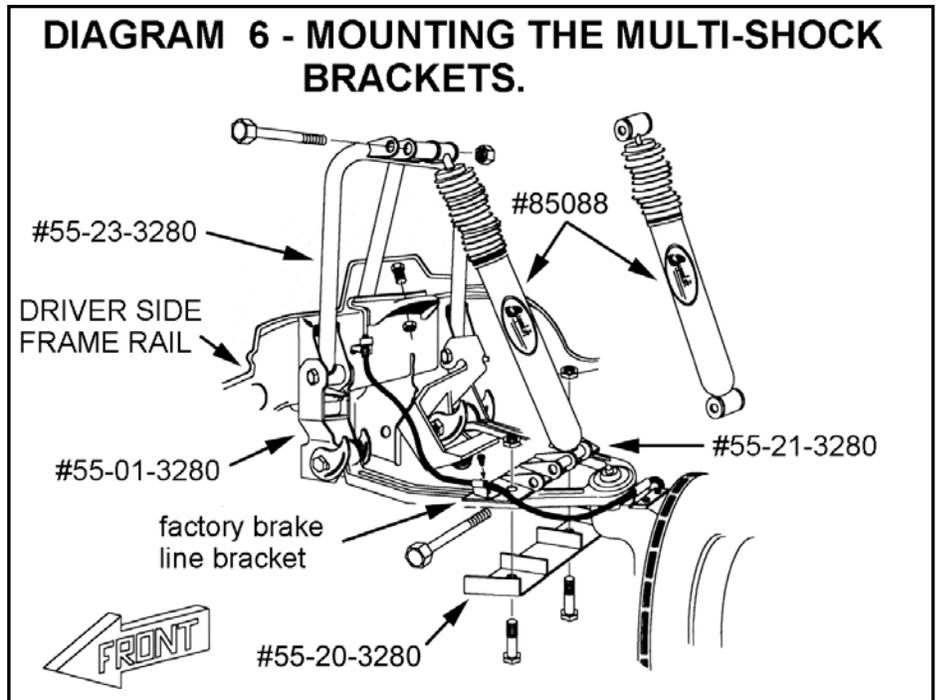


**23) MULTI-SHOCKS...**

The following steps are performed one side at a time. Start with the driver side.

- [DIAGRAM 6] Position the lower shock mounting plate (55-21-3280) over the upper control arm so that the hole for the factory brake line bracket lines up with the existing hole in the front leg of the upper control arm (see Diagram).

- Install the lower shock mount brace (55-20-3280) under the "21" bracket and secure using the supplied 1/2" x 2-1/4" bolts and 1/2" stover nuts. Hand tighten.



- Install the supplied 3/4" x 1-1/2" bolt and 3/4" nyloc through the support leg of the shock hoop (55-23-3280) and the frame bracket for the factory shock. Do not tighten at this time.

- Install the bushings, boots, and stickers on the front shocks (85088).

- Following Diagram 6, install the shocks in the upper and lower mounting tabs of the shock brackets using the supplied 1/2" x 6" bolt and 1/2" nyloc nut. These bolts should be installed from front to rear as shown. Hand tighten the 1/2" bolts for now.
- Tighten the two 9/16" bolts (82 lb-ft) and the 3/4" bolt (200 lb-ft) for the upper shock hoop.
- Reattach the factory brake line bracket to the front leg of the upper control arm using the factory bolt. Also reinstall the small factory bolt in the rear leg of the upper control arm. Tighten until snug, but do not overtighten.
- Reattach the factory retaining clips for the ABS wire and plug the wire back into the connector at the top of the framerail.

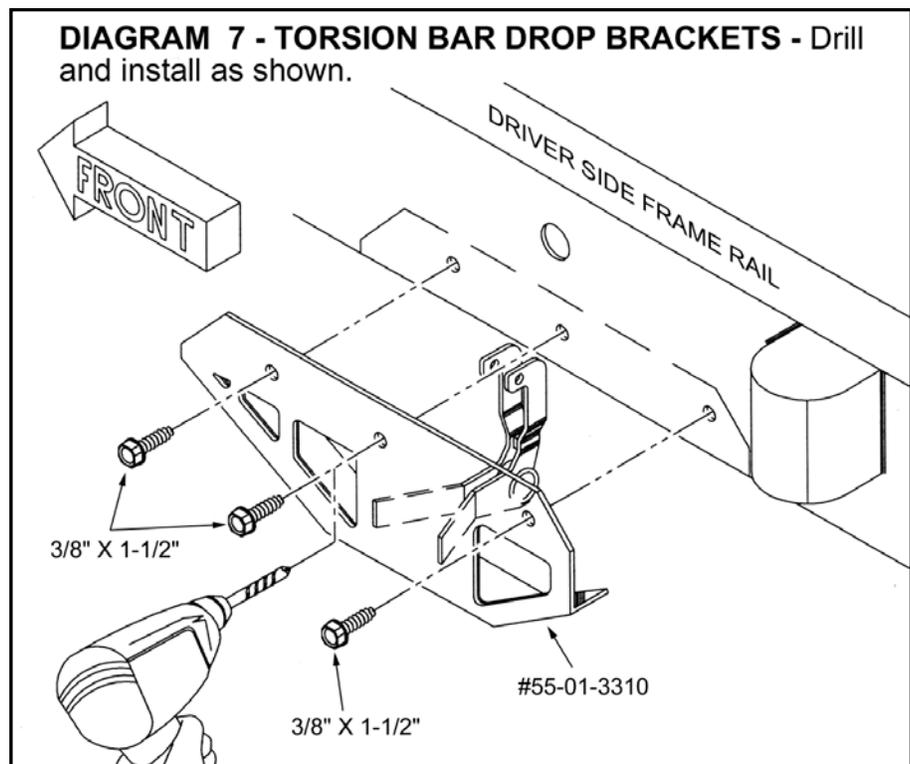
- Tighten the 1/2" mounting bolts for the "20" and "21" brackets (57 lb-ft).

- Tighten the 1/2" x 6" bolts for the shocks until the bushings swell slightly.

- Repeat these steps for the passenger side.

#### 24) TORSION BAR DROP BRACKETS...

- One each side, slide the torsion bars into the lower control arms following the indexing marks made during removal. Be sure to slide them in far enough not to interfere with the installation of the crossmember.



- Lubricate and install the supplied bushings and 11/16" x 1-1/2" sleeves in the torsion bar crossmember drop brackets (55-01-3310 driver side and 55-02-3310 passenger side).
- [DIAGRAM 7] Position the torsion bar drop brackets against the frame as shown in Diagram 7. Note the pointed end of the "01" and "02" brackets should be positioned toward the front bumper. Loosely attach the brackets to the factory torsion bar crossmember mount located on the inboard side of the frame using the supplied 9/16" x 3" bolts and nyloc nut. Snug, but do not fully tighten the bolt. This will locate the drop brackets correctly on the frame for the drilling procedure performed next.
- Clamp the "01" and "02" brackets so that they are flush against the side of the frame. Using each bracket as a template, mark and drill the location of the mounting holes (three on each side) in the side of the frame using a 5/16" drill bit.

- On each side, install and tighten the supplied 3/8" x 1" self-tapping bolts (three per side) in the side of the frame (24). Then tighten the 9/16" bolts (82).

**IMPORTANT:** Do not exceed the specified torque for the self-tapping bolts.

- Reinstall the torsion bar crossmember using the factory hardware and tighten to factory specifications.
- Insert the torsion bar adjusting arms in the crossmember, then slide the bars back into the arms. Again, follow the indexing marks made during removal.
- Using the torsion bar puller tool, load the torsion bars enough to insert the adjusting bolt and nut block in the crossmember, then release the tension on the tool.

## 25) FRONT DRIVESHAFT...

NOTE: If your truck is equipped with an Autotrac, or push-button full-time capable, transfer case, purchasing a replacement front driveshaft is mandatory due to driveline vibrations caused by the factory front driveshaft when the truck is in fulltime four-wheel drive mode. This driveshaft is available separately from Superlift. Trucks equipped with the standard part-time lever-operated transfer case do not need this replacement driveshaft as long as speeds in four-wheel drive will not exceed 25 mph. If a replacement driveshaft is not purchased, proceed to step 26.

- Remove the rubber dust boot from the factory front driveshaft and discard the factory clamps. Install the boot on the new driveshaft using the supplied clamp.
- Slide the splined end of the driveshaft into the transfer case and attach the other end to the differential using the factory U-joint straps and bolts (19 lb-ft).
- Slide the rubber dust boot over the lip on the transfer case and secure the boot using the supplied clamp.

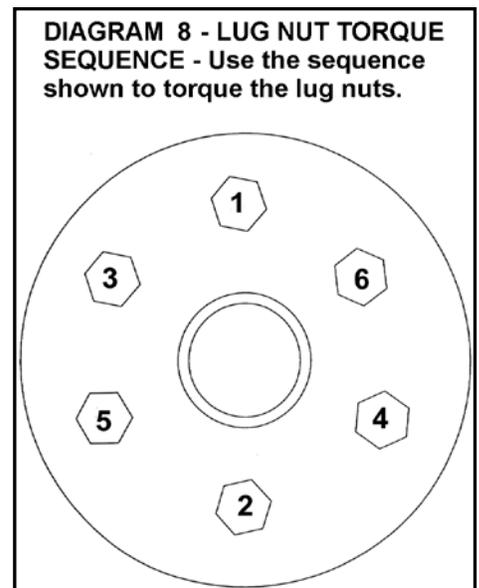
## 26) SKID PLATE...

NOTE: The skid plate is purchased separately. If a skid plate has not been purchased, proceed to step 27.

- Install the differential skid plate (55-24-3280) on the rear crossmember using the two 7/16" x 3-1/2" bolts, USS washers, and nyloc nuts supplied.
- Install the front skid plate (55-25-3280) over the front lip of the "24" plate and line up the mounting holes with the front crossmember. Insert the two supplied 7/16" x 2-3/4" bolts, USS washers, and nyloc nuts, then tighten all the skid plate mounting bolts (37 lb-ft).

## 27) TIRES / WHEELS...

- [DIAGRAM 8] Tighten the lug nuts (85 lb-ft) 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.

**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.

## 28) 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.
- Check that the ball stud on the pitman arm clears the upper differential mount by a minimum of 1/8”. If the stud does make contact, verify the differential brackets have been installed properly. It may be necessary loosen and adjust the differential and / or grind off a little more of the ball stud to gain adequate clearance.
- Lower vehicle to the floor.

## REAR PROCEDURE

### 29) PREPARE VEHICLE...

- Raise the rear of vehicle with a jack and secure a jack stand beneath each frame rail, just in front of the trailing arm mounts. Ease the frame down onto the stands, place transmission in low gear or “park”, and chock the front tires. Leave the jack so that it supports, but does not raise, the rear axle. Remove the rear tires.

### 30) TRACK BAR...

- Pop loose the metal clips holding the emergency brake cable to the track bar and let the cable hang.
- Remove the lower track bar bolt that attaches the track bar to the axle. Tie the track bar out of the way and save the hardware for reuse.

### 31) ANTI-SWAY BAR LINKS AND SHOCKS...

- On each side, remove and discard the factory anti-sway bar links. Save all hardware for reuse.
- On each side, unbolt the lower end of the shocks from axle but leave the upper end attached to the frame. Save all hardware for reuse.

### 32) COIL SPRINGS...

❑ Lower the axle with the jack enough to facilitate removing the rear springs. Discard the stock springs.

❑ Place the Superlift coil springs (01-328) in the buckets on each end of the axle, then raise the axle enough to seat the springs in the upper spring pockets on the frame.

### 33) TRACK BAR BRACKET...

❑ [DIAGRAM 9] Place the track bar bracket (55-06-3310) over the factory track bar mount on the axle as shown. Insert the  $7/8"$  OD x  $1-7/8"$  sleeve inside the factory track bar mount as shown, then install the supplied  $9/16"$  x  $3-1/2"$  bolt through the "06" bracket, sleeve, and factory mount. Snug the bolt with the supplied  $9/16"$  nyloc nut.

❑ Install the supplied  $7/16"$  x  $1"$  bolt through the side lip of the bracket (to the left of the  $9/16"$  bolt) and into the existing hole in the factory mount. Secure using a  $7/16"$  nyloc nut, but do not fully tighten at this time.

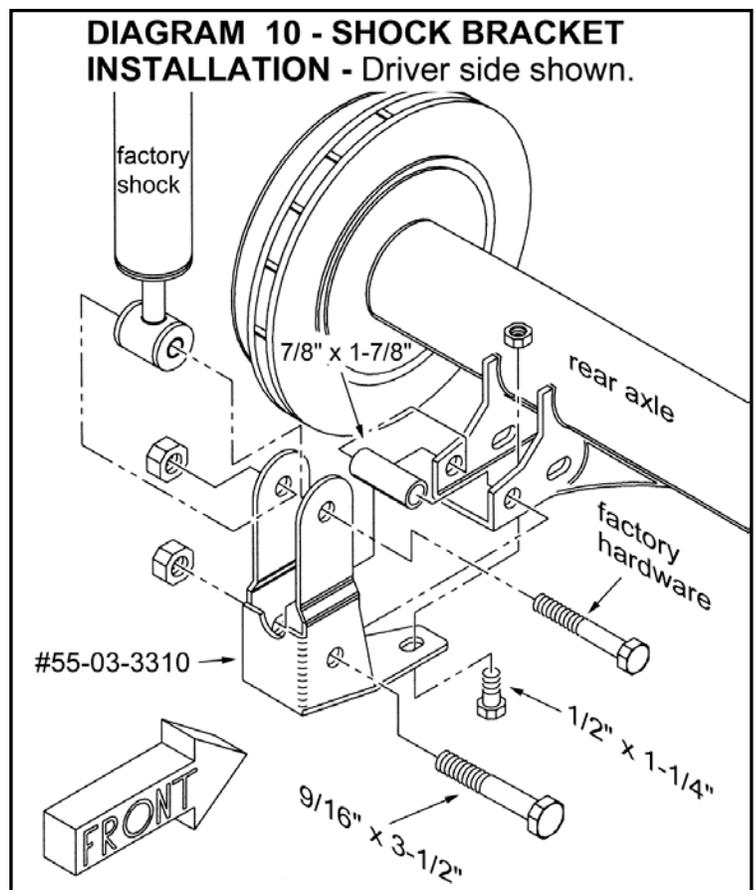
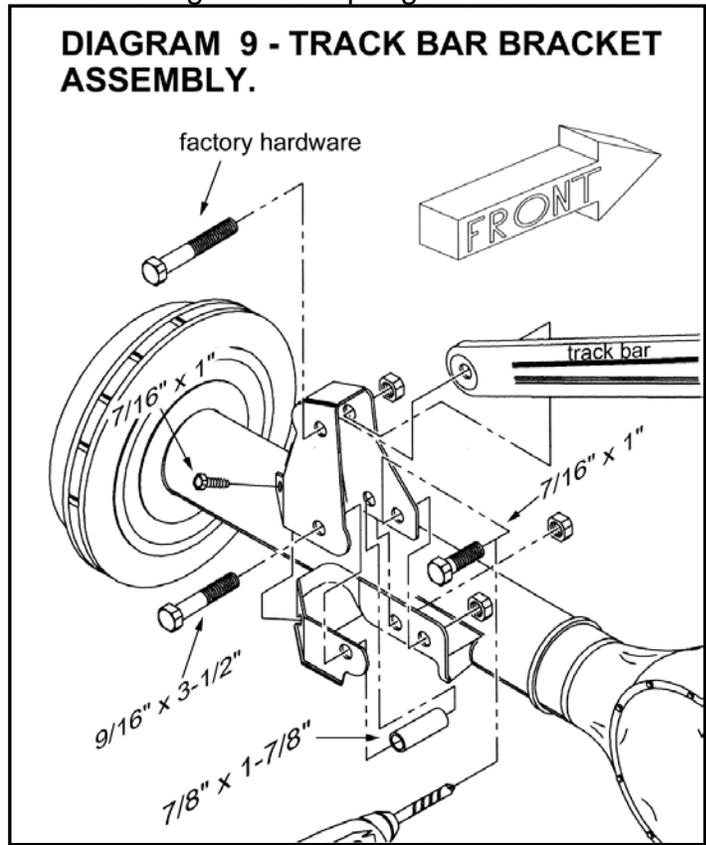
❑ Using the "06" bracket as a template, drill a  $7/16"$  hole in the factory track bar mount as shown in Diagram 7. Looking from the rear of the vehicle, this hole will be to the right of the  $9/16"$  bolt installed previously. Clean up any burrs, then install the supplied  $7/16"$  x  $1"$  bolt and nyloc nut (52).

❑ Tighten the remaining  $7/16"$  bolt (52) and the  $9/16"$  bolt (82).

### 34) REAR BRAKE LINE RELOCATION...

❑ Remove the bolt securing the rear brake line junction block to the differential cover.

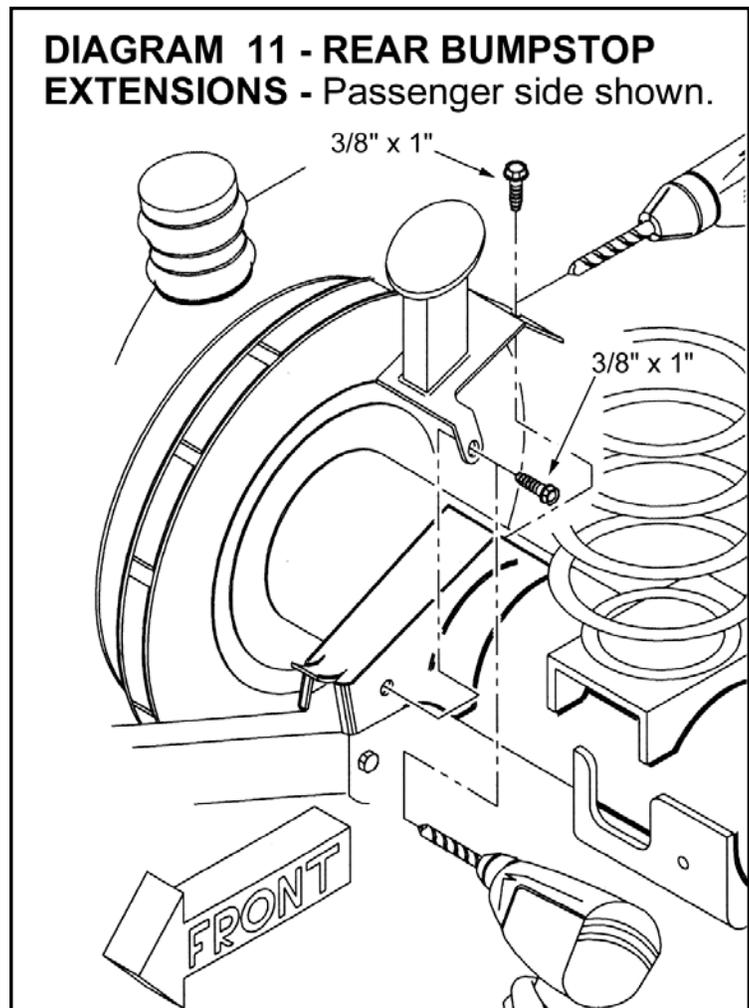
❑ Attach the rear brake line relocation bracket (55-05-3310) to the differential cover where the brake line junction used to be using the factory hardware and tighten.



- Reform the metal brake lines to enable the junction block to reach the upper end of the "05" bracket. Use extreme caution to avoid pinching or otherwise damaging the brake lines.
- Secure the junction block to the "05" bracket using the supplied 5/16" x 1-1/4" bolt and nyloc nut (13).

### 35) REAR SHOCK BRACKETS...

- [Diagram 10] Place the shock relocation brackets (55-03-3310 driver side and 55-04-3310 passenger side) over the existing lower shock mounts on the rear axle as shown. Insert the supplied 7/8" OD x 1-7/8" sleeve inside the existing mount, then install the supplied 9/16" x 3-1/2" bolt through the relocation bracket, existing mount, and sleeve as shown. Snug the bolt with a 9/16" nyloc nut, but do not fully tighten at this time.
- Insert the supplied 1/2" x 1-1/4" bolt through the bottom hole of the relocation bracket and the existing hole in the factory mount. Secure and tighten using a 1/2" nyloc nut (57). Then tighten the 9/16" bolt (82).
- Raise or lower the rear axle to line up the "03" and "04" brackets with the lower eyes of the rear shocks. Insert each shock eye in its respective bracket, then secure using the factory hardware and tighten to factory specifications.



### 36) COMPRESSION STOP EXTENSIONS...

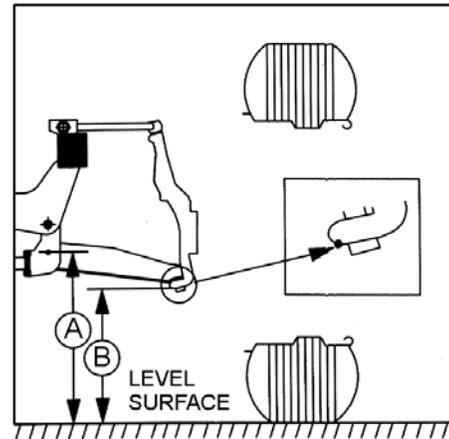
- [Diagram 11] Position the compression stop brackets (55-11-3310 driver side and 55-12-3310 passenger side) over the trailing arm mounts on the axle as shown.
- Using the bracket as a template, mark the location of the two mounting holes to be drilled in the trailing arm bracket.
- Remove the bracket and drill the hole on the rear of the stop using a 5/16" bit. Clean up any burrs with a file.
- Drill the hole on the side of the stop to 3/8". Clean up any burrs with a file.
- Slide the compression stop bracket back into place and secure using the 3/8" x 1" self-tapping bolt in the 5/16" hole (24). Install the 3/8" x 1" bolt and nyloc nut in the 3/8" hole (33).

**37) ANTI-SWAY BAR LINKS...**

- Lubricate and install the supplied bushings and sleeves in the rear anti-sway bar links (#55-14-3310).
- On each side, loosely attach the "14" links to the factory frame attachment points using the supplied 1/2" x 2-1/2" bolt, washer, and stover nut.
- Attach the lower end of the "14" links to the anti-sway bar using the factory hardware.
- Tighten the upper (57) and lower (67-82) link hardware.

**38) FINAL PROCEDURES...**

- Reinstall the rear tires and wheels per step 27 and lower the vehicle to the floor.
- With the vehicle on the ground, connect the lower end of the track bar to the track bar bracket using the factory hardware and tighten (140).

**DIAGRAM 12 - Ride height adjustment.**

A = CENTERLINE OF LCA PIVOT BOLT - TO - FLOOR  
 B = EDGE OF KNUCKLE - TO - FLOOR  
 A - B = RIDE HEIGHT

- Reattach the emergency brake cable clips to the track bar.

**39) ADJUSTING FRONT RIDE HEIGHT...**

- Manually bounce the front and rear of vehicle to normalize the torsion bars and leaf springs.
- On each side, fully tighten the LCA-to-crossmember bolts (156).
- [DIAGRAM 12] 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 4.3"; maximum is 4.8". Ideal ride height is somewhere in between. Raise height by tightening the torsion bar adjusting bolt; lower height by loosening the bolt. It will be necessary to bounce the front of the vehicle every 1-2 turns of the adjusting bolt to reset the torsion bars. This will ensure accurate adjustments. 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.

#### **44) 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.

### **IMPORTANT PRODUCT USE INFORMATION**

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after winter / hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of roll over 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 performances and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving.

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.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. It is the owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance.

Superlift makes no claims regarding lifting devices and excludes any and all implied claims. Superlift will not be responsible for any altered product or any improper installation or use of our products.

We will be happy to answer any questions concerning the design, function, and correct use of our products.

### **IMPORTANT MAINTENANCE INFORMATION**

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

### **NOTICE TO DEALER AND VEHICLE OWNER**

Any vehicle equipped with a Superlift lifting device must have the enclosed "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash, within driver's view. The "Warning to Driver" decal is to act as a constant safety reminder for whoever may be operating the vehicle. The WARRANTY IS VOID unless this decal is in place. **INSTALLING DEALER...** It is your responsibility to install warning decal and forward these installation instructions to the vehicle owner for review of warnings, product use and maintenance information. Replacement warning decals are available free upon request. These instructions are to be kept with the vehicle registration papers and owners manual for the service life of the vehicle.

### **SUPERLIFT LIMITED LIFETIME WARRANTY**

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.

### **SUPERLIFT SUSPENSION SYSTEMS**

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