



SUPERLIFT[®]

S U S P E N S I O N

Superlift 1" – 2" lift system for Ford Midsize – Ranger, Bronco II, or Fullsize – F-150, Bronco 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:

- Front end realignment is necessary.
- 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 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.

INSTALLATION PROCEDURE

1) PREPARE VEHICLE...

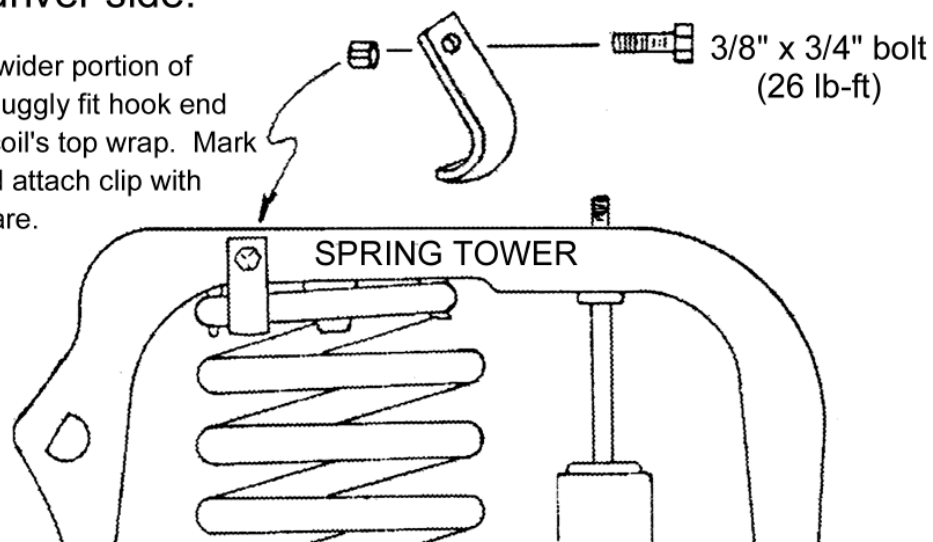
- ☐ Place a floor jack under the outer ends of both axle halves and evenly raise vehicle approximately 12". Please jack stands under frame rails approximately 4" behind radius arm brackets. Ease vehicle down onto stands. Continue down with jacks until there is only a slight load on the coil springs. Remove tires. If existing shocks are to be reused, unbolt bottom only; if replacements are to be installed, remove completely.

2) COIL SPRINGS...

- Perform coil springs R & R one side at a time. Remove the spring lower retaining nut and washer, then ease the axle down and away from the coil. **MID SIZE** – The upper coil end will now “unscrew” from the spring tower prongs. **FULL SIZE** – Remove the upper coil spring retaining clip to allow spring removal.
- Install Superlift coil. Be sure the bottom of the coil is centered prior to torquing nut/washer (30-70). **MID SIZE** – The spring tower prongs must be re-formed to wrap around the top coil of the spring. Refer to the Diagram 1 for J-clip installation. **FULL-SIZE** – Position and tighten the upper coil spring retaining clip (13-18).

DIAGRAM 1 - MID-SIZE J-CLIP INSTALLATION - View is from the driver side.

Locate J-clip on wider portion of spring tower. Snuggly fit hook end underneath the coil's top wrap. Mark and drill hole and attach clip with furnished hardware.



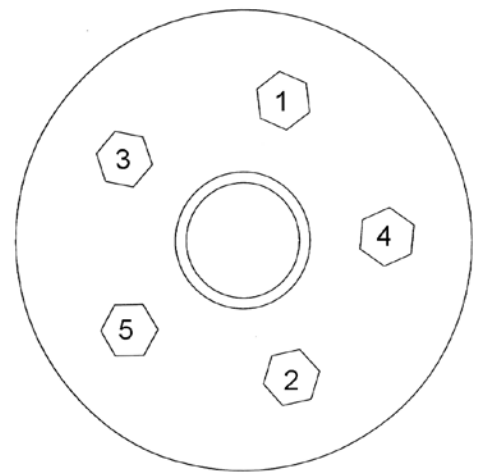
- Rebolt lower end of shock (42-72). If shock is replaced, tighten upper nut only until bushing swells slightly.
- Repeat these steps on opposite side.
- Check all fasteners that have been touched for proper tightness.

3) TIRES / WHEELS...

- [DIAGRAM 1] Tighten the lug nuts 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 1 - FACTORY LUG NUT TIGHTENING SEQUENCE - Torque factory lug nuts to 100 foot pounds 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.

4) 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.

5) ALIGNMENT...

NOTE: Alignment should be performed by a reputable shop familiar with the IFS.

- Keeping the tires pointing straight ahead, pull the vehicle forward and rearward (approximately 15-25 ft.) a few times; this will “seat” the front axle/steering assembly.

TOE-IN: 1/32” - A temporary setting may be required before driving to the alignment shop.

CAMBER: Initial Driver’s Side – 7/8* to 5/8* Positive
Initial Passenger’s Side – 5/8* to 1/2* Positive

NOTE: With spring setting, you can expect to lose approximately 1/4* of camber which will ultimately give you an ideal reading.

CASTER: Preferred caster varies from one model to the next. On most models, caster is non-adjustable. If Superlift adjustable eccentric camber/caster alignment bushings are being used, you may have some left over camber angle that must be converted to caster. With this lift, it is definitely best to increase positive caster.

MAXIMUM SIDE-TO-SIDE VARIATIONS:

Caster. 1 1/2*
Camber, 23/32*

6) 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.

7) HEADLIGHTS...

- Readjust headlights to proper setting.

8) SUPERLIFT WARNING DECAL...

- 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.

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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