



SUPERLIFT®

S U S P E N S I O N

**Superlift 2-1/2" lift system for 1995 1/2 and Newer
Toyota Tacoma 4WD and PreRunner
AND
2" lift system for 1999 and Newer Tundra 2WD and 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:

- Installation of this lift system requires disassembling the struts for the front suspension. A special strut compressor tool is required to safely unload spring pressure and to facilitate reassembly. Do not attempt to disassemble the struts without one of these tools; serious injury could result. If necessary, the struts can be removed from the vehicle and taken to a qualified repair shop equipped with one of these tools.
- 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.
- 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.

PART NO	DESCRIPTION <small>(Qty.- if more than one)</small>	NEW ATTACHING HARDWARE <small>(Qty.- if more than one)</small>
55-01-8000	(2) index plate	
55-02-8000	(2) spacer, coil spring preload.....	(3) 10mm x 40mm bolt (3) 3/8" SAE washer

(3) 10mm nyloc nut

55-06-8000(2) poly coil spring isolator

TACOMA ONLY

015(2) rear block

10402(4) U-bolts, rear (8) 9/16" nyloc nut
 (8) 9/16" thick flat washer

55-04-8000.....bracket, brake line (2) 5/16" x 1" bolt
 proportioning valve (2) 5/16" nyloc nut

55-05-8000.....wire loom extension bracket..... (1) 5/16" x 3/4" bolt
 (1) 5/16" nyloc nut

22-7055(2) bracket, emergency brake (2) 1/4" x 1" bolt
 cable extension (2) 1/4" nyloc nut

0034..... Superlift badge alcohol wipe pad

00461decals, "Warning To Driver"

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

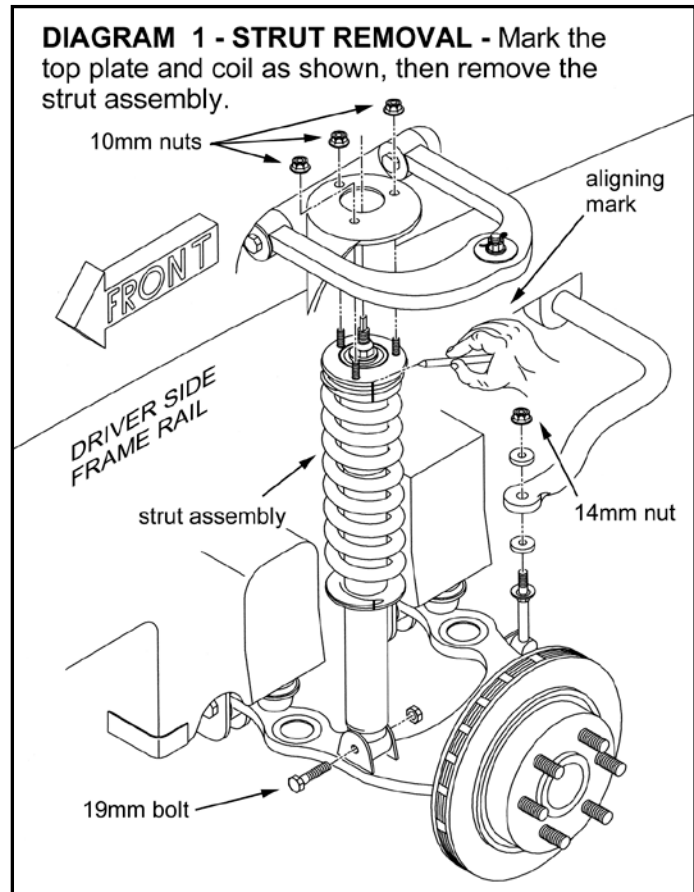
- Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

2) ANTI-SWAY BAR...

- [DIAGRAM 1] On each side, remove the nut and related hardware attaching the anti-sway bar body to the links.

3) STRUT REMOVAL...

- Remove the 19mm bolt holding the lower end of the strut to the lower control arm.
- Remove the three 14mm nuts at the top of the strut tower, then remove the strut from the vehicle.



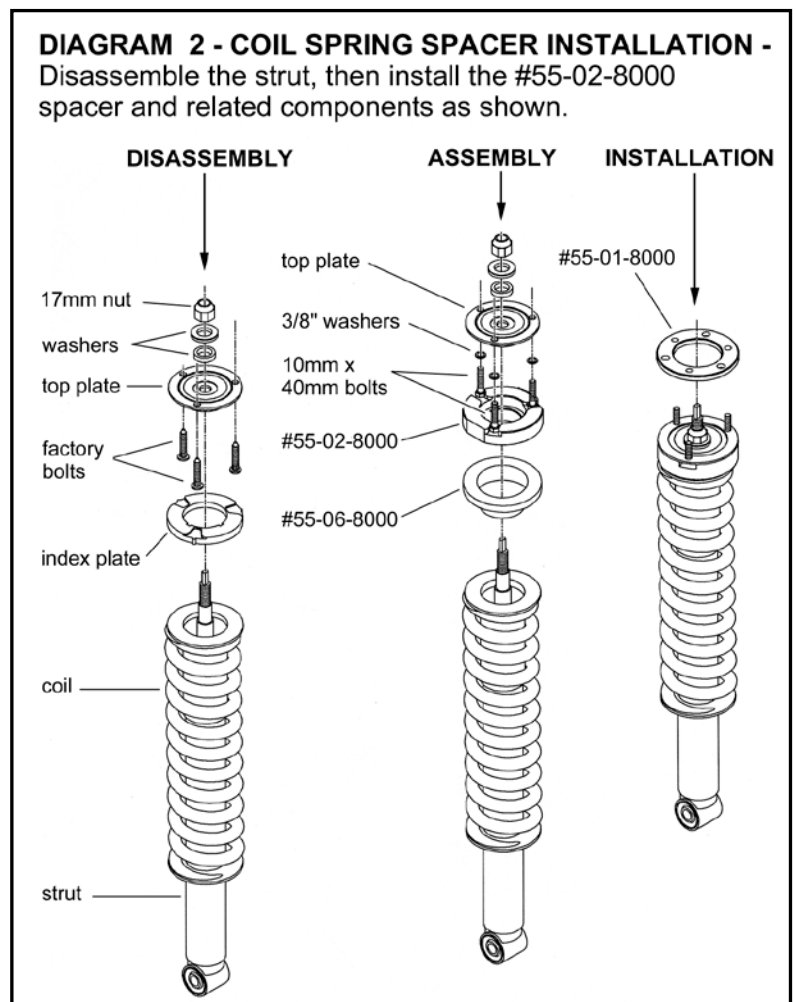
FRONT ASSEMBLY

NOTE: If you do not have a suitable spring compressor available, it is highly recommended that you take the strut to a qualified service center to have the following steps performed.

4) COIL SPACER INSTALLATION #55-02-8000...

- Using a marker or scribe, make a reference mark on the top plate and coil spring for lining them up during reassembly.
- Compress the strut assembly and remove the retaining nut on the top of the strut shaft.
- Carefully unload the compressor and remove the spring top plate.
- Remove and discard the rubber spacer.
- Remove the studs from the spring top plate. This can be accomplished with a press or a hammer.
- [DIAGRAM 2] Place the three supplied 10mm x 40mm bolts with flat washers in the slots of the spring spacer (#55-02-8000) as shown.
- Slide the poly coil spring isolator (#55-02-8000) into place as shown in Diagram 2.
- Line up the reference marks made earlier and slide the top plate into position.

NOTE: While compressing the strut, be sure the strut shaft lines up with the top plate and that the 10mm bolts stay lined up with the reliefs in the spacer.



- Compress the strut and install the 17mm retaining nut. Tighten (55), then unload the compressor.

5) STRUT INSTALLATION...

- Position the index ring over the studs in the top of the strut as shown in Diagram 2. Line up the three studs with the tower, and secure using the supplied 10mm nuts.
- Reattach the lower end of the strut to the control arm using the factory hardware.

- Tighten the lower bolt (55) and the upper nuts (30).

6) ANTI-SWAY BAR...

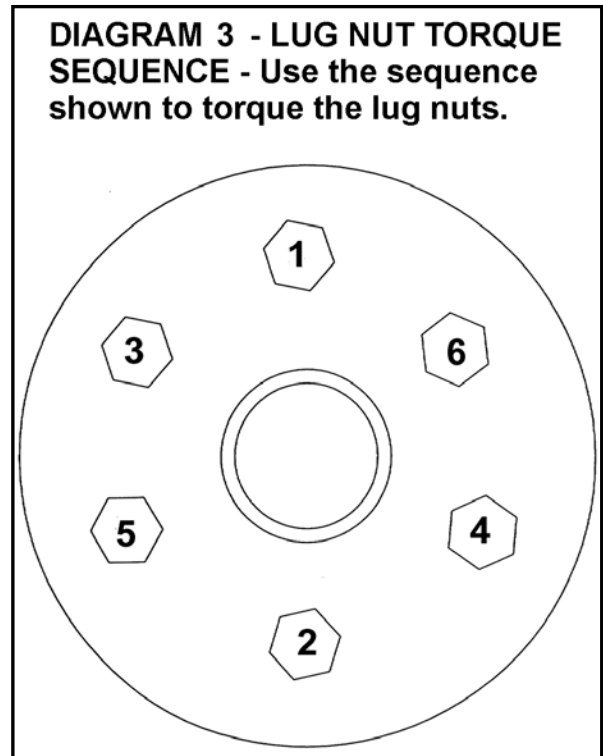
- On each side, reattach the anti-sway bar body to the links using the factory hardware and tighten (30).

7) TIRES / WHEELS...

- [DIAGRAM 3] Tighten the lug nuts (75) 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.



8) 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.

REAR PROCEDURE

NOTE: Perform steps 9-12 for the Tacoma. The rear block kit is optional for the Tundra and is available separately.

9) PREPARE VEHICLE...

- Place vehicle in neutral. Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the forward rear spring hangers. Ease the frame down onto the stands, place transmission in low gear or "park", and chock front tires. Remove rear tires.
- If the optional replacement rear shock absorbers will be used, remove the factory shock absorbers now.

10) REAR BLOCK KIT...

- Remove the tires, U-bolts, and shocks from the axle.

- Lower the axle by carefully easing down the jack. **Do not overextend the brake lines and axle vent hoses.**

NOTE: The spring perches are prone to collapse or warp where the leaf springs or blocks seat on the axle, especially towards the ends. Without a perfectly flat mounting surface, the block may fail and “roll” out off of the perches. Very bad things happen when this occurs. If the perches are not flat, fix them by welding on a piece of ¼” plate (or something similar) or replace the perches completely.

- Make sure the top of the spring perches and the bottom of the springs are clean and free of any debris. Position the Superlift blocks in between the leaf springs and the spring perches. Notice that the top of the blocks are tapered; place the tall end of the taper facing rearward.
- Install the supplied U-bolts and plates, then torque the bolts in an “X” pattern (131).

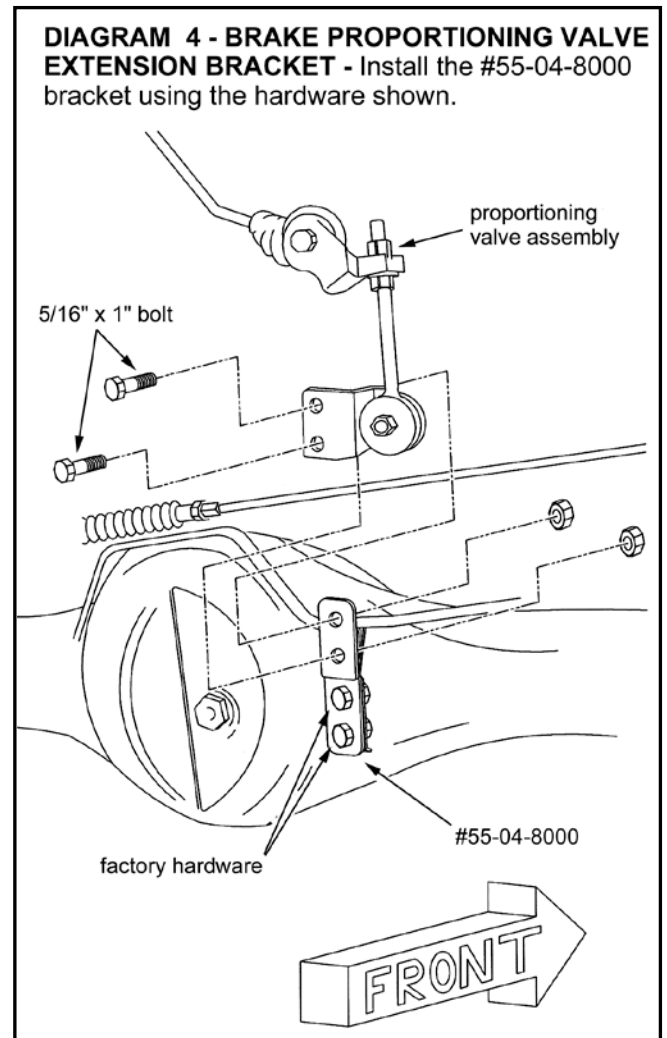
11) PROPORTIONING VALVE BRACKET (#55-04-8000)...

- Unbolt the brake proportioning valve assembly from the rear axle.
- [DIAGRAM 4] Position the proportioning valve extension bracket (#55-04-8000) as shown and secure to the axle using the factory hardware (13).
- Attach the factory proportioning valve assembly to the “04” extension bracket using the supplied 5/16” x 1” bolts and nyloc nuts as shown. Tighten (13).

12) WIRING LOOM EXTENSION BRACKET (#55-05-8000)...

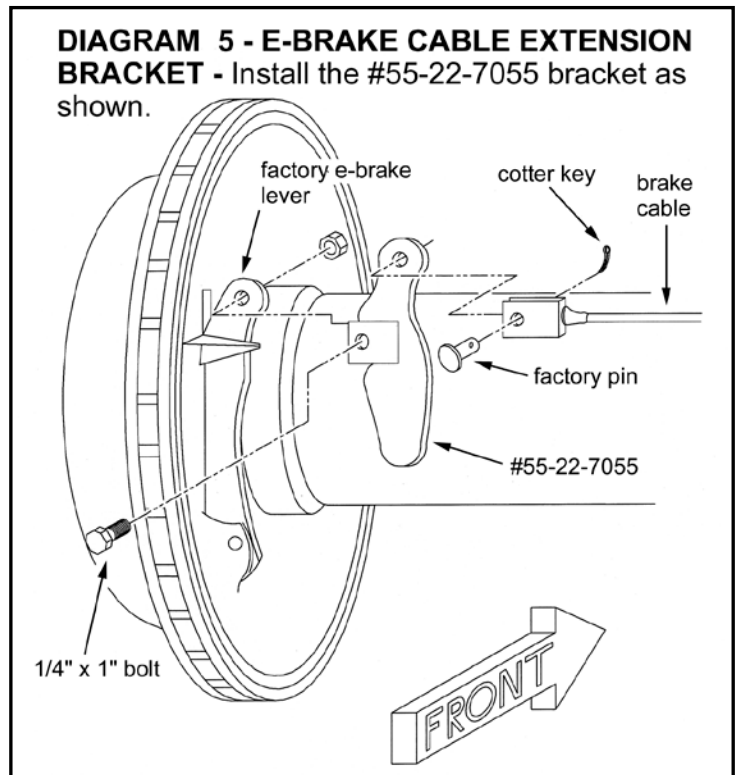
NOTE: This step is only necessary for vehicles equipped with a factory locking rear differential (often included with the TRD off-road package). If the vehicle is not so equipped, proceed to the next step.

- Unbolt the bracket holding the wire loom for the locking differential to the axlehousing. Looking from the rear of the vehicle, the loom is located to the left of the axle centersection.
- The wire loom extension bracket (#55-08-8000) is a small rectangular piece of flat plate with two holes in it. Attach one end of the “08” bracket to the tab on the axlehousing (where the loom used to be) using the factory hardware.
- Attach the wire loom to the other end of the “08” bracket using the supplied 5/16” x 3/4” bolt and nyloc nut. Tighten the upper and lower bolts (13).



13) EMERGENCY BRAKE CABLE EXTENSIONS (#55-22-7055)...

- [DIAGRAM 5] Remove the cotter key and pin that attaches the emergency brake cable to the lever on the brake backing plate.
- Install the emergency brake cable extension bracket (#55-22-7055) to the lever on the backing plate using the supplied 1/4" x 1" bolt and nyloc nut as shown in Diagram 5 (76 in-lb).
- Route the cable over the springs, then connect the cable to the "22" bracket using the factory pin and cotter key as shown.



14) SHOCK ABSORBERS...

NOTE: The factory shock absorbers have an adequate amount of extension travel to work with the block kit. Superlift offers replacement rear shocks as an option that is sold separately. If the replacement shocks have not been purchased, reattach the factory shocks to the axle and proceed to the next step.

- Assemble the shock bushings, sleeves, and shock boots* on the rear shocks.
*(Note: Shock boots, if desired, purchased separately)
- Remove the factory shocks, if not done already. Install the Superlift shocks using the factory hardware with the stem end of the shock facing up. Tighten to factory specifications.

15) TIRES / WHEELS...

- [DIAGRAM 3] Tighten the lug nuts (75) 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.

16) CLEARANCE AND TORQUE CHECK...

- With the vehicle still on jackstands and the suspension "hanging" at full extension travel, check all components for proper operation and clearances. Check all brake hoses, breather tubes, emergency-brake cables, and wiring for adequate slack.
- Lower vehicle to the floor.

FINAL PROCEDURES**17) 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.

18) Activate four wheel drive system and check front hubs for engagement**19) HEADLIGHTS...**

- Readjust headlights to proper setting.

20) 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.

21) ALIGNMENT...

Although front-end alignment is not normally affected by this lift system, it is recommended that the alignment be checked by a qualified professional.

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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