



SUPERLIFT[®]

S U S P E N S I O N

Superlift 2" Coil Springs for 2005 and Newer FORD F-250 / F-350 SUPER DUTY 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:

- Front end realignment is necessary.
- 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 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>
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01-292	(2) front coil spring, diesel	
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OR

01-293	(2) front coil spring, gas	
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(2) shock absorber, front.....(2) hardware pack and cable tie

(2) shock absorber, rear(2) hardware pack and cable tie

0034..... Superlift badgealcohol wipe pad

00461..... decal, "Warning To Driver"

INSTALLATION PROCEDURE

1) PREPARE VEHICLE...

- Prior to raising the vehicle, disconnect the track bar from its attachment point on the frame and let the bar hang. Save all hardware for re-use.
- Disconnect the anti-sway bar links from their attachment points on the front axle. Save all hardware for re-use.
- Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the radius arm mounts. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

2) CONTINUE DISASSEMBLY...

- Position a jack so that it supports, but does not raise, the front axle.
- Remove and discard the front shock absorbers. Save the upper bushings for re-use.
- Unbolt the brackets securing the front brake hoses to the coil spring tower on the frame. Save all hardware for re-use.
- Carefully lower the front axle enough to facilitate the removal of the front coil springs. Save the rubber isolators at the top of the coils for re-use.

3) COIL SPRINGS...

- Lower the front axle enough to facilitate installing the new coils springs. Position the factory rubber isolator on top of each coil and be sure it is indexed properly with the coil pigtail. Position the coil springs (01-292 for trucks with diesel engines and #01-293 for vehicles with gas engines) in the lower coil buckets on the axle and rotate as necessary to be sure that the pigtail of the coil is indexed properly in the bucket. Then raise the axle enough to seat the coil springs in the upper spring buckets.

4) SHOCK ABSORBERS...

- Install the bushings and sleeves on the front shock absorbers.
- Compress the front springs enough to install the front shocks. Secure the lower (body) end of the shock to the axle using the factory hardware and the upper (rod) end using the factory bushing taken from the original shocks. Tighten the lower end (136), then tighten the stem end until the bushings swell slightly.

CAUTION: Front shock absorber length is critical when utilizing coil spring spacers. If the shocks being used on the vehicle were not supplied by Superlift, the shock being used must have an extended length of no more than 25-1/2". Verify that the shock is the proper length before installing on the vehicle.

5) FINAL ASSEMBLY...

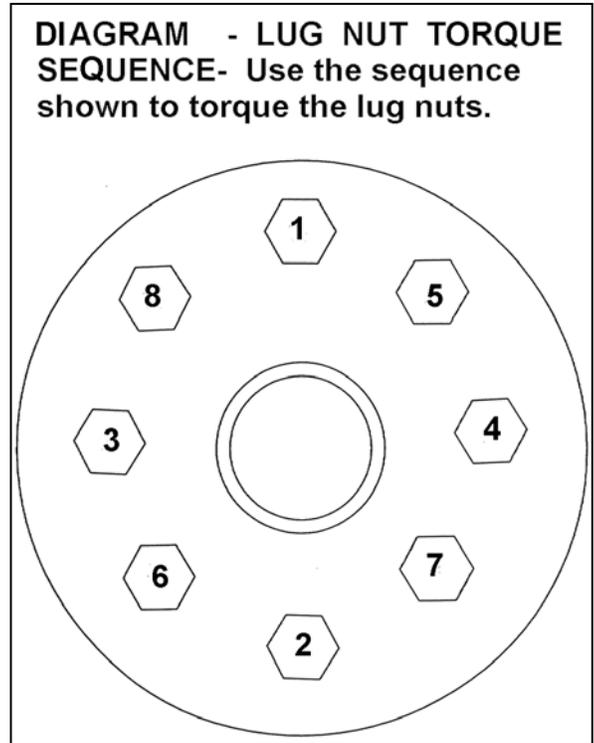
- Reattach the brake hose brackets to the coil towers using the factory hardware (76 in-lb).
- Reconnect the anti-sway bar links to the axle using the factory bushings and hardware, and tighten until the bushings swell slightly.

6) TIRES / WHEELS...

- [DIAGRAM – LUG NUT TORQUE SEQUENCE]
Tighten the lug nuts (148) 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.

**7) 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.

8) TRACK BAR...

- Insert the factory track bar bolt through the bracket and track bar and secure using the factory hardware. Tighten (406).

IMPORTANT: Yes, the proper torque specification for the track bar eye bolt is **406 lb-ft**; this is not a typographical error. If the appropriate torque wrench is not available, tighten the bolt as much as possible, then take the vehicle to the Ford Dealer or a heavy equipment repair shop to perform the final torque operation. Proper torque on this bolt is critical.

9) 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.

10) Activate four wheel drive system and check front hubs for engagement**11) HEADLIGHTS...**

- Readjust headlights to proper setting.

12) 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.

13) REAR SHOCKS...

- Verify the vehicle is in Park or Low gear with the parking brake set. Remove and discard the rear shock absorbers.
- Install the bushings and sleeves on the new rear shocks.
- Install the shocks in the factory location using the factory hardware. In some instances it will be necessary to position a 1/2" SAE washer between the shock bushing and lower mount. The washers are supplied with the shock hardware. All shocks except those equipped with a remote reservoir must be installed with the rod end up. Tighten the upper (85) and lower (85) hardware.

14) ALIGNMENT...

Realign vehicle to factory specifications. Alignment must be performed by a qualified professional.

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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