

**SUPERLIFT SUSPENSION SYSTEMS**

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**Superlift 8" lift system for 2007-2013  
Chevrolet Silverado 1500 and GMC Sierra 1500 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:**

- ① **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Superlift directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.**
- ① Do not fabricate any components to gain additional suspension height.
- ① Aftermarket wheels requirements 18" - 20" with backspacing; min. 4.5" / max 5.5".
- ① A special tool is required to disassemble / assemble the front struts. Other special tools are recommended to detach/attach the pitman/idler studs. Refer to the factory service manual.
- ① Front end realignment is necessary.
- ① An arrow on diagrams indicates which direction is toward the front of the vehicle.
- ① A foot-pound torque reading is given in parenthesis ( ) after each appropriate fastener.
- ① Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged.
- ① After drilling, file smooth any burrs and sharp edges.
- ① 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.
- ① Paint or undercoat all exposed metal surfaces.
- ① Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- ① 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> (Qty.)	<b>HARDWARE BAG</b>
66-01-3500	knuckle, driver side		
66-02-3500	knuckle, passenger side		

**4WD systems only**

55-03-3500	differential drop bracket, driver side	(2) 12mm x 30mm bolt (2) 12mm lock washer (2) 1/2" x 1-3/4" bolt (2) 1/2" SAE washer (2) 1/2" Stover nut	77-3482C
55-04-3500	differential drop bracket, passenger side	(2) 5/8" x 1-3/4" bolt (4) 5/8" SAE washer (2) 5/8" U-bolt washer (2) 5/8" Stover nut (1) vent hose extension	77-3482C
66-15-3330	(2) CV axle spacer	(12) 10mm x 70mm bolt (12) 10mm flat washer	77-3482C
55-09-3500	differential skid plate	(4) 3/8" x 1" bolt (8) 3/8" SAE washer (4) 3/8" Stover nut	77-3482A

55-05-3570	front crossmember	(2) 5/8" x 4-1/2" bolt (4) 5/8" SAE washer (2) 5/8" Stover nut	77-3488A
55-06-3500	rear crossmember	(2) 5/8" x 5-1/2" bolt (4) 5/8" SAE washer (2) 5/8" Stover nut	77-3500-2
55-07-3500	(2) anti-sway bar bracket	(2) 10mm x 25mm bolt (4) 10mm flat washer (2) 10mm Nyloc nut	77-3488A
55-10-3370	(2) kicker brace bracket, rear	(2) 7/16" x 1-1/4" bolt (2) 7/16" SAE washer (2) 7/16" tab nut	77-3482B

PART NO.	DESCRIPTION (Qty. - if more than one)	NEW ATTACHING HARDWARE (Qty.)	HARDWARE BAG
55-13-3480	front brake line extension, driver side	(1) 1/4" x 3/4" bolt (1) 1/4" Nyloc nut	77-3488B
55-14-3480	front brake line extension, passenger side	(1) 1/4" x 3/4" bolt (1) 1/4" Nyloc nut	77-3488B
55-29-3480	(2) kicker brace	(4) 7/16" x 3-3/4" bolt (8) 7/16: SAE washer (4) 7/16" Stover nut (8) bushing half (4) 3/4" OD x 2-5/8" sleeve	77-3482B
01-88150	(2) front strut	(4) 3/8" x 2-1/2" bolt (8) 3/8" USS washer (4) 3/8" Nyloc nut (2) foam compression stop (2) 10mm Nyloc nut	77-3451
01-2600	(2) add-a-leaf	(2) 3/8" x 5" tie bolt (2) 3/8" nut	38500
66-10-3500	(2) compression stop, rear	(2) 10mm x 180mm bolt (2) 10mm flat washer	77-3500
55-12-3500	(2) strut spacers	(3) 7/16" Stover nuts	77-3500
01-85160	(2) shock absorbers, rear	(4) polyurethane bushing (4) 3/4" SAE washer (4) .75" OD x .563 ID x 1.68 L sleeve	77-80033
055	(2) blocks	(4) 9/16" x 2-1/2" x 14" ubolt (8) 9/16" Hi-nut (8) 9/16" U-bolt washer	77-1509
00461	decals, "Warning To Driver"		
00421	decals, "Superlift <sup>®</sup> "		

**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.
- Disconnect the battery.

**2) BRAKE CALIPERS...**

- Unbolt the brake hoses from the upper control arm.
- Remove the two bolts securing the caliper bracket to the knuckle. It is not necessary to remove the caliper from the bracket. 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.
- Remove the torx bolt retaining the rotor to the hub assembly, remove the brake rotor, and set it aside. Save the hardware for re-use.

**3) AXLESHAFTS...**

**NOTE:** For 2WD systems, proceed to the next step.

- Remove any factory skid plates or shields that block access to front suspension components.
- Remove the six bolts that attach the axleshaft to the CV flange on the differential.

**4) TIE ROD ENDS...**

- Remove the nuts securing the tie rod ends to the knuckle. Using the appropriate puller tool, separate the tie rod end from the knuckle.

**5) ANTI-SWAY BAR...**

- On each side, loosen and remove the bushings and hardware attaching the anti-sway bar link to the the lower control arm. Save all bushings and hardware for re-use.
- Remove the bolts securing the anti-sway bar to the frame and remove the bar. Save all hardware and the anti-sway bar for re-use.

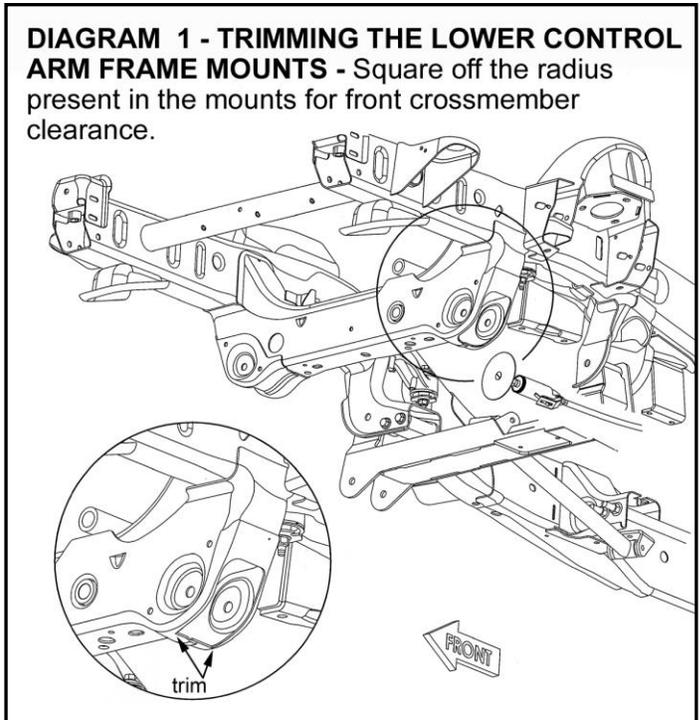
**6) STRUT REMOVAL...**

- Mark the location of each strut (driver and passenger side) as well as the outermost stud of each strut for later reference during re-assembly.
- Remove the two bolts securing the strut to the lower control arm, followed by the three nuts securing the strut to the frame. Remove the strut while taking precautions not to damage any other vehicle components. Save all hardware for re-use.

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

**NOTE:** For 2WD systems, disregard steps for removal of the CV axleshafts.

- Mark the location of the CV axleshafts (driver and passenger side) for later reference during assembly.
- Remove the dust cap in the center of the wheel hub and then remove the nut securing the axle to the hub assembly (a 1-3/8" socket will fit). Save all hardware for re-use. Slide the axle towards the center of the vehicle to disengage it from the hub and remove the axle from the vehicle.
- Support the control arm / hub assembly with a jack. Remove the upper ball joint nut and, using the appropriate puller tool, separate the upper control arm ball joint from the knuckle. Save all hardware for re-use.
- Remove the nut securing the lower ball joint to the knuckle and, using the appropriate puller tool, separate the lower control arm ball joint from the knuckle. Save all hardware for re-use. Set the knuckle, with the wheel bearing assembly still attached, aside.
- Remove the bolts securing the lower control arm to the frame and set the lower control arm aside. Save all hardware for re-use.

**8) DIFFERENTIAL...**

**NOTE:** For 2WD systems, proceed to the next step.

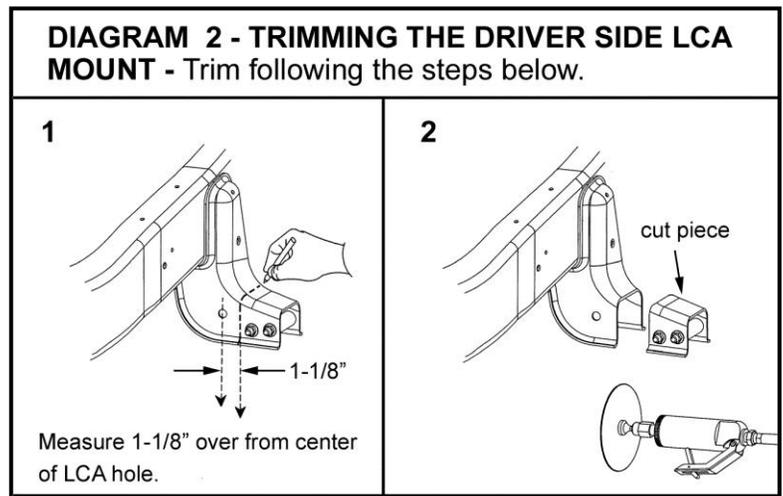
- Remove the electrical plug and vent hose from the differential.
- Mark the driveshaft in relation to the differential yoke for reference during re-assembly. Unbolt the driveshaft from the differential and tie it up out of the way using mechanics wire. Save all hardware for re-use.
- Support the differential housing with a jack.
- Remove and discard the factory rear crossmember. Save all hardware for re-use.
- Remove the two differential mounting bolts on the driver side, followed by the nuts on the passenger side. With the help of an assistant, carefully lower the differential housing to the floor. Save all hardware for re-use.

**9) TRIMMING THE FRAME...**

- [DIAGRAM 1] On each side, trim the inside corners of the factory front crossmember enough to facilitate installing the (#55-05-3500) front crossmember. It is only necessary to

square off the radius present in the factory crossmember. Test fit the "05" crossmember and trim accordingly.

- ❑ [DIAGRAM 2] On the driver side rear lower control arm mount, measure over 1-1/8" from the center of the lower control arm mount hole. Mark the cut line all the way around the mount. Using a torch, plasma cutter, or similar tool, trim the driver side lower control arm bracket.



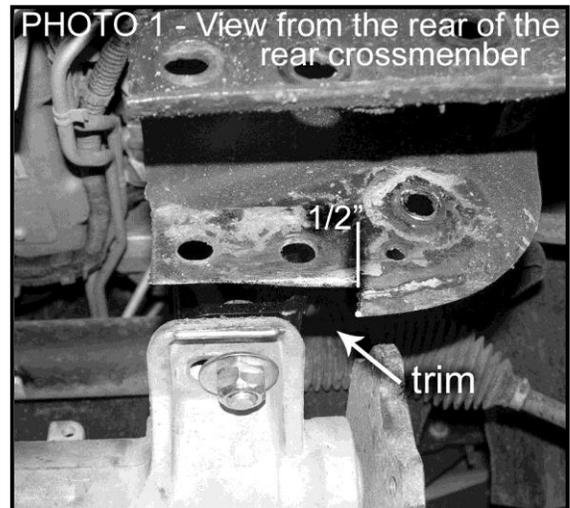
- ❑ [PHOTO 1] Locate the rear lower control arm mount on the passenger side. The forward side lip of this bracket must be trimmed to allow for clearance of the differential. Measure outboard 1/2" from the edge of the outermost bolt hole and mark. Trim just above the lip to this mark as shown in the photo.

## FRONT ASSEMBLY

### 10) DIFFERENTIAL BRACKETS...

**NOTE:** For 2WD systems, proceed to the next step.

- ❑ Look at the passenger side differential drop bracket (#55-04-3500). 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). Attach the "04" bracket to the factory passenger side differential mount using the factory hardware. Do not tighten at this time.
- ❑ Note that the driver side differential bracket (#55-03-3500) has a taper in it as well; position the bracket so that the small end of the taper faces rearward (to match the taper of the passenger side bracket). Also note there is a hole in the center of the bracket that accommodates a tab in the center of the factory differential mount. Attach the "03" bracket to the factory mount using the supplied 12mm x 30mm bolts and 12mm lock washers. Do not tighten at this time.
- ❑ Using a jack, raise the differential into position and line up the mounting holes with the "03" and "04" drop brackets. Attach the differential on the driver side using the supplied 1/2" x 1-3/4" bolts, washers, and nuts. Do not tighten at this time.
- ❑ Attach the passenger side of the differential to the "04" bracket using the supplied 5/8" x 1-3/4" bolts, washers, and Nyloc nuts. The bolts should be installed from the top, and the extra-thick flat washers should be positioned under



the nuts. Do not tighten at this time.

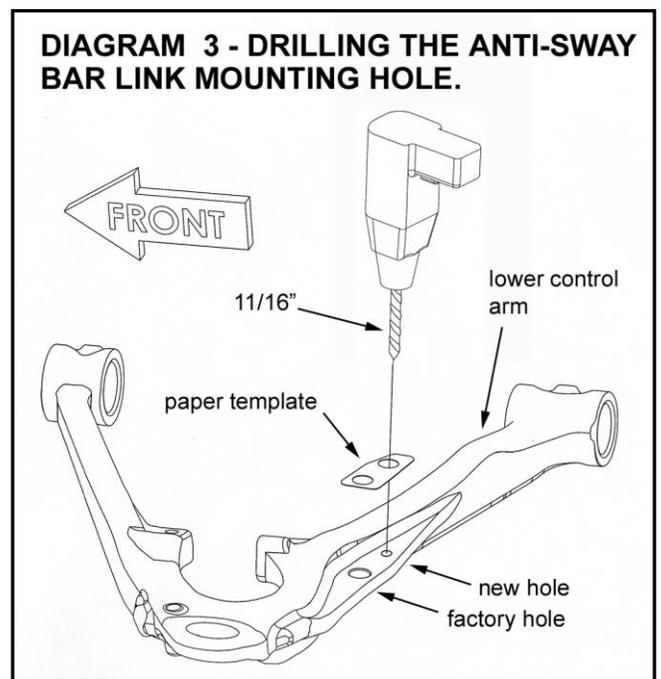
- Reconnect the differential wiring. Attach the supplied vent hose extension to the factory vent hose and reconnect it to the differential.
- Tighten the following hardware in sequence:
  - 12mm differential hardware (87)
  - 1/2" differential hardware (76)
  - 5/8" differential hardware (150)
  - Factory hardware on passenger side differential bracket (75)

#### 11) FRONT CROSSMEMBER...

- Attach the front crossmember (#55-05-3570) to the original lower control arm front leg mounting points on the frame using the supplied 5/8" x 4-1/2" bolts, washers, and nuts. The bolts should be installed from the front. Note that the crossmember should be positioned so that the mounting tab for the differential skid plate points rearward. Do not tighten at this time.

#### 12) REAR CROSSMEMBER...

- Attach the rear crossmember (#55-06-3500) to the original lower control arm rear leg mounting points on the frame using the supplied 5/8" x 5-1/2" bolts, washers, and nuts. The bolts should be installed from the front. Do not tighten at this time.
- On the passenger side re-install the factory hardware through the factory crossmember hole and the SL crossmember (#55-06-3500). Do not tighten at this time.



#### 13) SKID PLATE...

- Attach the skid plate (#55-09-3500) to the mounting tabs on the front and rear crossmembers using the supplied 3/8" x 1" bolts, washers (at head and nut), and Stover nuts. Tighten (30).

#### 14) FASTENER TIGHTENING SEQUENCE...

- Tighten the 5/8" crossmember hardware (154) and the 1/2" crossmember hardware (76).

#### 15) DRIVESHAFT...

**NOTE:** For 2WD systems, proceed to the next step.

- Line up the front driveshaft with the differential yoke according to the marks made during removal and secure using the factory hardware. Tighten (19).

#### 16) LOWER CONTROL ARMS...

- [DIAGRAM 3 and TEMPLATE 1] Cut out the supplied template attached to the end of this instruction form. Line up the template with the existing anti-sway bar link mounting hole as

shown. Scribe the location of the new hole to be drilled (which should be inboard of the existing hole).

- Drill an 11/16" hole at the scribed location.
- Attach the lower control arm to the front and rear crossmembers using the factory hardware. The bolts should be installed from the front. Snug, but do not tighten the hardware at this time.

## 17) KNUCKLE ASSEMBLY AND INSTALLATION...

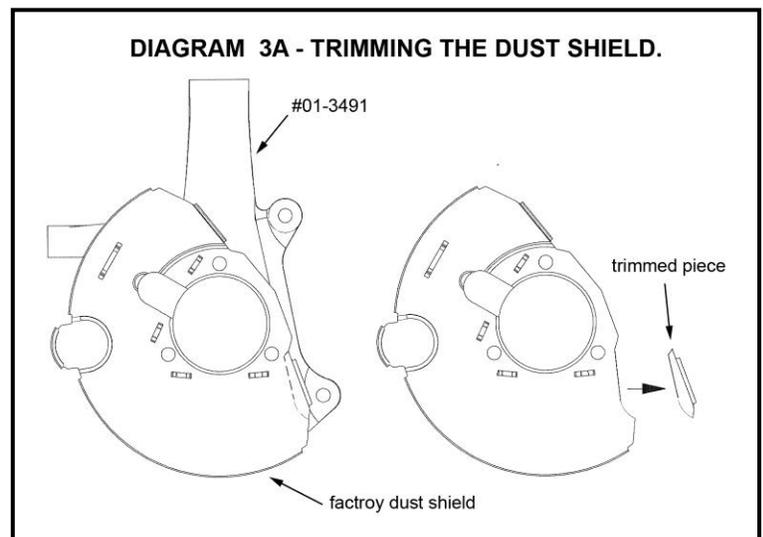
**NOTE:** Perform these steps on one knuckle at a time.

- Carefully note the orientation of the dust shield and wheel bearing assembly prior to removal. Remove the three bolts securing the wheel bearing assembly to the factory knuckle.
- [DIAGRAM 3A] Remove the dust shield and wheel bearing assembly from the factory knuckle. Now test-fit the dust shield on the new knuckle (#01-3500 driver side and #02-3500 passenger side). Mark the area of the dust shield to be trimmed as shown. Remove the dust shield and trim at the marked location using a cut-off wheel or similar tool.
- Install the bearing assembly and dust shield on the Superlift knuckle (#01-3500 driver side and #02-3500 passenger side) using the factory hardware. Be sure the orientation of the dust shield and bearing assembly matches original. Use the supplied thread-locking compound on the three factory fasteners
- Install the knuckle assembly (#01-3500 driver side and #02-3500 passenger side) on the upper and lower ball joints and secure using the factory nuts. Tighten the upper nut (37) and lower nut (94).
- Check-fit the brake caliper to be sure enough material has been removed from the dust shield. If interference is evident, mark the area on the dust shield, remove the wheel bearing and dust shield from the knuckle, and trim until the necessary clearance is achieved.
- Tighten the three factory bearing assembly bolts (133).

## 18) AXLESHAFTS...

**NOTE:** For 2WD systems, proceed to the next step.

- Turn each knuckle so that the front of the knuckle is pointing outward. Position and install the axleshafts according the marks made during removal (Driver and Passenger). This is done by passing the differential end of the axleshaft in front of the differential housing and then sliding the shaft through the hub assembly. Secure the shaft with the factory nut and tighten (148-165). Reattach the



dust cap.

- Position an axleshaft spacer (#66-15-3330) between the flange on the axleshaft and the flange on the differential and secure using the supplied 10mm x 70mm bolts and flat washers. Tighten (58).

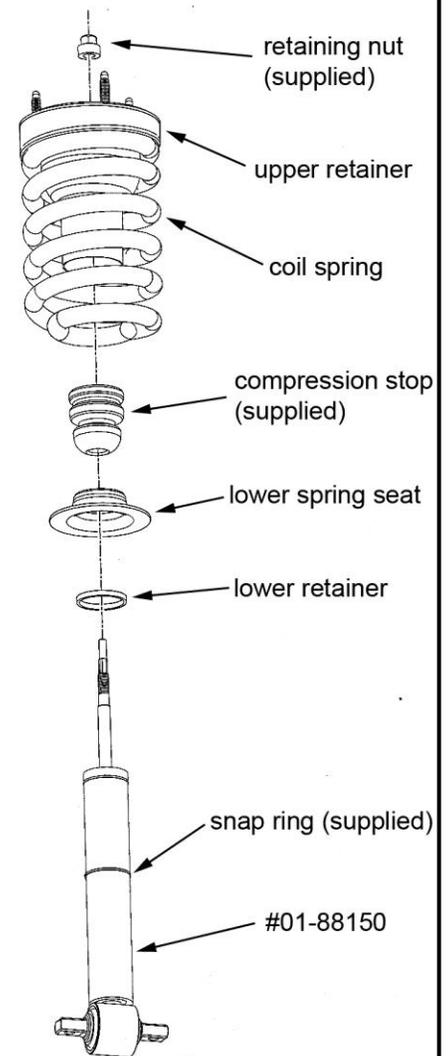
## 19) REPLACEMENT STRUT ASSEMBLY AND INSTALLATION...

**WARNING:** Extreme care must be taken during the following steps. The struts have a tremendous amount of energy stored in them and can cause serious injury or even death if an attempt is made to work on them without the proper tools. Dis-assembly / assembly of the struts can only be performed by a qualified professional with the special equipment designed for this task. If necessary, the struts can be taken to a shop with the proper equipment to have the necessary work performed.

**NOTE:** A factory service manual should be on hand for reference. Perform the strut assembly and installation one side at a time.

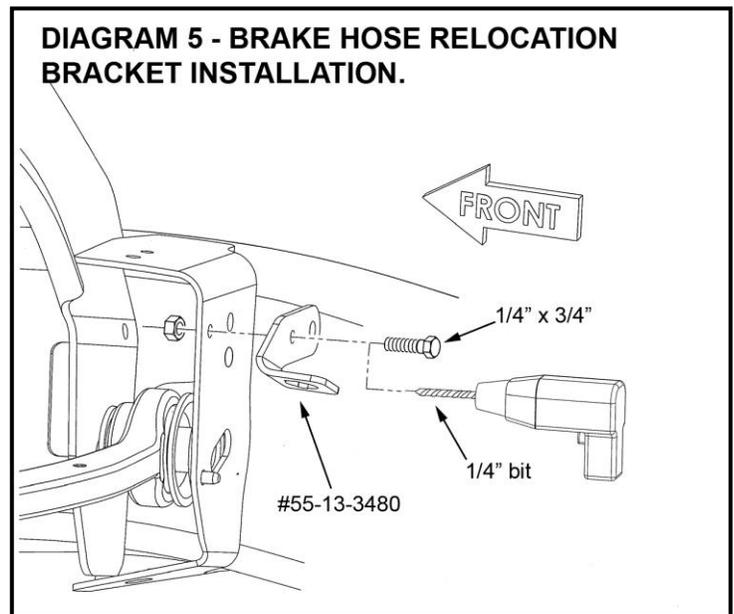
- Make careful note of the order and orientation of all the factory pieces for proper re-assembly, including the position of the upper studs in relation the large bar pin at the bottom of the strut. Place the strut assembly in a heavy-duty strut compressor and compress the coil spring enough to unload the strut cylinder. Remove the retaining nut on the upper shock mount and carefully remove the strut cylinder. The lower spring seat and foam compression stop should come out with the strut; if not, remove these items from the coil assembly.

**DIAGRAM 4 - REPLACEMENT STRUT ASSEMBLY.**



- [DIAGRAM 4] There is a metal cap with a light press fit on the body of the factory strut; tap the cap off of the strut with a hammer. Remove the retaining ring and lower spring seat from the original strut and install them in the same order on the #01-88150 replacement. Take special note that the factory lower spacer has a groove machined into it; the snap ring on the strut should recess into this groove.
- Place the supplied cone-shaped foam compression stop over the rod of the new strut with the narrow end facing down as shown. The original compression stop will not be re-used and can be discarded.
- Slide the new strut assembly into the coil spring and be sure all of the strut pieces are in the same orientation as they were originally (refer to the factory service manual). Torque the 10mm retaining nut (37) and carefully unload the strut.

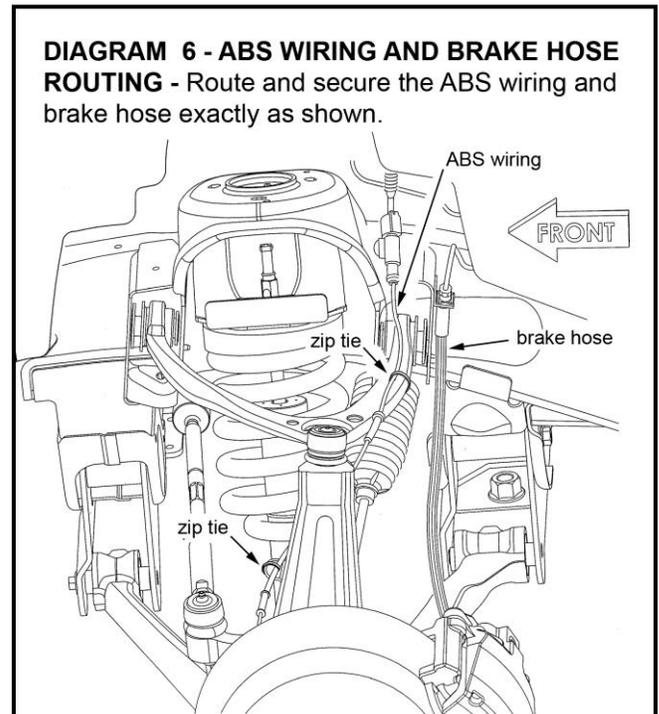
- Place the #55-12-3500 strut spacer onto the strut and fasten using the factory hardware (37). NOTE: The top of the factory studs may need to be ground down for clearance.
- Slide the strut assembly through the lower control arm and rotate it to match the marks made during removal. Secure the upper end of the strut using the factory nuts. Do not tighten at this time.
- Attach the lower end of the strut to the lower control arm using the supplied 3/8" x 2-1/2" bolts, USS washers, and Nyloc nuts. Note that two washers should be used per bolt.



- Tighten the the supplied nuts at the top (50) and the supplied 3/8" hardware at the bottom (30) of the strut.

## 20) BRAKE CALIPERS AND ABS WIRING...

- Install the brake rotor and secure it using the factory Torx bolt and tighten (106 in-lb).
- Carefully detach the metal brake line from the rubber hose. Plug the line to minimize fluid loss. Unbolt the brake hose bracket at the frame that secures the connection between the rubber hose and the steel line. Detach the bracket from the hose and discard. Save all hardware for re-use.
- Spread apart the clamped portion of the bracket that attached the brake hose to the upper control arm and discard the bracket.



- [DIAGRAM 5] Attach the brake hose relocation bracket (#55-13-3480 driver side and #55-14-3480 passenger side) to the factory brake hose location on the frame. Secure using the factory hardware and tighten (76 in-lb).
- Make sure the relocation bracket is level with the frame. Using the bracket as a template, drill the second mounting hole as shown using a 1/4" bit. Install the supplied 1/4" x 3/4" bolt and Nyloc nut. Tighten (76 in-lb).
- Line up the rubber brake hose with the hole in the new bracket and carefully reform the metal line to reach the rubber hose's new location. Connect the metal line and tighten to factory specifications.

- Attach the caliper bracket assembly to the knuckle. Apply the supplied thread-locking compound to the factory caliper bracket bolts and tighten (129). Be sure that the brake hose routing is exactly as shown in the diagram.
- [DIAGRAM 6] Route the ABS wiring exactly as shown in the diagram. Secure the wire to the tab on the knuckle as well as the upper control arm using the supplied zip ties. Reconnect the wiring at the frame.

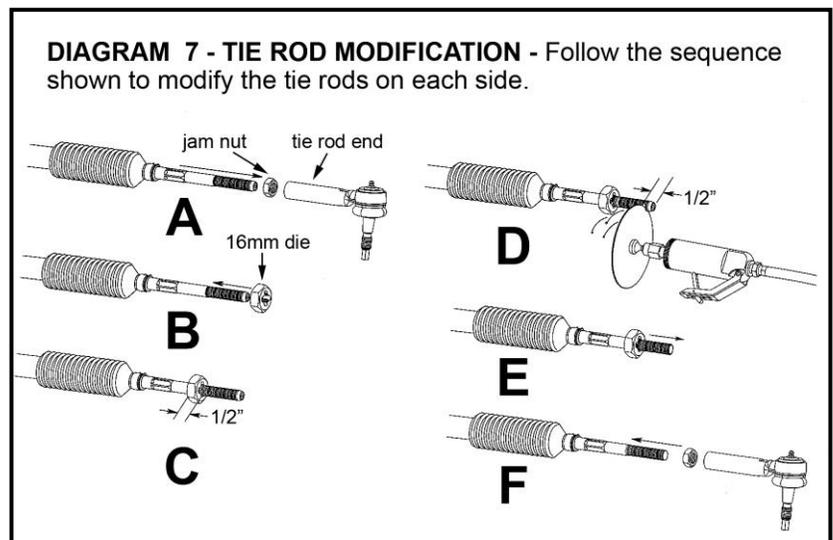
## 21) TIE ROD ENDS...

**NOTE:** Perform the following steps one side at a time.

- The jam nut for the tie rod end should have been loosened during disassembly. Remove the end and jam nut; set these parts aside.

- [DIAGRAM 7] Thread the supplied 16mm x 1.5 die nut on to the tie rod until it reaches the end of the factory threads.

- Apply some cutting lubricant to the tie rod (male end) and die. Using a 16mm wrench on the flats present in the tie rod, hold the tie rod steady and use the die nut to cut an additional 1/2" of threads on the tie rod, or the approximate width of the die nut. Do not remove the die at this time.



- Using a cut-off wheel or similar tool, cut 1-1/4" off of the end of the factory tie rod (male end). Use a thread file or die grinder to clean up any burrs caused by the cutting.
- Unscrew the die nut from the tie rod, using it to "chase" the threads on the end of the tie rod where it was cut. The die should thread smoothly on and off the end of the rod.
- Reinstall the factory jam nut, followed by the tie rod end. Final toe adjustments will take place once the suspension installation is complete. Snug the jam nut for now.
- Attach the tie rod end to the knuckle using the factory nut and tighten (44).
- Repeat these steps on the other side of the vehicle.

## 22) ANTI-SWAY BAR...

- Attach the anti-sway bar drop brackets (#55-07-3500) to the factory sway bar mounts on the frame using the supplied 10mm x 25mm bolts and flat washers. Note that the lower end of the brackets should be offset toward the rear of the vehicle, and that the C-shaped brackets should be pointed toward the center of the vehicle. Do not tighten at this time.

- Attach the anti-sway bar to the “07” drop brackets using the factory bolts, supplied 10mm flat washers, and supplied 10mm Stover nuts. Do not tighten at this time.
- Position a bushing on the lower end of the anti-sway bar links, then insert the link in the hole of the lower control arm that was drilled previously. Install the remaining bushings and hardware, and tighten until the bushings swell slightly.
- Tighten the remaining 10mm hardware (50).

### 23) KICKER BRACES...

- Remove the transfer case skid plate attached to the transmission crossmember. It will need to be trimmed once the kicker braces are installed. Save the skid plate and hardware for re-use.
- Install the bushings and sleeves in the ends of the kicker braces (#55-29-3480). Position one end of each brace in the front bracket tabs and loosely secure using the supplied 7/16” x 3-3/4” bolts, washers, and Stover nuts. Do not tighten at this time.
- Loosely attach the rear kicker brace mounts (#55-10-3370) to the other end of the kicker braces using the supplied 7/16” x 3-3/4” bolts, washers, and Stover nuts. Swing the kicker braces up to the transmission crossmember and line up the mounting holes in the “10” brackets with the existing holes in the transmission crossmember. Secure the brackets to the crossmember using the supplied 7/16” x 1-1/4” bolts, SAE washers, and tab nuts.
- Tighten all of the 7/16” kicker brace hardware (50).
- Test-fit the transfer case skid plate to determine where it should be trimmed to clear the driver side kicker brace bracket. Trim the skid plate as necessary and re-install it on the transmission crossmember using the factory hardware (15).

### 24) TIRES / WHEELS...

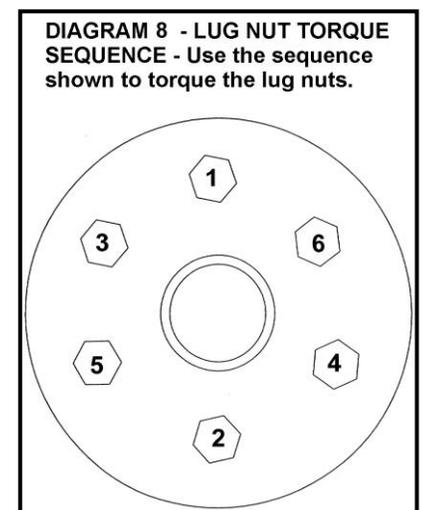
- [DIAGRAM 8] Tighten the lug nuts (140) in the sequence shown.

**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.

### 25) 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.

## 26) FINAL HARDWARE TIGHTENING...

- Tighten the lower control arm bolts (129).

## REAR PROCEDURE

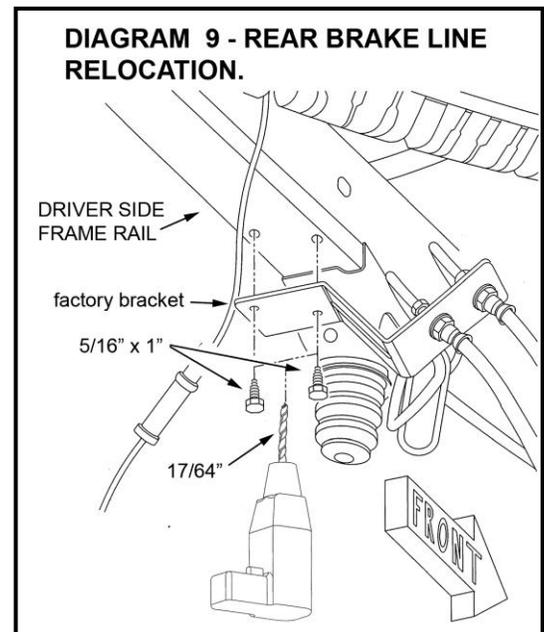
### 27) PREPARE VEHICLE...

- Raise rear of vehicle with a floor jack positioned under the rear axle. Place jack stands under the frame rails, a few inches in front of the rear springs' front hangers. Ease the jack down until the frame is resting on the stands. Keep a slight load on the jack. Chock front tires to prevent accidental movement.

- 28)  **DISASSEMBLY...** Remove the tires. Remove the shock absorbers.

### 29) REAR BRAKE LINES...

- Unbolt the rear brake hose bracket from the top of the driver side frame rail. This bracket secures the connection between the metal brake lines and rubber hoses from the frame.
- [DIAGRAM 9] Carefully reform the metal lines so that the mounting foot for the bracket lines up with the bottom of the frame rail, directly below its original attachment point. Use extreme caution to avoid pinching or otherwise damaging the lines. Using the bracket as a template, mark the location of the new mounting holes to be drilled in the bottom of the frame.
- Move the brake lines out of harm's way and drill at the marked locations using a 17/64" bit.
- Line up the bracket with the drilled holes and install the supplied 5/16" x 1" self-tapping bolts. Tighten (13).
- Unbolt the compression stops from their mounting cups. Discard the hardware but save the stops for re-use.



### REAR DISC BRAKE MODELS ONLY...

- Disconnect the driver side emergency brake cable from brake adjuster at the frame. Route the cable over the axle tube and then re-attach it to the caliper. Re-attach to the caliper and check for proper operation.
- On the driver side lower shock mount there is a clamp that secures the driver side emergency brake cable to the axle. Unbolt the clamp, move to the axle pad and attach using the 5/16" x 1" bolt, washer, and flange nut. Reinstall the bolt securing the brake line and tighten to factory specifications.

**30) SPRING PACK DISASSEMBLY...**

- Remove spring to axle U-bolts and move axle several inches away from springs.
- Position a factory compression stop on one end of the #66-10-3500 compression stop spacer. Slide the supplied 10mm x 180mm bolt through the hole in the center of the compression stop and spacer, then thread the bolt into the factory mount on the frame. Tighten (50).
- Place C-clamps approximately six inches on either side of the leaf springs center bolt. Pinch the tie bolt head (the portion that was located in the spring perch) with a pair of pliers, then remove the tie bolt nut. Once the nut has been removed, loosen the C-clamps. **NOTE:** Be cautious when releasing the C-clamps; the springs are under load and will "spring" apart when released.

**31) SPRING PACK ASSEMBLY...**

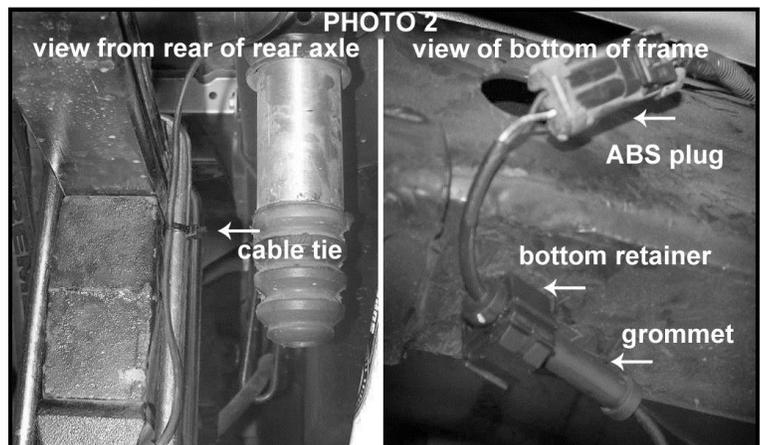
- On each side, insert the add-a-leaf between the number one and number two leaf from the axle side, in the proper pyramid order. Align the 3/8" hole in the add-a-leaf with the center bolt hole in the spring pack.
- Recompress the pack with the C-clamp, not the center bolt, to avoid stripping the bolt or nut threads. Once the spring is compressed, insert the 3/8" x 5" center bolt through the leaf spring pack. Tighten the center bolt nut (45). Once tightened, trim excess bolt. Remove the C-clamps.

**32) REATTACHING THE AXLE...**

- Clean spring pads of all debris.
- Position the Superlift block on top of the factory block, then using the floor jack(s), mate the springs to the blocks, be sure that the center bolt heads seat properly. Install the new Superlift U-bolts and factory U-bolt plate. Evenly torque the U-bolts using an "X" tightening sequence (85).
- Install the rear shock absorbers. Position a supplied 3/4" SAE washer at the top and bottom of the shock on the inside of the bracket and tighten the upper and lower bolts (76).

**33) ABS WIRING AND FINAL CLEARANCE...**

- Disconnect rear ABS plug located on the top of frame above the compression stops. Also, remove the two retaining clips from frame (one on top of frame and one on the bottom).



- Raise rear of vehicle so that the suspension is at full extension and place on jack stands.

- Holding the bottom retaining clip, pull the ABS wire through the rubber grommet until there is enough slack that the wires are no longer in a bind at full extension.
  - Reconnect ABS plug making sure not to bend the pins. Insert only the bottom retaining clip into the frame. The top retaining clip will remain loose.
  - [PHOTO 2] Pull the ABS wire up from the axle along the rear U-bolt and zip tie to U-bolt.
  - Lower vehicle to the floor.
  - 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
- 34) Bleed the brake system following the procedure found in the factory service manual.**
- 35) Activate four wheel drive system and check front hubs for engagement.**

**36) HEADLIGHTS...**

- Readjust headlights to proper setting.

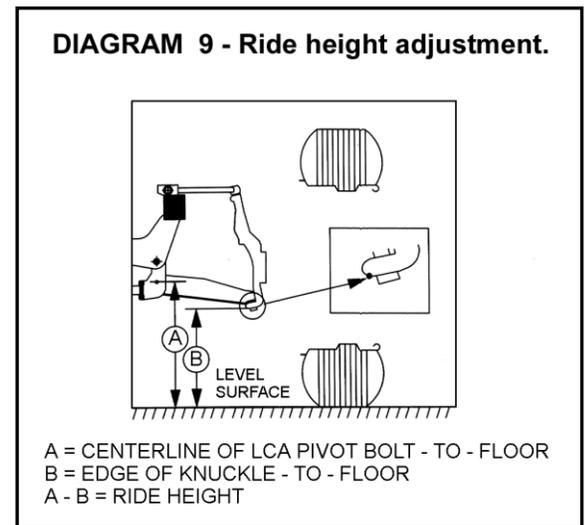
**37) SUPERLIFT WARNING DECAL...**

- 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.

**38) ALIGNMENT...**

- Realign vehicle to factory specifications. The following are the recommended specifications:

Caster (degrees):	$4.5^{\circ} \pm 1.0^{\circ}$
Camber (degrees):	$0.0^{\circ} - 0.3^{\circ}$
Toe-In (degrees):	$0.1^{\circ} \pm 0.2^{\circ}$



**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, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

**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 (powder coating, 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. Consider this while driving. In addition, 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.

# TEMPLATE 1 - DRILL TEMPLATE FOR THE LOWER CONTROL ARMS.

