



SUPERLIFT[®]

S U S P E N S I O N

Superlift 4 – 5.5" lift system for 2002 and Newer Dodge Ram 1500 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:

- **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.**
- A factory service manual should be on hand for reference.
- A special tool is required to remove / install the factory bushings for the lower control arms. This tool is available from a Dodge dealer or from SPX – Miller Special Tools at 800-801-5420 or www.miller.spx.com (part number 8682). Superlift offers a low-cost one-time use equivalent tool (#4544) as an alternative. If more than one installation of this system is anticipated, Superlift recommends purchasing the factory tool.
- A special tool is required to load/unload the torsion bars (step 2). The Dodge service manual calls for tool #8686, which is slightly different from the C-clamp type puller tools commonly used on other IFS vehicles.
- The factory service manual specifically states that striking the knuckle to loosen the ball joints or tie rod ends is prohibited because any sharp blows will damage the aluminum knuckle. A special puller tool (#8677) is recommended to separate these components from the knuckle. Other special tools are specified in the factory service manual for disassembly of the front suspension. Refer to the factory service manual.
- Exhaust modifications are necessary for front driveshaft clearance. Refer to step 9.
- 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 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.
- 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 (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.- if more than one)
55-01-4540	knuckle, driver side	
55-02-4540	knuckle, passenger side	
55-03-4540	differential drop bracket, rear,..... driver side	(3) 12mm x 30mm bolt (3) 12mm flat washer (3) 12mm lock washer (3) 1/2" x 2-1/2" bolt (6) 1/2" SAE washer (3) 1/2" nyloc nut
55-04-4540	torsion bar crossmember drop..... bracket, passenger side	(1) 7/16" x 3-3/4" bolt (2) 7/16" SAE flat washer (1) 7/16" nyloc nut (2) 5/16" x 1" bolt (2) 5/16" lock washer (2) 5/16" flat washer
55-05-4540.....	front crossmember assembly	(2) 5/8" x 5-1/2" bolt (4) 5/8" SAE flat washer (2) 5/8" nyloc nut (2) 1-1/4" ID x 3-1/8" spacer sleeve (2) 7/16" x 1-1/2" bolt (2) 7/16" SAE washer (1) 7/16" double-nut plate
55-06-4540	rear crossmember assembly	(2) 5/8" x 4-1/2" bolt (4) 5/8" SAE washer

		(2) 5/8"nyloc nut
		(2) offset spacer sleeve
		(3) 1/2" x 4" bolt
		(3) 1/2" SAE flat washer
		(3) 1/2" nyloc nut
		(3) 11/16" x 1-11/16" spacer sleeve
55-08-4540	..... belly pan.....	(8) 5/16" x 1-1/4" tapered allen bolt
		(4) 5/16" double-nut plate
55-09-4540	..... compression stop extension,.....	(1) 1/2" x 1-3/4" bolt
	front, driver side	(1) 1/2" USS flat washer
		(1) 1/2" tab nut
		(1) 3/4" ID x 1/2" spacer sleeve
		(1) 7/16" x 1-1/4" tab bolt
		(1) 7/16" flat washer
		(1) 7/16" nyloc nut
		(1) 3/8" x 1-1/4" bolt
		(1) 3/8" USS washer
		(1) 3/8" special offset washer
		(1) 3/8" nyloc nut
55-10-4540	..... compression stop extension,.....	(1) 1/2" x 1-3/4" bolt
	front, passenger side	(1) 1/2" USS flat washer
		(1) 1/2" tab nut
		(1) 3/4" ID x 1/2" spacer sleeve
		(1) 7/16" x 1-1/4" tab bolt
		(1) 7/16" USS flat washer
		(1) 7/16" nyloc nut
		(1) 3/8" x 1-1/4" bolt
		(1) 3/8" USS flat washer
		(1) 3/8" special offset washer
		(1) 3/8" nyloc nut
55-14-4540	..... badge bracket, front	(2) 5/16" x 3-1/2" allen head bolt
		(2) 5/16" USS washer
		(2) 5/16" nyloc nut
55-15-4540	..... compression stop extension,.....	(2) 3/8" x 1" bolt
	rear, driver side	(2) 3/8" USS flat washer
		(2) 3/8" nyloc nut
55-16-4540	..... compression stop extension,.....	(2) 3/8" x 1" bolt
	rear, passenger side	(2) 3/8" USS flat washer
		(2) 3/8" nyloc nut
55-33-4540	..... (2) anti-sway bar links, front	(4) 1/2" SAE flat washer
	Grease upon installation	(4) 7/16" SAE flat washer
		(2) 7/16" stover nut
		(4) poly bushing half
55-19-4540	..... (2) support sleeve	
55-20-4540	..... brush guard frame (optional)	(4) 5/16" x 1-1/4" tapered allen bolt
		(4) 5/16" SAE flat washer

		(4) 5/16" nyloc nut
55-21-4540	brake line relocation bracket,..... front, driver side	(2) 5/16" x 3/4" bolt (4) 5/16" flat washer (2) 5/16" nyloc nut
55-22-4540	brake line relocation bracket,..... front, passenger side	(1) 5/16" x 3/4" bolt (2) 5/16" flat washer (1) 5/16" nyloc nut
55-24-4540.....	stainless steel skid plate..... (optional)	(2) 5/16" x 2-5/16" spacer sleeve
55-25-4540	differential drop bracket, upper, driver side	(4) 1/2" x 2-1/2" bolt (4) 1/2" SAE washer (2) 1/2" extra-thick flat washer (4) 1/2" nyloc nut
55-26-4540	differential drop bracket, passenger side	(4) 1/2" x 2-3/4" bolt (2) 1/2" extra-thick flat washer (4) 1/2" USS washer (4) 1/2" nyloc nut
55-27-4540.....	(2) rear crossmember spacer plate, driver side	
55-28-4540.....	(2) rear crossmember spacer plate, passenger side	
55-31-4540.....	torsion bar crossmember drop..... bracket, driver side	(1) 7/16" x 3-3/4" bolt (2) 7/16" SAE flat washer (1) 7/16" nyloc nut (2) 5/16" x 1" bolt (2) 5/16" lock washer (2) 5/16" flat washer
88490	(2) shock absorber, front	(2) shock boot*, yellow (2) hardware pack and cable tie
*(Note: Shock boots, if desired, purchased separately)		
85150	(2) shock absorber, rear	(2) shock boot, yellow (2) hardware pack and cable tie
0034.....	Superlift badge	alcohol wipe pad
00461	decal, "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) UNLOADING THE TORSION BARS...

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.

- Remove the transfer case skid plate. Save all hardware for reuse.
- Mark each torsion bar's indexing in the lower control arms and torsion bar adjusters. Make note of the number of threads exposed on the adjuster bolt for an approximate ride height setting. All of these markings will be necessary for reassembly.

NOTE: The torsion bars are side-specific and stamped "L" and "R" respectively.

- 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.

NOTE: Because of the extreme loads generated by the torsion bars, 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. See the notes section at the beginning of this instruction form.

- Remove the torsion bars, adjuster arms, and crossmember. Save all hardware and components for reuse.

3) INITIAL DISASSEMBLY...

- Remove the front shock absorbers. Save all hardware for reuse.
- Remove and discard the anti-sway bar links.
- Remove and discard the factory front skid plate, if equipped.
- Remove the brake caliper mount and rotor from the knuckle. Leave the caliper attached to the mount and the brake hose, and use mechanic's wire to tie it up and out of the way.

CAUTION: Do not let the calipers hang from the hoses or the hoses will be damaged.

- If equipped, remove the ABS wheel speed sensor from the knuckle. Save for reuse.

4) KNUCKLE REMOVAL...

WARNING: Do not strike the knuckle to loosen the tie rod or ball joints. This will damage the knuckle.

- Remove the nut securing the tie rod end to the knuckle and, using the appropriate puller tool (refer to the notes section at the beginning of this instruction sheet), separate the tie rod from the knuckle. Use caution to avoid damaging the rubber seal. Save all hardware for reuse.
- Remove the half shaft nut from the hub assembly and save for reuse.

- Remove the nut securing the upper ball joint to the knuckle. Using the appropriate puller tool, separate the upper ball joint from the knuckle. Use caution to avoid damaging the seal. Save all hardware for reuse.
- Tilt the upper portion of the knuckle outward (away from the truck) while carefully prying the half shaft away from the differential. Use extreme caution to avoid damaging the rubber seal at the differential and the half shaft boot. Once clear of the differential, pull the half shaft out of the hub assembly and set aside.
- While supporting the knuckle, use the appropriate puller tool to separate the knuckle from the lower ball joint. Set the knuckle and hub assembly aside.

5) LOWER CONTROL ARMS AND CROSSMEMBER...

- Remove and discard the factory rear crossmember located between the lower control arm rear leg mounts.
- Remove the bolts securing the lower control arms to the frame. Save all hardware for reuse.

6) DIFFERENTIAL...

- Mark the driveshaft's orientation on the companion flange prior to removal. Disconnect the driveshaft from the flange and tie the driveshaft up and out of the way. Save all hardware for reuse.

- Disconnect the vent hose and wiring from the differential.
- Using a jack, support the differential. Loosen and remove the bolts on the driver side rear of the diff. housing, followed by the bolts securing the differential on the passenger side. Save all hardware for reuse.
- With the help of an assistant to steady the differential, remove the remaining differential bolts on the driver side and lower the differential to the floor.

7) TRIMMING THE FRAME...

- [DIAGRAM 1] Using a cut-off wheel or grinder, trim the frame bracket for the rear leg of the LCA on the driver side as shown. Also square off the bottom edge of the bracket as shown. Grind smooth any sharp edges and paint any exposed metal surfaces.

DIAGRAM 1 - TRIMMING THE FRAME - Using a cut-off wheel or similar tool, trim the lower control arm rear leg mount on the driver side as shown.

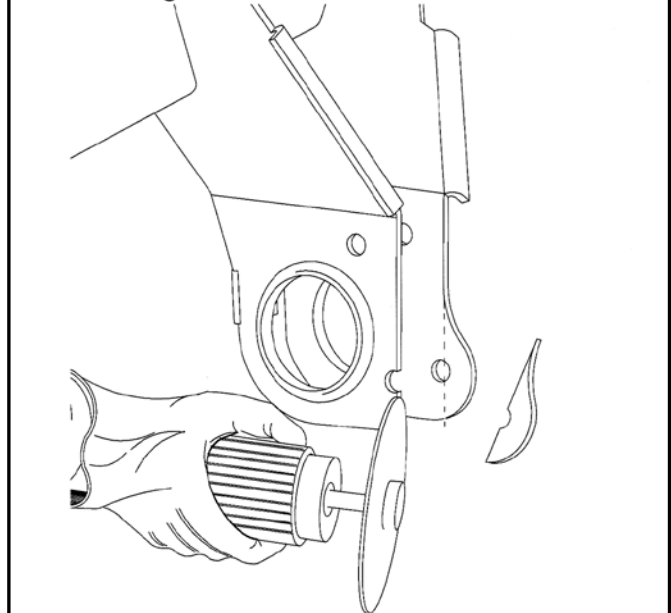
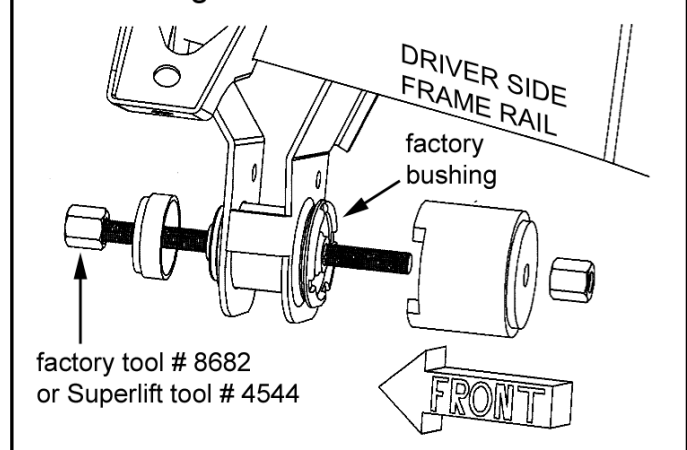


DIAGRAM 2 - REMOVING THE LOWER CONTROL ARM BUSHINGS - Position the special puller tool as shown to remove the bushings from the frame.

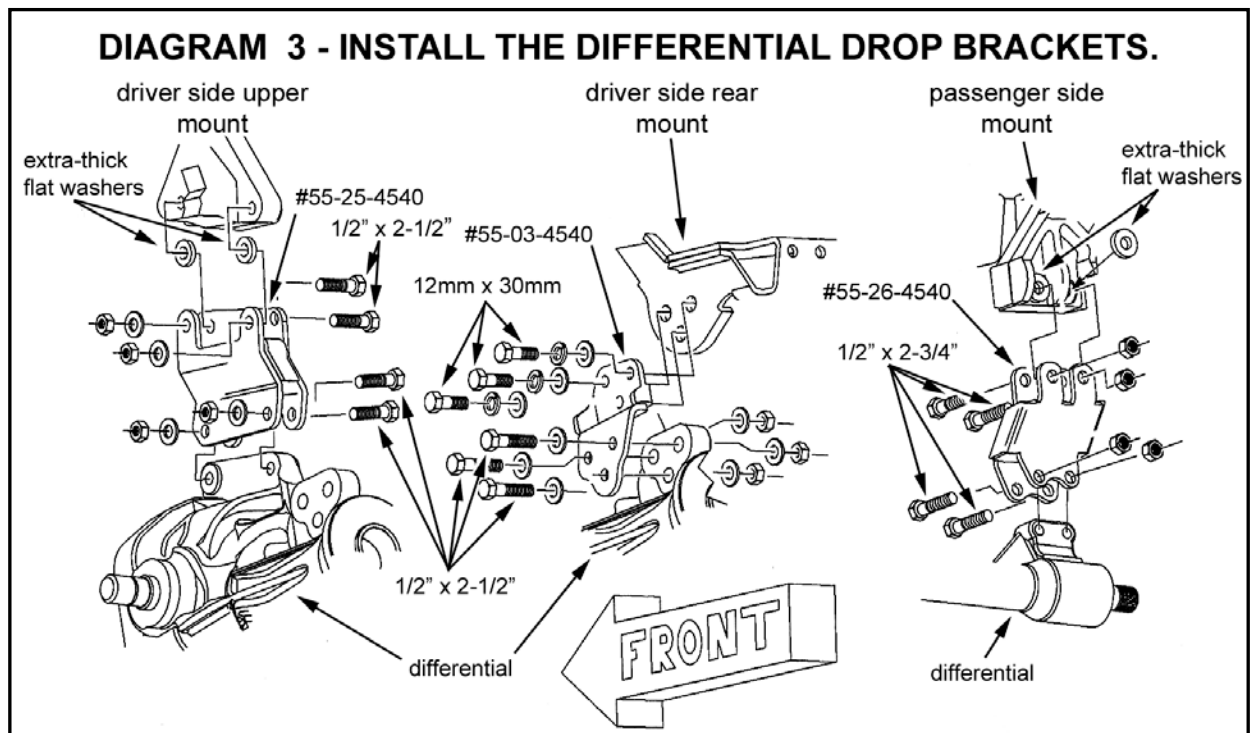


8) REMOVING THE LOWER CONTROL ARM BUSHINGS...

- [DIAGRAM 2] Using the special puller tool (refer to the notes section at the beginning of this instruction sheet), press the bushings for the LCA rear legs out of the frame. Refer to separate instructions for operating the tool. Make note of how each bushing is positioned, as it will have to be installed the same way for later installation in the Superlift crossmember.

FRONT ASSEMBLY**9) DIFFERENTIAL DROP BRACKETS...**

- [DIAGRAM 3] Attach the passenger side differential drop bracket (#55-26-4540) to the factory mount as shown, with the lower portion of the bracket offset toward the front bumper. Position the supplied extra-thick flat washers as shown to span the distance between the "26" bracket and the recesses in the factory mount. Loosely secure using the supplied 1/2" x 2-3/4" bolts, USS washers and nuts, installing the bolts from the front. Do not tighten at this time.

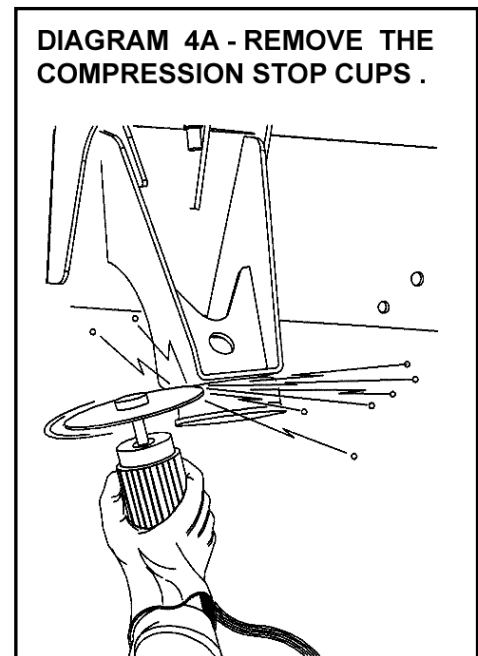


- Attach the driver side upper differential drop bracket (#55-25-4540) as shown in Diagram 3, with the lower portion of the bracket offset toward the center of the vehicle. Use the supplied extra-thick flat washers to span the distance between the "25" bracket and the recesses in the factory bracket as shown. Loosely secure using the supplied 1/2" x 2-1/2" bolts, washers, and nyloc nuts. The bolts should be installed from the inside-out. Do not tighten at this time.
- With the help of an assistant, raise the differential into position, sliding it into the driver side upper and passenger side differential brackets at the same time. Loosely secure the differential to the driver side upper bracket using the supplied 1/2" x 2-1/2" bolts, washers, and nyloc nuts. Install the bolts from the inside-out, but do not tighten at this time.

- Attach the differential to the passenger side diff. bracket using the supplied 1/2" x 2-3/4" bolts and nyloc nuts. Install the bolts from the front, but do not tighten at this time.
- Attach the driver side rear differential bracket (#55-03-4540) to the factory mount and differential as shown in Diagram 3. Use the supplied 12mm x 30mm bolts, flat washers, and lock washers at the top and the supplied 1/2" x 2-1/2" bolts, washers, and nyloc nuts at the bottom. Do not tighten at this time.
- Tighten all of the differential bolts:
 - Driver side upper 1/2" bolts (57).
 - Passenger side 1/2" bolts (57).
 - Driver side rear 12mm bolts (57) and 1/2" bolts (57).
- Using the differential companion flange as a reference, cut the exhaust crossover pipe for later re-routing around the front driveshaft.

NOTE: If necessary, the vehicle can be driven a short distance to a local exhaust shop to have exhaust modifications performed once the installation is complete.

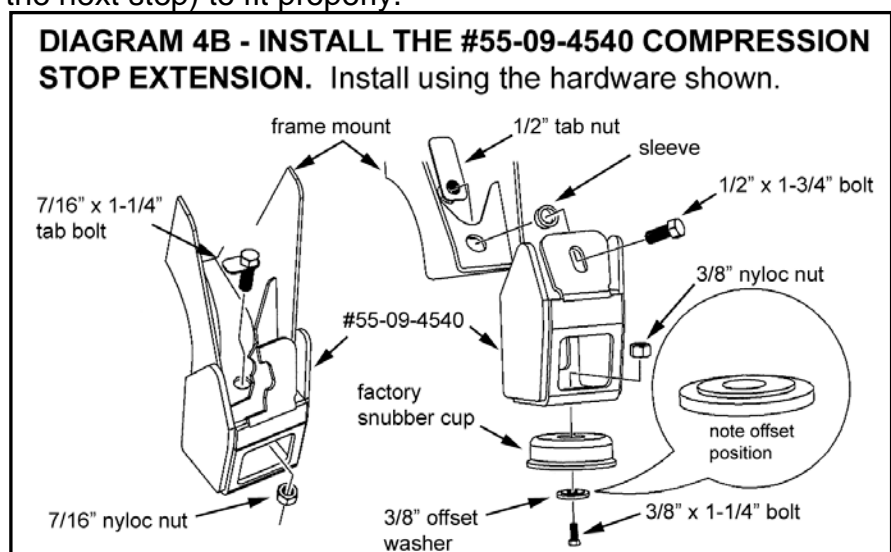
- Referencing the marks made during removal, reconnect the front driveshaft to the differential using the factory hardware and tighten (85).
- Reconnect the differential vent hose and wiring.



10) COMPRESSION TRAVEL STOP EXTENSIONS...

- Pry the factory rubber compression stop out of its mounting cup. Save for reuse.
- [DIAGRAM 4A] Using a cutoff wheel or similar tool, remove the spot welds holding the factory compression travel stop cup to the frame. Take precautions not to damage the cup as it will be reused. Grind any sharp edges smooth and paint any exposed metal surfaces. The bottom of the OE bracket (where the cup used to be) must be flat in order for the extension bracket (installed in the next step) to fit properly.

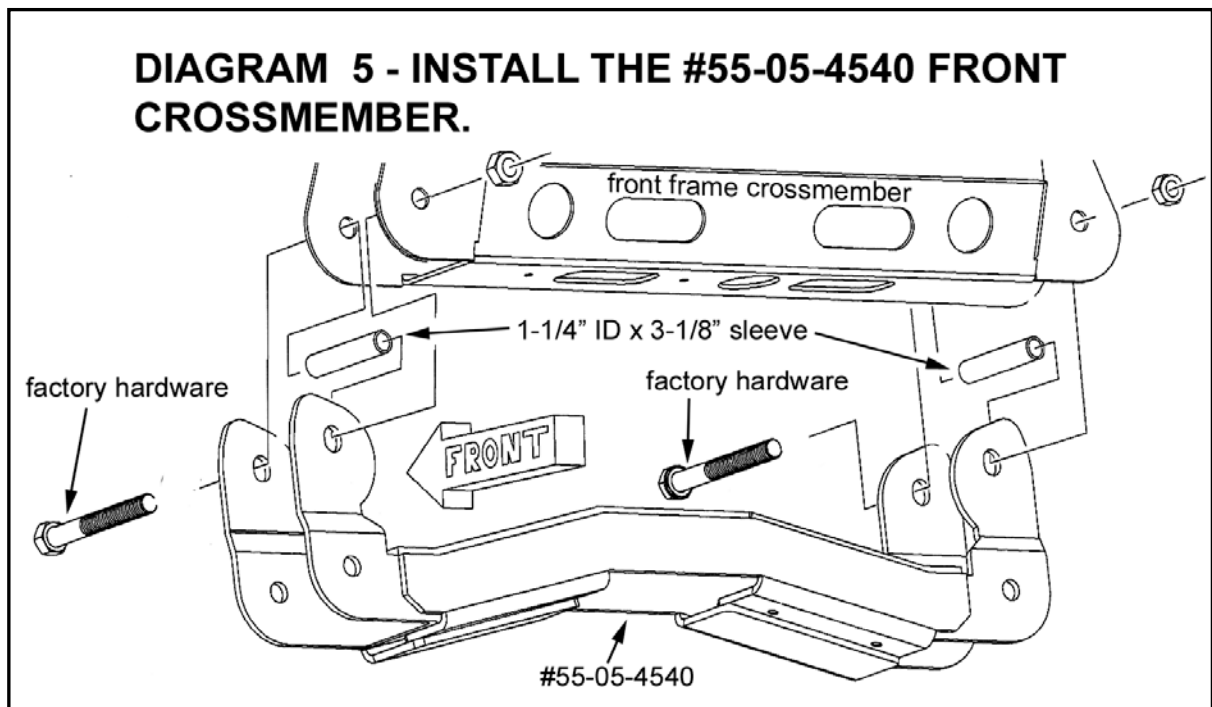
- [DIAGRAM 4B] Attach the factory cup to the compression travel stop extension (#55-09-4540 driver side and #55-10-4540 passenger side) using the supplied 3/8" x 1-1/4" bolt, special offset washer, and nyloc nut (23). Take note of how the bolt and offset washer installs in the bottom of the cup as shown in Diagram 4B.



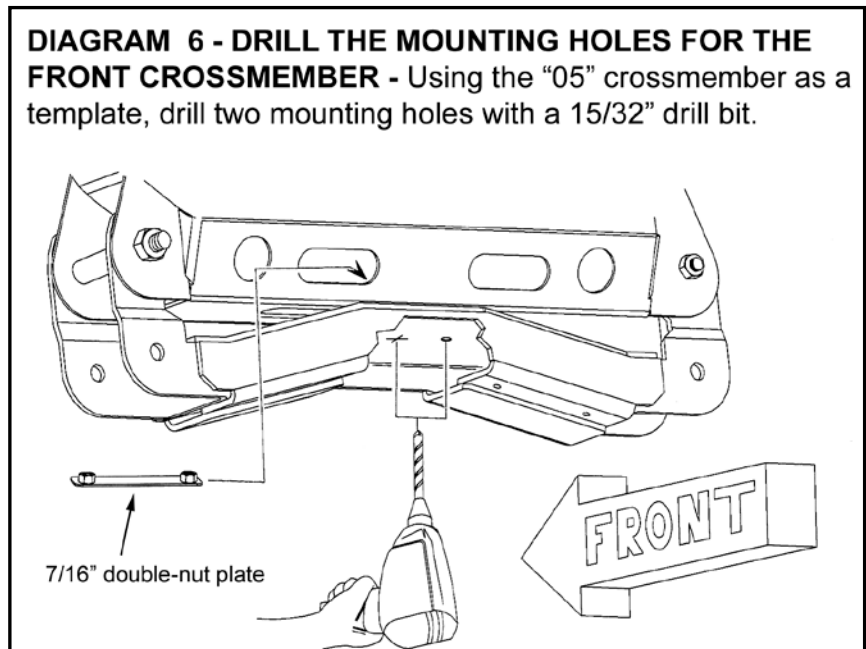
- ☐☐ Position the “09” and “10” extensions over the OE compression stop bracket as shown in Diagram 4B. Install the supplied 7/16” x 1-1/4” tab bolt from the top and secure with a 7/16” washer and nyloc nut as shown. Do not tighten at this time.
- ☐☐ Insert the supplied short spacer sleeve between the “09” and “10” bracket and the frame and line up the spacer with the slotted hole as shown in Diagram 4B. Install the supplied 1/2” x 1-3/4” bolt through the slotted hole in the extension bracket, sleeve, and frame bracket, then secure using the supplied 1/2” tab nut.
- ☐☐ Tighten the 7/16” bolt (37), then tighten the 1/2” bolt (57) and press the factory compression stop back into the cup.

11) FRONT CROSSMEMBER...

- ☐ [DIAGRAM 5] With the help of an assistant, raise the front crossmember (#55-05-4540) into position. For clarification, the leading edge of the “05” crossmember mounts on the outside of the factory LCA mounts when viewed from the front of the vehicle (so that the “05” crossmember steps toward the front bumper very slightly from the factory LCA mounts when viewed from the side). The four holes belly pan mounting holes in the bottom of the “05” crossmember should be offset toward the rear of the vehicle.
- ☐ Insert the supplied 1-1/4” ID x 3-1/8” long spacer sleeves in the factory LCA mounting locations as shown in Diagram 5 and secure using the factory hardware. The bolts should be installed from the front. Do not tighten at this time.



- ❑ [DIAGRAM 6] Locate the two pairs of holes in the bottom and roughly in the middle of the "05" crossmember. One of these pairs (the ones farther away from the front bumper) should line up with an existing frame hole, while the other does not. Using the "05" crossmember as a template, drill out both holes using a 15/32" bit.



- ❑ Insert the supplied 7/16" double-nut plate in the factory front crossmember through access holes located in the rear. Line this plate up with the two 15/32" holes drilled previously and secure using the supplied 7/16" x 1-1/2" bolts and washers. Do not fully tighten at this time.

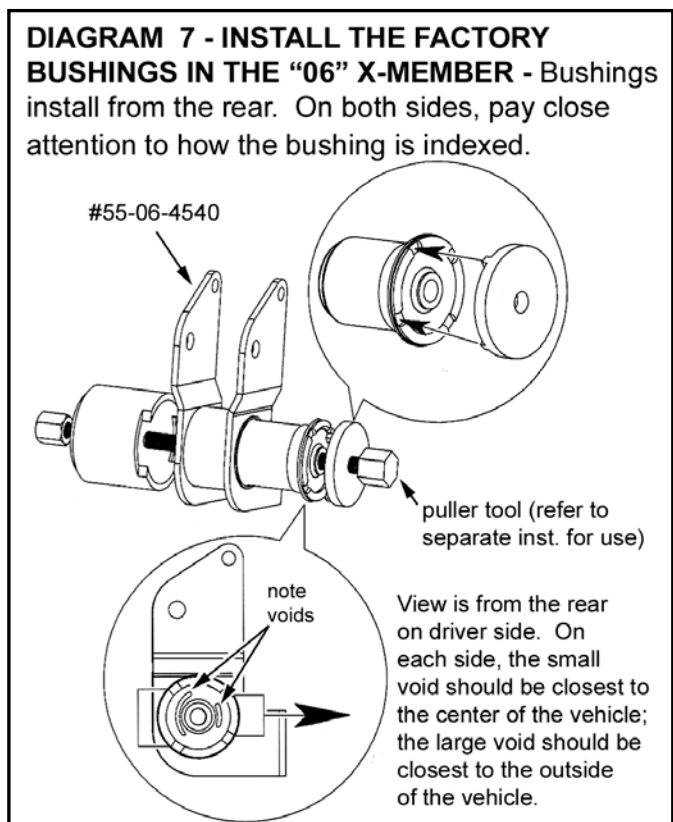
12) REAR CROSSMEMBER...

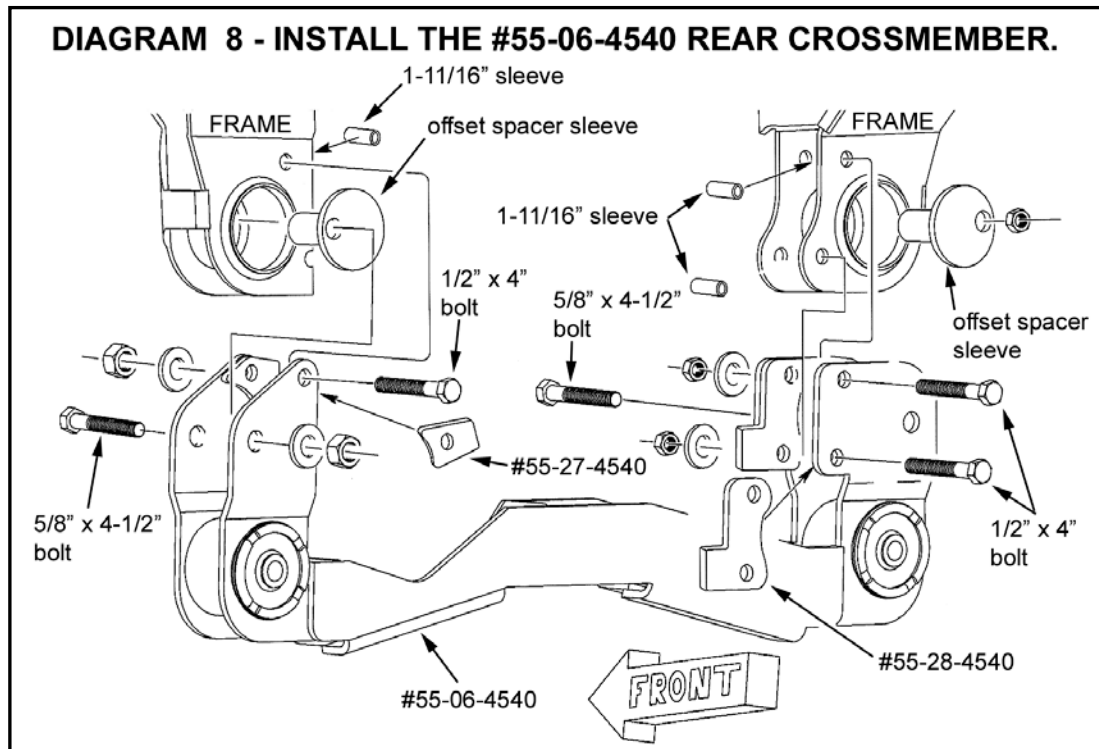
- ❑ Position the rear crossmember (#55-06-4540) so that it can be determined which way it installs on the vehicle. For reference, the crossmember has a recess for front differential clearance on the driver side (refer to Diagram 8 for further reference). It is necessary to know which way the crossmember is positioned on the vehicle in order to properly install the bushings, which is detailed next.

- ❑ [DIAGRAM 7] Using the special puller tool (available separately from Superlift or SPX-Miller), press the OE rubber bushings into place in the "06" crossmember. The bushings should be installed from the rear as shown. Take special notice of the orientation of the bushing in the diagram and match the position exactly, with the small void in each bushing facing the center of the vehicle as shown. As you press the bushings in place, leave a 1/4" gap between the crossmember sleeve and the flange on the flared end of the bushing.

NOTE: It may help to use one of the supplied 1/4" thick spacer plates (#55-27-4540) as a reference to help ensure there is a proper gap between the bushing lip and the crossmember.

CAUTION: The bushings must be indexed exactly as shown in Diagram 7 or bushing service life will be decreased.





- [DIAGRAM 8] Insert the offset spacer sleeves in the holes of the factory LCA mounts where the bushings used to be. Rotate each so that the sleeve is offset to the outside of the vehicle as shown.
- With the help of an assistant, raise the rear crossmember into position over the factory LCA mounts. Line up the large mounting hole on each side with the offset spacer sleeves and install the supplied 5/8" x 4-1/2" bolt, washers, and nyloc nuts. The bolts must be installed from front-to-rear. Do not tighten at this time.
- On the passenger side, Insert two 11/16" ID x 1-11/16" spacer sleeves in the factory frame mounts and line up each with the two existing holes in the frame as shown in Diagram 8. On the driver side, insert the remaining spacer sleeve in the frame mount and line up with the existing mounting hole as shown.
- On the passenger side, insert the two spacer plates (#55-28-4540) between the "06" crossmember and the frame as show in Diagram 8. For clarification, these spacer plates should be sandwiched between the "06" crossmember and frame. Line up the holes in the spacer plates with the holes in the "06" crossmember(the finger tabs on these plates should point down as shown, not up). Insert the supplied 1/2" x 4" bolts through the crossmember, spacer plates, spacer sleeves, and frame, then secure using the supplied washers and nyloc nuts. The bolts should be installed from the rear. Do not tighten at this time.
- On the driver side, insert the two spacer plates (#55-27-4540) between the "06" crossmember and the factory frame mounts as shown in Diagram 8. Line up the hole in each spacer plate with the hole in the crossmember. Install the remaining 1/2" x 4" bolt through the crossmember, spacer plates, spacer sleeves, and frame, then secure using the supplied washers and nyloc nut. Do not tighten at this time.

NOTE: At this time it is recommended to test-fit the lower control arms to ensure the bushings are pressed into place properly. It is much easier to make adjustments to the bushings using the puller tool now rather than later.

13) BELLY PAN...

- With the help of an assistant, position the belly pan (#55-08-4540) between the front and rear crossmembers. Insert the four supplied 5/16" double-nut plates in the crossmembers and loosely secure using the supplied 5/16" x 1-1/4" tapered allen head bolts. Do not tighten at this time.

14) LOWER CONTROL ARMS...

- Attach the lower control arms to the crossmember assembly using the supplied 5/8" x 5-1/2" bolts, washers, and nyloc nuts on the front legs and the factory hardware on the rear legs. The bolts for the front legs install from the front; the bolts for the rear legs install from the rear. Snug, but do not tighten at this time.

NOTE: If the optional stainless steel brush guard has been purchased, install the brush guard frame (#55-20-4540) now while positioning the supplied bolts for the front legs. The frame should step out and up (toward the front bumper and engine).

15) BOLT TIGHTENING SEQUENCE...

- Tighten the front assembly hardware in the following order:
 - 5/16" belly pan bolts (13).
 - 5/8" crossmember bolts (112).
 - Factory front crossmember bolts (112).
 - 1/2" rear crossmember bolts (57).
 - 7/16" front crossmember bolts (37).

16) KNUCKLE PREASSEMBLY...

- Loosen and remove the bolts attaching the hub assembly to the factory knuckle. Note how the dust shield is indexed on the knuckle, then detach the hub and dust shield.
- Position the dust shield and hub on the new knuckle (#55-01-4540 driver side and #55-02-4540 passenger side) in the same position as they were on the original knuckle. Tighten the three hub bolts (120).

NOTE: When installing the hub on a vehicle equipped with ABS, position the opening in the hub for the speed sensor toward the front of the vehicle (opposite the caliper mount).

17) KNUCKLE INSTALLATION...

NOTE: Perform these steps one side at a time. It will help to have an assistant that can assist with lining up all of the components.

NOTE: The ball joint tapers must be clean and dry prior to installing the knuckles.

- Loosely attach the knuckle to the lower ball joint and secure with the factory hardware. Do not tighten at this time.
- Line up the splines of the half shaft with the splines of the hub and slide the half shaft into place.

- Tilt the neck of the knuckle outward (away from the vehicle) enough to line up the other end of the half shaft with the splines of the differential. Engage the half shaft on the differential splines, then tilt the knuckle inward while pushing on the half shaft boss until the shaft is fully seated on the differential.
- Carefully tilt the neck of the knuckle back toward the vehicle to connect the upper ball joint. Loosely secure using the factory hardware.

NOTE: Be sure the half shafts are fully seated on the differential.

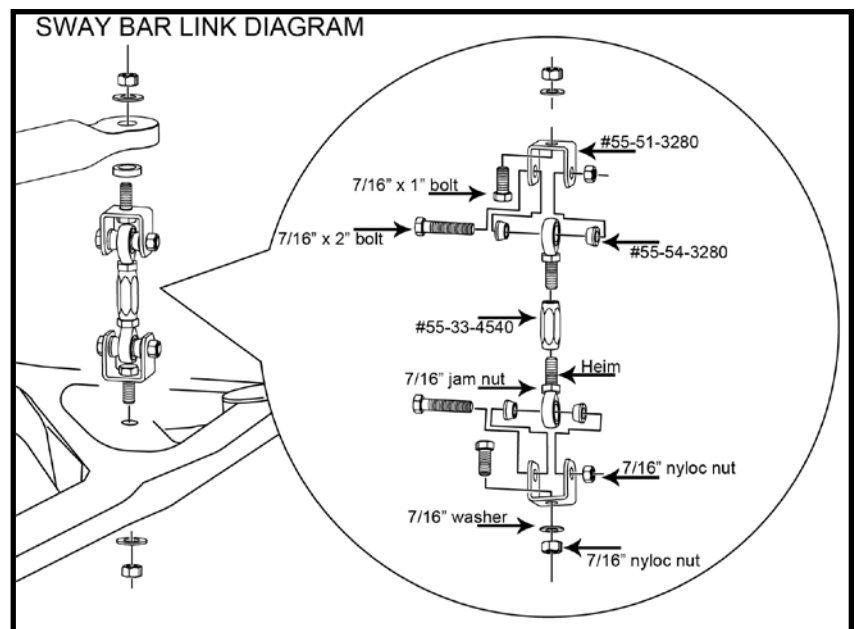
- If equipped, install the ABS wheel speed sensor (190 in-lb).
- Tighten the upper ball joint nut (55) and lower ball joint nut (60).
- Tighten the half shaft nut (185).
- Attach the tie rod end to the knuckle and secure using the factory hardware (55).

18) FRONT SHOCK ABSORBERS...

- Assemble the bushings, sleeves and shock boots on the front shocks (#88490).
- Attach the lower end of the shock to the lower control arm. Position a 5/8" flat washer between the shock bushing and the control arm mount prior to securing with the factory hardware. Do not tighten at this time.
- Place a washer and bushing half on the stem end of the shock and then position it in the upper shock mount. Slide the other bushing half and washer in place, then tighten until the bushings swell slightly.
- Tighten the lower bolt (100).

19) ANTI-SWAY BAR LINKS...

- [SWAY BAR LINK DIAGRAM] Install the 7/16" X 1" bolt through the inside of the "c" bracket (55-51-3280) 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 (55-33-4540).

- 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.

20) BRAKE HOSE EXTENSIONS...

- Unbolt the bracket securing the brake line to the frame.
- Attach the brake line relocation bracket (#55-21-4540 driver side and #55-22-4540 passenger side) to the frame where the original bracket was just removed using the factory hardware. Tighten (7.5).
- Carefully reform the steel brake line in order to line up the factory bracket with the "21" and "22" brackets. Attach the brackets using the supplied 5/16" x 3/4" bolts, washers, and nyloc nuts. Tighten (13).

WARNING: Use extreme caution when reforming metal brake lines to avoid damaging them. If a line becomes pinched or otherwise damaged, it must be replaced prior to proceeding.

- Install the rotor and caliper on the knuckle, then tighten the caliper mount bolts (130). If loosened during removal, tighten the caliper mounting pins (24).

21) TORSION BAR CROSSMEMBER DROP BRACKETS...

- Loosely attach the torsion bar crossmember drop brackets (#55-31-4540 driver side and #55-04-4540 passenger side) to the factory crossmember frame mounts using the factory hardware.
- The two slots in the bottom of each bracket should line up with existing holes in the bottom of the frame. If necessary, drill out the frame holes using a 17/64" drill bit.
- Tap the holes drilled using a 5/16"-18 tap.
- Install the supplied 5/16" x 1" bolts, flat washers, and lock washers in the tapped holes. Do not tighten at this time.
- Examine the torsion bar crossmember; one side is marked "front." Position the crossmember appropriately and attach it to the "04" and "31" brackets using the supplied 7/16" x 3-3/4" bolts, washers, and nyloc nuts. Tighten (37).
- Tighten the 5/16" hardware (13) followed by the factory hardware (75).

22) TORSION BARS...

- On each side, reinstall the torsion bar and adjuster arm following the marks made during disassembly. Using the puller tool, load the bar and insert the nut block and adjuster bolt. Unload and remove the puller tool.

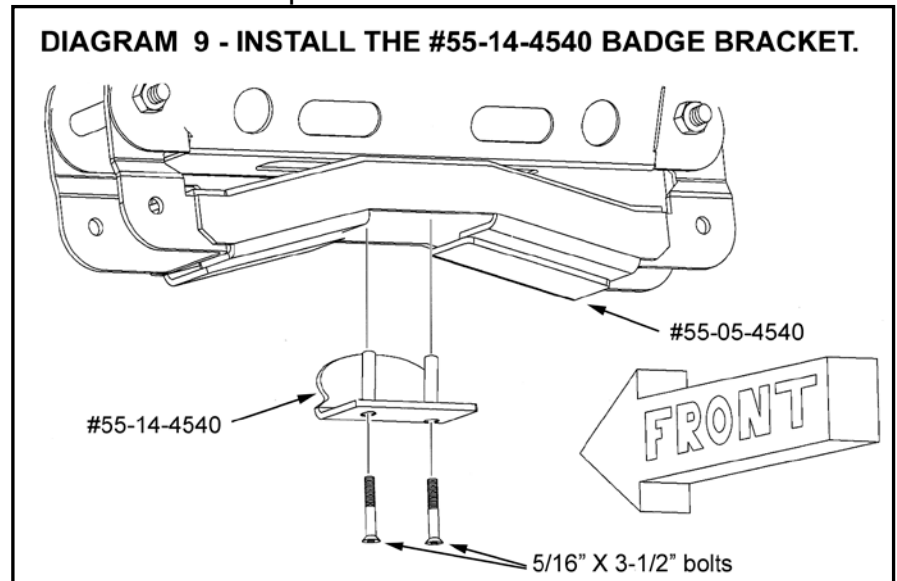
NOTE: Thread the adjuster bolts to the same position as they were prior to disassembly to get an approximate ride height. Final ride height adjustments will be made once the vehicle is on the ground.

23) BADGE BRACKET...

NOTE: Perform this step only if **not** installing the optional skid plate at this time. If the skid plate has been purchased, proceed to the next step.

- There are two holes located in the bottom of the "05" front crossmember near the two holes drilled in step 11. Using the crossmember as a template, drill out these two holes using an 11/32" drill bit.

- [DIAGRAM 9] Attach the badge bracket (#55-14-4540) using the supplied 5/16" x 3-1/2" bolts, washers, and nyloc nuts. For reference, the bracket installs in the 11/32" holes drilled during step 11. Tighten (13).

**24) SKID PLATE...**

NOTE: The skid plate is optional and purchased separately. If a skid plate has not been purchased, proceed to the next step.

- If not done already, install the skid plate frame (#55-20-4540). The frame attaches using the two bolts that attach the front legs of the LCAs to the crossmember assembly. Refer to step 14.
- Attach the stainless steel skid plate (#55-24-4540) using the supplied 3/8" x 2" sleeves, 5/16" x 3-1/2" bolts, washers, and nyloc nuts. For reference, these bolts should be installed in the 11/32" holes drilled during step 11.
- Attach the skid plate to the "20" frame using the four supplied 5/16" x 1-1/4" allen-head bolts, washers, and nyloc nuts. Tighten all of the 5/16" hardware (13).

25) TIRES / WHEELS...

- [DIAGRAM 10] If necessary, install the tires and wheels following the procedure in step 31 and lower the vehicle to the floor.

REAR PROCEDURE

26) PREPARE VEHICLE...

NOTE: The following procedure is only applicable when add-a-leaves are being used to lift the rear of the vehicle. If complete replacement rear springs are being used, install now per separate instructions and then proceed to step 29.

- Use a floor jack positioned under the rear axle to raise the vehicle.

- Place jackstands under the frameraills a few inches in front of the forward hanger for the rear springs.
- Ease the jack down until the frame is resting on the stands but keep a slight load on the jack.
- Chock the front tires to prevent the possibility of vehicle movement.

27) SPRING PACK DISASSEMBLY...

- Remove spring to axle U-bolts and move axle several inches away from springs.
- 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.
- The factory leaf springs have a roll pin installed through the leaf pack. This will have to be removed. Turn the bottom leaf (axle-side leaf) 45 degrees, then with a dead-blow hammer strike the leaf until it is free from the leaf spring pack. The roll pin will stay attached to the bottom leaf. Use a punch and remove the roll pin from the leaf.

28) 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.

29) REATTACHING THE AXLE...

- Using the floor jack(s), mate the springs to their pads, being sure that the center bolt heads seat properly. Evenly torque the supplied U-bolts using a "X" tightening sequence (92).
- If the complete spring packs were removed from the vehicle, snug-up, but do not fully tighten the stock shackle and stationary spring eye bolts. These bolts are not torqued until the suspension is supporting vehicle weight.

30) SHOCK ABSORBERS...

- Install the bushings, sleeves, and boots on the rear shock absorbers (#85150).
- Install the shocks using the factory hardware. On the lower mount, insert the supplied 9/16" flat washers between the mount and shock bushing so that the bushing is sandwiched between a washer on each side. Tighten the upper and lower mounts (100).

NOTE: If the optional dual shock system has been purchased, install now per separate instructions.

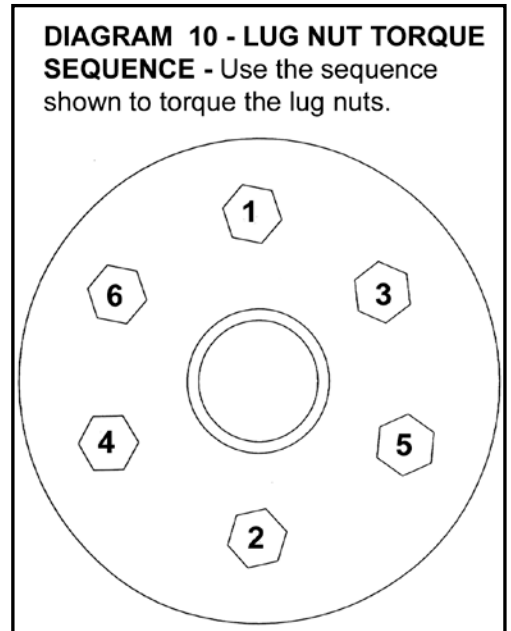
31) COMPRESSION TRAVEL STOP EXTENSIONS...

- On each side, unbolt the compression travel stop from the frame. Save all hardware for reuse.
- Attach the compression travel stop extensions (#55-15-4540 driver side and #55-16-4540 passenger side) at the factory location using the factory hardware (45). The Superlift "S" should face out.
- Attach the factory compression travel stop to the extension bracket using the supplied 3/8" x 1" bolts, washers, and nyloc nuts (23).

32) TIRES / WHEELS...

- [DIAGRAM 10] Tighten the lug nuts (135) 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.

33) CLEARANCE CHECK...

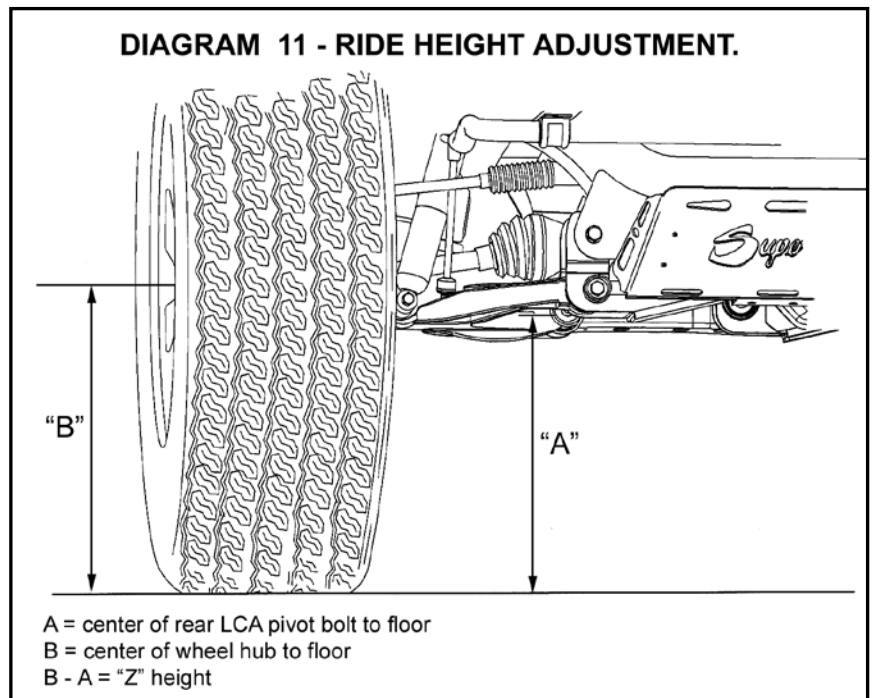
- With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.

- Lower vehicle to the floor.

34) 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 (150).



- If applicable, tighten the rear spring and shackle pivot bolts (120).
- Check the pressure of each tire and adjust as necessary in order to achieve the recommended pressure indicated on the sidewall of the tire (normally 35 psi).
- [DIAGRAM 11] Position the vehicle on a level surface. Measure from the LCA rear pivot bolt center down to the floor. Record this as Measurement "A".
- Now measure from the center of the wheel hub down to the floor. Record this as Measurement "B".

Subtract Measurement "B" from "A" for the ride height figure. Minimum ride height is 2.30"; maximum is 1.425". Ideal ride height is somewhere in between. Raise height by tightening the torsion bar adjusting bolt; lower height by loosening the bolt. 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.

35) 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.

36) Activate four wheel drive system and check front hubs for engagement

37) HEADLIGHTS...

- Readjust headlights to proper setting.

38) 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.

39) EXHAUST SYSTEM MODIFICATION...

Reroute the exhaust crossover pipe cut previously for front driveshaft clearance. If necessary, the vehicle can be driven a short distance to a qualified exhaust repair facility to have these modifications performed once the alignment procedure is complete.

40) 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

300 Huey Lenard Loop Rd.
West Monroe, Louisiana 71292-9421
Phone: (318) 397-3000
Sales / Tech: 1-800-551-4955
FAX: (318) 397-3040
www.superlift.com