



SUPERLIFT[®]

S U S P E N S I O N

Superlift 1" to 2" lift system for 1986½ - 1997 2WD NISSAN HARDBODY TRUCKS

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:

- This Base Lift System contains no hardware for modifying or relocating the suspension's compression travel bump-stops. Generally, bump stop modification is not required except for competition style off-roading. For this type of off-roading, extension travel limiting straps are also recommended to work in conjunction with the factory bump-stops.
- Actual lift is achieved by adjusting-up the torsion bars. These replacement components restore proper ball joint angle and suspension extension travel. Extension travel is controlled by bump-stops, located on frame mounted brackets, that make contact with the front legs of the upper control arms as the suspension 'drops'. As arm-to-bump-stop distance decreases, so does ride quality and suspension component service life, due to the constant 'topping-out' of the suspension.
- Normally, suspension travel is adequate with lift height adjusted to approximately 2.5 ' of lift. Again, the keys to good component service life and ride quality is to leave the vehicle with some extension travel. If the bars are already 'cranked up', expect that much less lift.
- A foot-pound torque specification is given in parenthesis () after each appropriate fastener.
- Do not add or fabricate any components to gain additional ride height.
- Prior to attaching components, be sure mating surfaces are free of grit, grease, undercoatings, 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 boxes "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side.
- Front end realignment is necessary

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)
44-01-6005	upper control arm, driver side	(4) 8mm x 25mm bolt (4) 8mm lock washer (2) 90° zerk fitting (4) bushing half (2) sleeve
44-02-6005	upper control arm, passenger side	(4) 8mm x 25mm bolt (4) 8mm lock washer (2) 90° zerk fitting (4) bushing half (2) sleeve
44-01-6005-5	(2) rear spring shackle..... extended description	(4) 12mm x 100mm bolt (4) 12mm lock washer (4) 12mm nut (4) sleeve
01-302.....	(2) low profile bumpstop	
0034.....	Superlift badge	alcohol wipe pad
00461.....	decals, "Warning To Driver"	

INSTALLATION PROCEDURE

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 and shock absorbers.

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 in case anything slips or breaks.

- ☐ Unloading the torsion bars is accomplished by loosening the adjusting arm bolts. Before loosening, measure the length of the exposed threads for reference in a later step.

3) STOCK UPPER CONTROL ARM REMOVAL...

NOTE: Steps 3 through 5 are performed one side at a time. Start with the driver side.

- ☐ Support only, do not load, the lower control arm with a floor jack. Remove the 4 upper ball joint-to-upper control arm (UCA) bolts and separate the joint from the arm. Loosen, do not remove, the nut on each end of the UCA spindle.

NOTE: Inspect the condition of the upper and lower ball joints. If there is excessive play in the joints or the vehicle is showing high mileage, the ball joints should be replaced before continuing the installation.

- ☐ ☐ With a socket / ratchet or wrench, carefully remove the 2 UCA spindle-to-frame bolts.

NOTE: Do not use air tools to remove bolts since thread failure is common. If a tap/die is needed, thread type is 14 mm, 1.5 thread. If metric threads are not salvageable, use a 9/16", 18" threads-per-inch tap, with new Grade 8 bolts. Also note the positioning of any alignment shims, equipped, since they may be reused with the Superlift UCA. Remove UCA assembly from vehicle.

- ☐ ☐ Press the spindle / bushing assembly out of the UCA. Note positioning of spindle washers; all are reused. Take care not to damage threads.

4) SUPERLIFT CONTROL ARM ASSEMBLY...

- ☐ ☐ Install a furnished wear sleeve into a UCA Poly-eye bushing. Apply a thin coat of light, water resistant grease to the exterior bearing surface of the bushing. Install bushing with the flange facing outward.
- ☐ ☐ Position spindle shaft in one leg of the U.C.A., with factory flatwashers in place. Install remaining Poly-eye bushing and wear sleeve. With flat and lock washers in place, torque the spindle nuts (56-76).
- ☐ ☐ Prior to installing 90 degree grease fittings, coat threads with furnished thread locking compound to insure fittings remain in desired front facing- front, rear-facing-rear position.
- ☐ ☐ Remove and discard the stock rubber extension travel bump-stop. The bump-stop, located on a frame mounted bracket, makes contact with the bottom of the UCA's front leg.
- ☐ ☐ Bolt the furnished low-profile polyurethane bump-stop in its place. Apply thread locking compound to its threads.

5) CONTROL ARM INSTALLATION...

- ☐ ☐ Bolt Superlift UCA assembly to frame(80-108). If the vehicle, when at stock ride height, was equipped with alignment shims, reinstall shims.

NOTE: If shims were present because ride height had been raised above stock, do not reinstall shims.

- ☐ ☐ Apply thread locking compound to the supplied 8mm bolts / lock nuts for the ball joints and attach the UCA to ball joint / knuckle assembly. Torque bolts (12 -15).
- ☐ ☐ Install new shock. It may be necessary to raise the upper / lower control arm assembly with the floor Jack to gain access for installation.
- ☐ ☐ Grease the new bushings in the upper control arm.
- ☐ Repeat Steps 3 through 5 on the passenger side.

6) RIDE HEIGHT ADJUSTMENT...

- ☐ Again lubricate torsion bar adjuster arm bolts and adjust bolts to approximately 1.5 ' past the stock adjustment point measured In Step 2). Lower vehicle to ground and bounce the front of the vehicle several times to normalize the torsion bars. Continue to adjust bolts until desired ride height is achieved. Consider that after the vehicle is driven, the bars will settle anywhere from .5 " to 1 ".

NOTE: Depending on bar type and condition, It may be necessary to reindex the adjuster arms, in relation to the torsion bars, to increase bar rotation and achieve the desired lift. Refer to step 7 for further instructions regarding this procedure.

WARNING: Be extremely careful when loading / unloading bars; there is a tremendous amount of stored energy in the bars. Keep hands and body clear of the assembly in case anything fails.

7) ARM REINDEXING...

- ☐ On either side, completely unload bar and remove the adjusting bolt. Prior to arm removal, scribe a line noting the arm's position in relation to the torsion bar.
- ☐ Slip rubber dust boot, located just forward of the arm, towards front of truck, to access the C-dip. With the C -clip removed, arm can be shifted rearward, beneath its housing, and off of bar.
- ☐ The arms should be reindexed one spline on the torsion bar. As viewed from the rear of vehicle, looking forward, the driver's side should be rotated clockwise, the passengers side counter clockwise. Carefully inspect arm and bar splines for wear and deformations; replace as necessary.
- ☐ Reinstall and lubricate adjuster bolt and set ride height. Repeat procedure on other side.

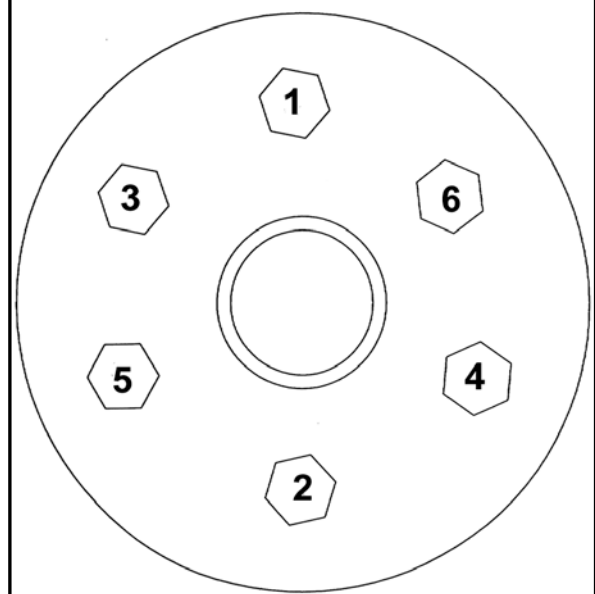
8) TIRES / WHEELS...

- ☐ [DIAGRAM 1] Tighten the lug nuts to factory specifications 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.

DIAGRAM 1 - LUG NUT TORQUE SEQUENCE - Torque the factory lug nuts in this sequence.



9) 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.

10) REAR LIFT...

- ☐ Chock the front tires. Place the vehicle in low gear or “park” and raise the rear of the vehicle with a jack. Place jackstands directly under the frame rails, just in front of the forward rear spring hanger. Ease the frame on to the stands. Remove the rear tires.
- ☐ Position a floor jack so that it supports, but does not raise, the rear axle.
- ☐ Remove the bolt securing the spring shackle (attached to the rear eye of the spring) to the frame, followed by the bolt that secures the shackle to the spring. Discard the stock spring shackle but save all hardware for reuse.
- ☐ Slide the supplied sleeves inside the factory shoulder sleeves in the spring bushings. Position the Superlift spring shackle over the rear spring eye and attach using the provided 12mm x 100mm bolt, lock washer, and nut, then attach the other end of the shackle to the frame. Snug, but so not tighten at this time.
- ☐ Reinstall tires and torque the lug nuts as shown in Diagram 1.
- ☐ Lower the vehicle to the floor.
- ☐ Tighten the shackle hardware (90).

11) ALIGNMENT...

- ☐ Realign the vehicle to factory specifications
- ☐ Generally, camber and caster will be within tolerances with vehicle at 2 ' to 2.5 ' of lift height. Check specs to insure proper handling and tire wear. Toe-in angle must be reset.
- ☐ Adjust turning radius stop bolts, located on the front of the knuckles.

12) 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.

13) Activate four wheel drive system and check front hubs for engagement**14) HEADLIGHTS...**

- ☐ Readjust headlights to proper setting.

15) SUPERLIFT NAME BADGE AND WARNING DECAL...

The system includes one 2" x 5" name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. We suggest putting the badges on the front fenders, tailgate, or rear window. The badge mounts by means of factory applied, double-backed tape. Follow these instructions to ensure that badge sticks properly:

- ☐ Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.
- ☐ Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.
- ☐ Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.
- ☐ Press firmly on the badge face and hold a few seconds to seat mounting tape. A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.
- ☐ Install the WARNING TO DRIVER decal on the inside of the windshield, or on the dash, within driver's view. Refer to the "NOTICE TO DEALER AND VEHICLE OWNER" section below.

IMPORTANT PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after winter / hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of roll over possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performances and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift product purchased. Mixing component brands is not recommended.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. It is the owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance.

Superlift makes no claims regarding lifting devices and excludes any and all implied claims. Superlift will not be responsible for any altered product or any improper installation or use of our products.

We will be happy to answer any questions concerning the design, function, and correct use of our products.

IMPORTANT MAINTENANCE INFORMATION

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with a Superlift lifting device must have the enclosed "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash, within driver's view. The "Warning to Driver" decal is to act as a constant safety reminder for whoever may be operating the vehicle. The WARRANTY IS VOID unless this decal is in place. **INSTALLING DEALER...** It is your responsibility to install warning decal and forward these installation instructions to the vehicle owner for review of warnings, product use and maintenance information. Replacement warning decals are available free upon request. These instructions are to be kept with the vehicle registration papers and owners manual for the service life of the vehicle.

SUPERLIFT LIMITED LIFETIME WARRANTY

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.

SUPERLIFT SUSPENSION SYSTEMS

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