



SUPERLIFT[®]

S U S P E N S I O N

Superlift 5" to 5-1/2" lift system for 1969- 1988 DODGE 1/2- AND 3/4-TON PICKUP / RAMCHARGER 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:

- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- A factory service manual should be on hand for reference.
- Use the check-off box "☐" found at each step to help you keep your place. Two "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver side.

FRONT 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.

2) FRONT DRIVESHAFT...

- ☐ Remove shaft on 1974-1/2 and newer vehicles equipped with a Saginaw type shaft. See NOTES "A" and "B".

3) TIRES / SHOCKS...

- ☐ Remove tires and shock absorbers.

4) STEERING COMPONENTS...

- ☐ Remove steering arm. Either a steering block or Superlift's replacement arm and adjustable drag link must be installed to relieve drag link angle. SEE SEPARATE INSTRUCTIONS.

5) VACUUM ACTUATED SOLENOID...

NOTE: This step only pertains to 1985 and newer models with a vacuum engaged front axle. Superlift #41, front brake hose lowering kit is needed for these vehicles. For 1985 and older vehicles, proceed to the next step.

- ☐ Remove the sheet metal screw that attaches the front / center rubber brake hose to the crossmember.
- ☐ The lowering bracket is a simply a 1" wide by 4" long, thin metal strip with a hole on both ends. Attach upper end of Superlift bracket to crossmember with the factory screw. The metal brake line, which runs up the crossmember from the hose block, must be carefully re-bent downward.
- ☐ With pliers, collapse the locator "tit" on the hose block so it can be bolted to the bottom end of the Superlift bracket. Use the furnished 5/16" x 1/4" bolt and self-locking nut. When finished, the bottom end of the bracket will be angled towards the driver's side of vehicle.
- ☐ It is also necessary to "feed" more vacuum hose slack towards the front axle.

6) FRONT SPRINGS...

- ☐ Remove and discard the spring to axle U-bolts, washers, and nuts. Lower the Jack/axle to allow spring removal.
- ☐ Remove the springs' shackle and stationary eye bolts and discard springs.
- ☐ On disc brake equipped vehicles (1974-1/2 and newer) - On passengers side, with the spring out of the way, remove the two spring-to-axle mounting studs. Install furnished longer studs; use a thread-locking compound to prevent loosening.
- ☐ If spring eye bushings are not already installed in the new springs, thoroughly lubricate the furnished eye bushings with a light, water-resistant grease.
- ☐ Install new springs but do not torque mounting bolts yet. Be sure the downturned (reversed) eyes are towards the rear. Also, the thick ends of the tapered degree shims (attached to bottom of springs) should be facing forward.
- ☐ Clean the spring-to-axle mating points. Raise jack / axle up to the springs. Be sure the center bolt heads align and seat properly into the spring pad holes.

7) U-BOLTS...

- ☐ Position U-bolt plates; install U-bolts, using old flatwashers (if so equipped) and tighten the furnished locking nuts (131) using an "XI" torque pattern.

8) STEERING COMPONENTS...

- ☐ Complete steering modifications as per separate instructions. Install new shocks; tighten only until the bushings swell slightly.

9) FRONT DRIVESHAFT (If Applicable)...

- ☐ Ease down the lack so that front suspension is a full extension travel; In other words "hanging". Check C.V. cluster housing for clearance as per NOTE "A". Check shaft length per NOTE "B".
- ☐ Install shaft; front axle and C.V. yoke bolts - 170 inch pounds.

10) FINAL FRONT PROCEDURES...

- ☐ Install tires and torque lug nuts to factory specifications.
- ☐ remove Jack stands and lower vehicle to floor. Torque front spring hanger and rear shackle bolts (80).

REAR PROCEDURE**11) 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 any possibility of movement.
- ☐ Remove tires, U-bolts and shocks.
- ☐ Lower the axle housing by easing down the Jack. Do not overextend the brake and axle vent hoses. The vent hose may need rerouting or replacing.

NOTE: The spring perches, where the leaf springs or blocks seat on the axle, are prone to collapse or warp, especially toward the ends. Without a perfectly flat mounting surface, the block may fall or "roll" out from under the vehicle. If not flat, replate the perches with 1/4" thick steel plate (or something similar) or replace perches completely.

12) ADD-A-LEAFS...

NOTE: Installation can be performed with the springs on the vehicle. Depending on what tools are available and fuel tank location, you may want to remove the springs. We are going through the installation as if the springs are left on.

NOTE: Some models are equipped with riveted on, steel straps (approximately 1/4 " thick) to hold the leaf plates together. These straps re-form easily when heated and can be re-used. Other models have relatively thin "bend clips" that are not re-usable. Four new bend clips are furnished with the Superlift leafs.

- ☐ Start on either side. With a C-clamp closely positioned, bend or remove the wraps (bend clips or straps). Now reposition the clamp next to the center-bolt and remove bolt. Be careful when removing C-clamps since the leafs are "loaded" and will "spring" apart when released. Place the Superlift leaf directly underneath the main leaf, which is the longest one with the eyes / bushings.

- ☐ ☐ Stack the remaining stock leafs in the proper pyramid order. Do not try to compress the leafs together with the center-bolt; this may strip the bolt / nut threads. After tightening, trim off excess bolt. Place a C-clamp beside each wrap, prior to re-forming, to ensure total pack compression. If heat is used on the strap type wraps, allow them to cool naturally and thoroughly before removing clamps.

- ☐ Repeat procedure on other side.

13) LIFT BLOCKS...

NOTE: When add-a-leafs are used with lift blocks, the factory spacer is replaced with a 5.5" tall Superlift tapered block. Where blocks only are used, place the Superlift block on bottom, mating with the spring pad. With either configuration, the tall end of the taper should be facing rearward.

- ☐ ☐ Be sure all contact points are clean. Place the blocks in positions, then raise the axle up to the blocks / springs. Be sure the center-bolts and block pins align with their respective holes.
- ☐ ☐ Position the U-bolt plates, washers, and nuts, and torque bolts to either 131 ft. lbs. (bolts 13-1/2" or shorter) or 164 ft. lbs. (bolts over 13-1/2" long).

NOTE: Some models are factory equipped with 1/2" diameter U-bolts. We utilize 9/16" diameter bolts for increased strength. It may be necessary to ream out the U-bolt plates to accept the larger bolts.

14) SHOCKS / TIRES...

- ☐ ☐ Install shocks; tighten until bushings swell slightly.
- ☐ ☐ Install tires and lower vehicle to floor.

REAR PROCEDURE

15) CLEARANCE CHECK...

- ☐ Double check steering system, be sure there are no clearance or binding problems. Don't forget to adjust the turning radius stops as per steering instructions. Recheck every nut / bolt that has been touched for proper tightness. Be sure all hoses are plenty long.

16) WARNING TO DRIVER DECAL...

- ☐ Install "Warning to Driver" decal.

17) HEADLIGHTS...

- ☐ ☐ Have headlights readjusted to proper setting.

18) ALIGNMENT...

- ☐ Caster / camber angles nor toe-in setting have been significantly altered by the suspension lift. We do suggest that these specifications are checked to ensure proper handling and tire wear.

NOTE "A": FRONT DRIVESHAFT MODIFICATION...

On 1974-1/2 and newer models equipped with the Saginaw type front driveshaft, some grinding will need to be done on the Constant Velocity (C.V.) joint cluster. This type shaft has round flange yokes on the transfer case end. Grind down the two casting tabs where the shaft tubing meets the C.V. cluster. Also, round off the corners on the C.V. cluster housing and any other points that the assembly may bind. Allow clearance for front-end extension travel. No grinding is needed on the front axle end of the shaft.

NOTE "B": FRONT / REAR DRIVESHAFT LENGTH...

Generally, with this much lift, driveshaft length is OK. If a stub shaft has ever been replaced, which results in losing some tube length, the shaft may be short.

To determine the correct length, check the running length with the stub shaft (male end) centered in the slip yoke (female end). For most vehicles, the minimum amount of allowable spline contact is 1-3/4" at full suspension extension travel. Incorrect length can lead to massive screwage. Also, be sure the driveshaft ends are "timed", which means the yoke "ears" (the heaviest points at each end) are positioned so that they are in line with each other. An untimed shaft will vibrate similar to an unbalanced shaft.

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.

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