



SUPERLIFT®

S U S P E N S I O N

1980 - 1997

FORD ¾ & 1 TON 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.

NOTE

- Front end realignment is necessary.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Prior to 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.
- 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, a few inches behind the front spring shackles. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Keep a slight load on the jack. Remove front tires.

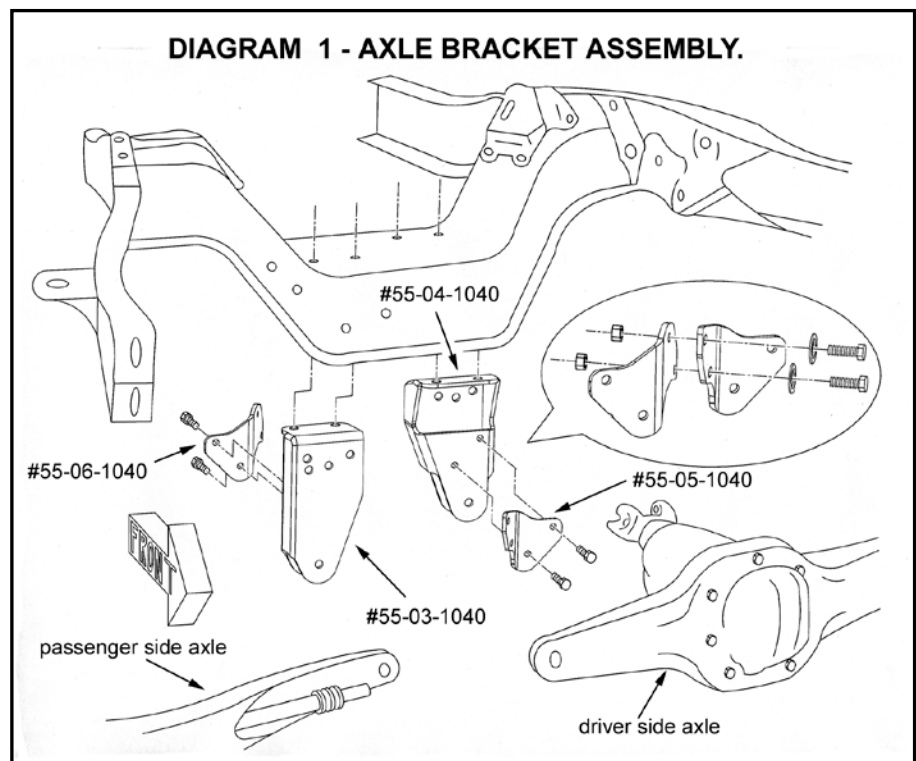
2) FRONT DISASSEMBLY...

- ☐ Remove the cotter pin and nut from the drag link stud where it attaches to the pitman arm. If a "pickle fork" is not available to detach the drag link from the pitman arm, strike the end of the arm with a hammer to dislodge the link. Tie the linkage up and out of the way.

- ☐ Place a floor jack under each axle towards the outside ends of the axles. Put a slight load on the jacks; do not raise the vehicle off of the stands.
- ☐ Remove the spring U-bolts. Ease down the jacks and remove the stock springs. Because the axles will be more or less balancing on the jacks, you need to place a jack stand or block under the hub assembly so not to over extend the brake hoses.
- ☐ Remove the bolts that attach the axles to the axle pivot brackets. Remove both axle pivot brackets from the frame. The attaching hardware will be re-used.

3) FRONT INSTALLATION...

- ☐ Bolt the Superlift axle pivot brackets (#55-03-1040 for driver side axle and #55-04-1040 for passenger side axle) in place using the stock attaching hardware. Torque to 77-110 ft.-lbs.
- ☐ [Diagram 1] Orient the axle bracket supports (#55-05-1040 driver side and #55-06-1040 passenger side) as shown and bolt them to the axle pivot brackets using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts. Note that the washers should be positioned under the nuts. Do not tighten at this time.
- ☐ Connect the two axle support brackets using the remaining 7/16" hardware and tighten (70).
- ☐ Position axles and install axle pivot bolts, torque nuts to 150 ft.-lbs.
- ☐ Position the Superlift springs with the long end towards the rear of the vehicle. Bolt up the rear eye; torque to 120-150 ft.-lbs. Because of the spring arch, it may not seem long enough to bolt up to the front shackle. If so, place some type of spacer (wooden or steel block, socket, etc.) and a pry bar between the springs attaching point (at the shackle) and the spring eye. Raise the jack, under the axle to put a slight load on the spring. As the spring is loaded, it will begin to de-arch and become longer, enabling you to position and bolt it to the shackle. Torque to 150-210 ft.-lbs.



NOTE: Be careful, this procedure can be hazardous. An alternative is to slot the frame slightly to allow enough rearward shackle movement.

- ☐ ☐ Before bolting the springs to the axles, be sure the spring tie bolt heads seat in the axle holes. Torque the new U-bolts to 131 ft.-lbs.
- ☐ ☐ Install new shocks and tires (refer to step 6), remove jack stands and lower vehicle to ground.
- ☐ If a drop pitman arm is to be used, install it now (SEE SEPARATE INSTRUCTIONS). If not, attach drag link to pitman arm. Torque nut to 54-74 ft.-lbs. and install cotter pin.

REAR PROCEDURE

4) REAR DISASSEMBLY...

- ☐ Use a floor jack positioned under the rear axle to raise the vehicle.
- ☐ ☐ Place jackstands under the framerails 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.
- ☐ ☐ Remove the tires, U-bolts, and shocks.
- ☐ Lower the axle by carefully easing down the jack. **Do not overextend the brake lines and axle vent hoses.**

5) REAR INSTALLATION...

- ☐ ☐ If Add-A-Leafs are to be used, see separate instructions. Install the Superlift lift blocks with tall end toward rear of vehicle, between factory block (if so equipped) and spring perch.

NOTE: The spring perches are prone to collapse or warp where the leaf springs or blocks seat on the axle, especially towards the ends. Without a perfectly flat mounting surface, the block may fail and “roll” out off of the perches. Very bad things happen when this occurs. If the perches are not flat, fix them by welding on a piece of ¼” plate (or something similar) or replace the perches completely.

- ☐ ☐ Make sure the top of the spring perches and the bottom of the springs are clean and free of any debris. Position the Superlift blocks in between the leaf springs and the spring perches. Notice that the top of the blocks are tapered; place the tall end of the taper facing rearward.
- ☐ ☐ Install the supplied U-bolts and plates, then torque the bolts in an “X” pattern to the following specifications.

SUPERLIFT U-BOLT TORQUE GUIDE

NOTE: Torque specifications apply to Superlift U-bolts only

DESCRIPTION	PLATED (lb-ft)	PLAIN FINISH (lb-ft)
½" dia., up to 13" long	57	92
9/16" dia., up to 13 ½" long	82	131
9/16 dia., 13 ½" and longer	106	185
5/8" dia., up to 14 ½" long	112	181
5/8" dia., 14 ½" and longer	145	256

☐ ☐ Install new shocks and tires, then lower the vehicle to the floor.

6) TIRES / WHEELS...

☐ Tighten the lug nuts to factory specifications.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

7) CLEARANCE CHECK...

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

☐ Lower vehicle to the floor.

8) 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.

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

10) HEADLIGHTS...

☐ Readjust headlights to proper setting.

11) 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.

12) ALIGNMENT...

- ☐ A temporary toe adjustment may be needed before driving to the alignment shop. Be sure the tie rod adjustment sleeves are rotated the same number of turns to retain steering wheel center. It may be necessary to replace the eccentric camber bushings.

NOTE: Ford and Moog bushing part numbers, bushing specs and alignment specs are given below.

☐ Toe Setting - 1-/l 6" IN.

☐ Camber Setting - Initial, 1/2° - 3/4° positive. If possible, adjust drivers side angle 1/4"°- 3/8° more positive than passenger side.

FORD PART NO	MOOG PART NO	DEGREE
EOTZ-3B440-B	K-8281	1/2
EOTZ-3B440-C.....	K-8285	1
EOTZ-3B440-D.....	K-8287	1 1/2

Limited Lifetime Warranty / Warnings

Your Superlift® product is covered by the Limited Warranty explained below that gives you specific legal rights. This limited warranty is the only warranty Superlift® makes in connection with your product purchase. Superlift® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or limited warranty.

What is covered? Subject to the terms below, Superlift® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warrantor is LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems ("Superlift®").

What is not covered? Your Superlift® Limited Warranty does not cover products, parts or vehicles Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powdercoating, plating, etc.),
- Damage to or resulting from vehicle's electronic stability system, related components or other vehicle systems.
- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

Remedy Limited to Repair / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer's responsibility.

If a replacement part is needed before the Superlift® part in question can be returned, you must first purchase the replacement part. Then, if the part in question is deemed warrantable, you will be credited / refunded.

Other Limitations - Exclusion of Damages - Your Rights Under State Law

- Neither Superlift® nor your independent Superlift® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you.

Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

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

SUPERLIFT SUSPENSION SYSTEMS

300 Huey Lenard Loop Rd. • West Monroe, Louisiana 71292

Phone: (318) 397-3000 • Sales / Tech: 1-800-551-4955

FAX: (318) 397-3040 • www.superlift.com