



SUPERLIFT®

S U S P E N S I O N

Superlift 4.5" lift system for 2004 and Newer FORD F-150 4WD INSTALLATION INSTRUCTIONS

(Use with Form #9905 for 6" lift systems)

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:

- **The factory wheels must be replaced with wheels that have a different back spacing. The factory wheel can make contact with the outer tie-rod when the suspension is fully extended and the vehicle is in a turn. A factory wheel can only be used as a temporary spare in emergency situations. Tire / wheel recommendations are as follows:**

For 35x12.50 tire:

- 17x8" wheel with 5" backspacing preferred (5.25" maximum)
- 18x8" wheel with 5.75" backspacing
- 20x8.5" wheel with 5.75" backspacing

For 36x12.50 tire:

- 18x8.5" wheel with 5.5" backspacing
- 20x8.5" wheel with 5.5" backspacing
- For 6" lift system installations, refer to instruction form #9905 prior to beginning.
- The factory front driveshaft must be re-clocked and professionally re-balanced. Refer to step 15.
- Special tools are recommended to detach/attach the pitman/idler studs. Refer to the factory service manual.
- 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.
- 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.

PART NO	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.)
66-01-9900	knuckle, driver side	
66-02-9900	knuckle, passenger side	
55-03-9900	differential drop bracket, driver side	(1) 12mm x 100mm bolt (2) 1/2" SAE washer
55-04-9900	differential drop bracket, passenger side	(1) 12mm x 100mm bolt (2) 1/2" flat washer (1) 12mm stover nut (1) 3/8" x 1-1/4" bolt (2) 3/8" SAE washer (1) 3/8" nyloc nut
55-05-9900	front crossmember.....	(2) 5/8" x 5-1/2" bolt (4) 5/8" USS washer (2) 5/8" nyloc nut (1) cam bolt kit
55-06-9900	rear crossmember	(1) 5/8" x 5-1/2" bolt (2) 5/8" x 6" bolt (1) 5/8" x 1-3/4" bolt (4) 5/8" SAE washer (4) 5/8" USS washer (3) 5/8" nyloc nut (1) 5/8" tab nut (1) 1/2" x 5-1/2" bolt (3) 1/2" SAE washer (1) 1/2" nyloc nut (1) 12mm stover nut (2) 7/8" OD x 4" sleeve (1) 1" OD x 3-1/2" sleeve (1) cam bolt kit

55-14-9900	template, rear of LCA mount	
55-24-9900	template, front of LCA mount	
55-07-9900	anti-sway bar drop bracket, driver side	(7) 7/16" x 1-1/4" bolt (14) 7/16" SAE washer (7) 7/16" nyloc nut (1) stainless steel Superlift badge (2) 1/8" x 1/2" rivet
55-08-9900	anti-sway bar drop bracket, passenger side	(7) 7/16" x 1-1/4" bolt (14) 7/16" SAE washer (7) 7/16" nyloc nut (1) stainless steel Superlift badge (2) 1/8" x 1/2" rivet
55-09-9900	belly pan	(8) 5/16" x 1-1/4" tapered allen bolt (4) 5/16" double-nut tab
55-11-9900	(2) coil strut spacer	(6) 7/16" x 1-1/4" bolt (12) 7/16" USS washer (6) 7/16" nyloc nut
55-12-9900	(2) brake line extension bracket, front	(2) 3/8" x 3/4" bolt (2) 3/8" nyloc nut
01-2145	(2) rear add-a-leaf	(4) 1/2" X 6" tie bolt
10604.....	U-bolt kit	hardware pack
55-22-9900	compression stop extension, passenger side	(1) 3/8" x 1" bolt (1) 3/8" SAE washer (1) 3/8" nyloc nut
55-23-9900	compression stop extension, driver side	(1) 3/8" x 1" bolt (1) 3/8" SAE washer (1) 3/8" nyloc nut
85150.....	(2) shock absorber, rear	(2) shock boot*, yellow (2) hardware pack and cable tie

***(Note: Shock boots, if desired, purchased separately)**

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) ANTI-SWAY BAR...

- ☐ Disconnect the front anti-sway bar links from the lower control arms, then unbolt the bar from the frame. It is not necessary to remove the links from the bar. Save all bushings and hardware for re-use.

3) BRAKE ASSEMBLY...

- ☐ ☐ Unbolt the brake caliper brackets from the knuckle. Using mechanic's wire, tie the calipers up and out of the way. Save all hardware for re-use.
- ☐ ☐ Remove the brake rotors from the hub assembly.

4) AXLESHAFTS...

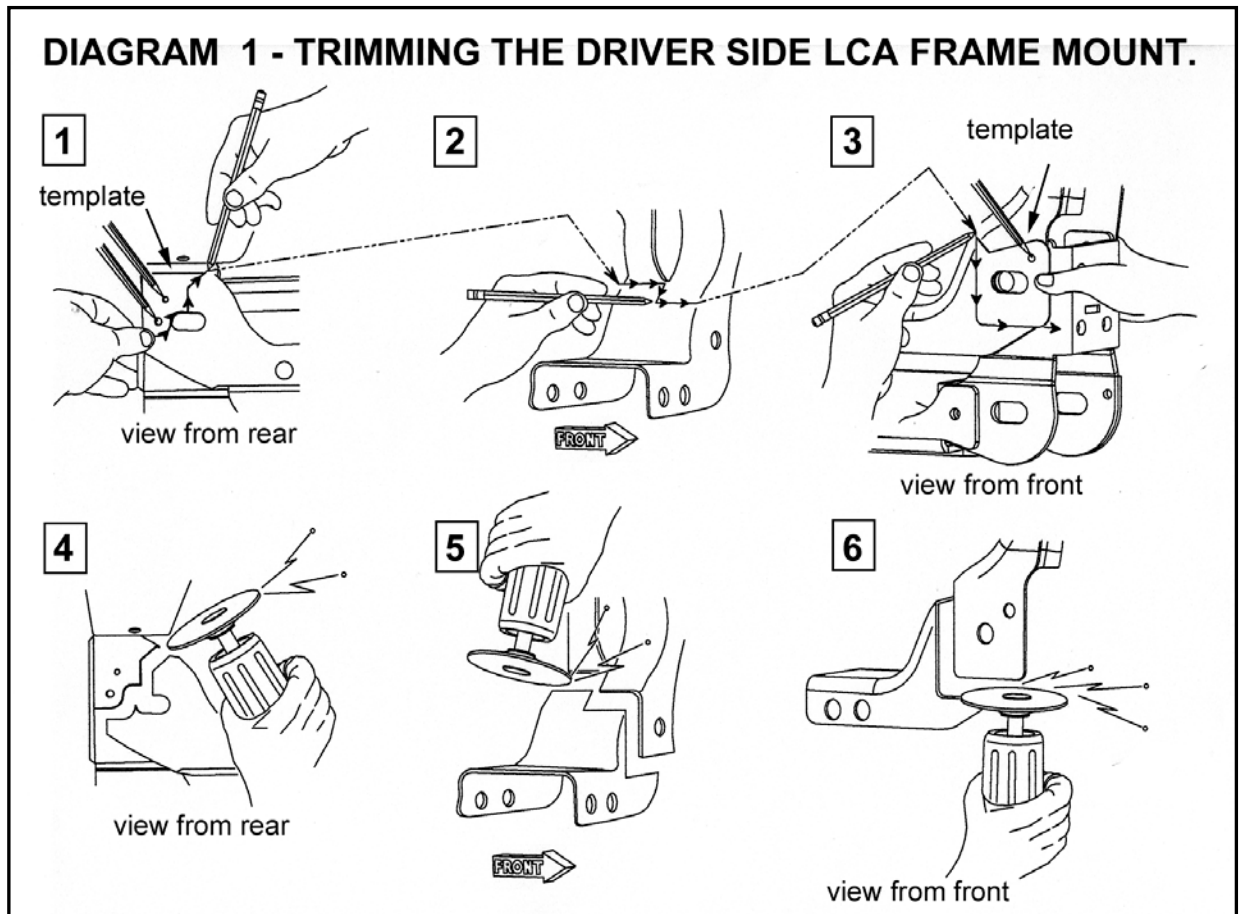
- ☐ ☐ Remove the nut securing the tie rod end to the knuckle. Using the appropriate puller tool, separate the tie rod end from the knuckle. Save the nut for re-use.
- ☐ ☐ Remove the dust cap, if present, on the center of each wheel hub. Take precautions not to damage them as they will be re-used.
- ☐ ☐ Remove the small axleshaft retaining nut from the end of the axle. Save for re-use.
- ☐ ☐ Remove the vacuum hose from the hub actuating ring and then remove the three small shoulder bolts securing the actuating ring to the knuckle. Save all hardware for re-use.
- ☐ ☐ Remove the ABS sensor from the knuckle.
- ☐ ☐ Remove the bolts securing the axleshaft to the differential flange. Slide the flanged end of the axleshaft toward the front bumper and then carefully remove the axleshaft and hub actuating ring from the knuckle.

5) KNUCKLES, COILOVERS, AND LOWER CONTROL ARMS...

- ☐ ☐ Remove the nuts securing the upper and lower ball joints to the knuckle. Using the appropriate puller tool, separate the ball joints from the knuckle and then remove the knuckle.
- ☐ ☐ Mark the position of the coil struts so that they can be installed on the appropriate side and orientation during assembly.
- ☐ ☐ Remove the bolt and nut securing the coil strut to the lower control arm, followed by the nuts securing the coil strut to the frame. Remove the coil strut from the vehicle, and save all hardware for re-use.
- ☐ ☐ Remove the lower control arm pivot bolts from the frame and remove the lower control arm from the vehicle. Save all hardware for re-use.

6) DIFFERENTIAL...

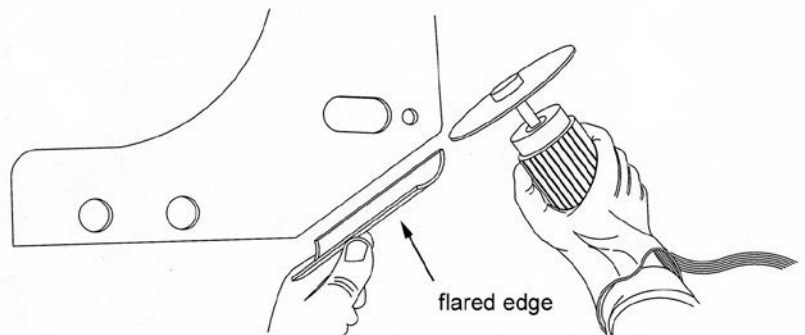
- ☐ ☐ Unbolt the front driveshaft from the differential and transfer case, and set aside. Save all hardware for re-use.
- ☐ ☐ Unclip the differential vent hose from the differential housing.
- ☐ ☐ Support the differential with a jack, then with the help of an assistant, remove the three bolts securing the differential to the frame. Carefully lower the differential housing to the floor. Save all hardware for re-use.



7) TRIMMING THE FRAME...

- ☐ [DIAGRAM 1, Step 1] Place the provided metal template on the rear of the driver side lower control arm frame mount and trace around the template in order to mark the material that will be removed. Using a center punch, mark the location of the 1/2" hole to be drilled.
- ☐ [DIAGRAM 1, Step 2] Continue the trim line across the top of the LCA frame mount, noting that there is a "jog" in the line that should line up with an existing gusset on the frame.
- ☐ [DIAGRAM 1, Step 3] Place the second supplied template front of the driver side LCA mount and be sure the slotted hole in the template lines up with the hole in the frame. Trace around the template as shown. Using a center punch, mark the location of the 1/2" hole to be drilled.
- ☐ [DIAGRAM 1, Step 4, 5, and 6] Using a torch, plasma cutter, or cutoff wheel, trim the ear off the frame as shown.
- ☐ [DIAGRAM 2] On the passenger side, trim the lip off the lower control arm rear

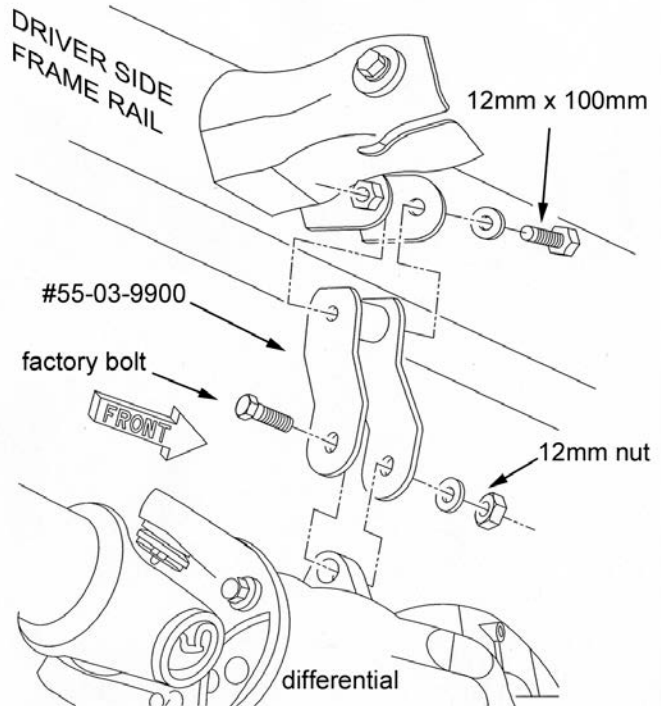
DIAGRAM 2 - TRIMMING THE REAR LIP OF THE PASSENGER LCA MOUNT - Using a cutoff tool, remove the flared lip on the rear of the mount. View is from the rear facing front.



mount as shown.

- ☐ Clean up all cut areas with a grinder and paint all exposed metal surfaces.
- ☐ Drill a 1/2" hole through the rear leg of the frame mount using the center punch marks done while tracing the templates.

DIAGRAM 3 - INSTALLING THE #55-03-9900 DRIVER SIDE UPPER DIFF. BRACKET.



FRONT ASSEMBLY

8) DIFFERENTIAL...

- ☐ [DIAGRAM 3] Attach the driver side differential drop bracket (#55-03-9900) to the factory driver side upper differential mount using the supplied 12mm x 100mm bolt, and 1/2" flat washer (there is a captured nut on the factory mount). Note that the lower portion of the bracket should be offset toward the front bumper. Do not tighten at this time.
- ☐ [DIAGRAM 4] Attach the passenger side differential drop bracket (#55-04-9900) to the factory passenger side upper mount using the supplied 12mm x 100mm bolt and factory tab nut. The drop bracket should be positioned so that the extra mounting tab faces the outside of the vehicle, but do not mark and drill a mounting hole for the tab at this time. Do not tighten any hardware at this time.

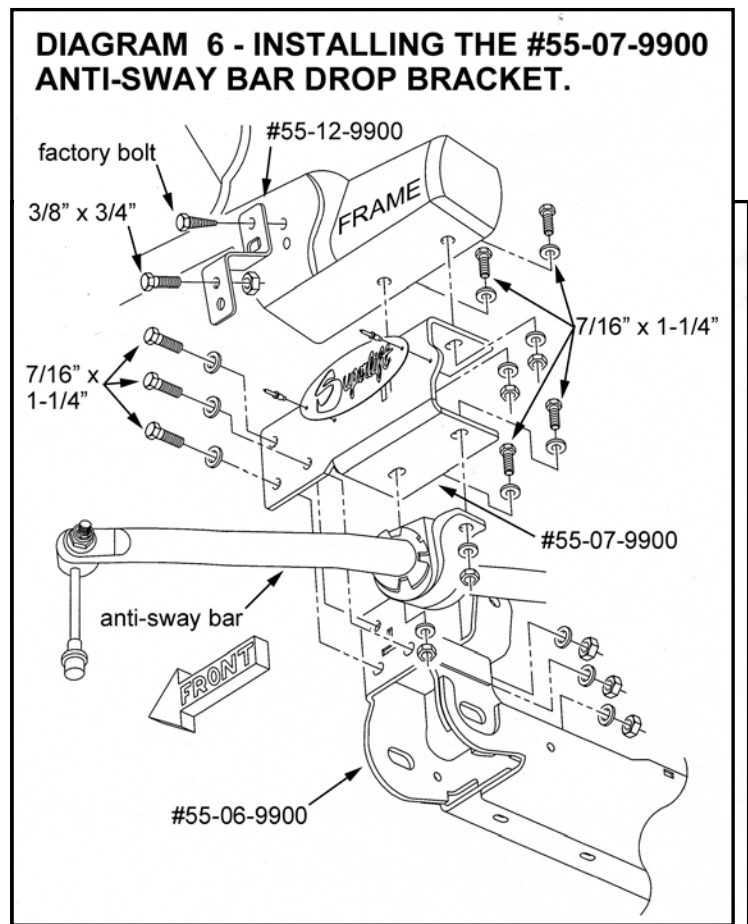
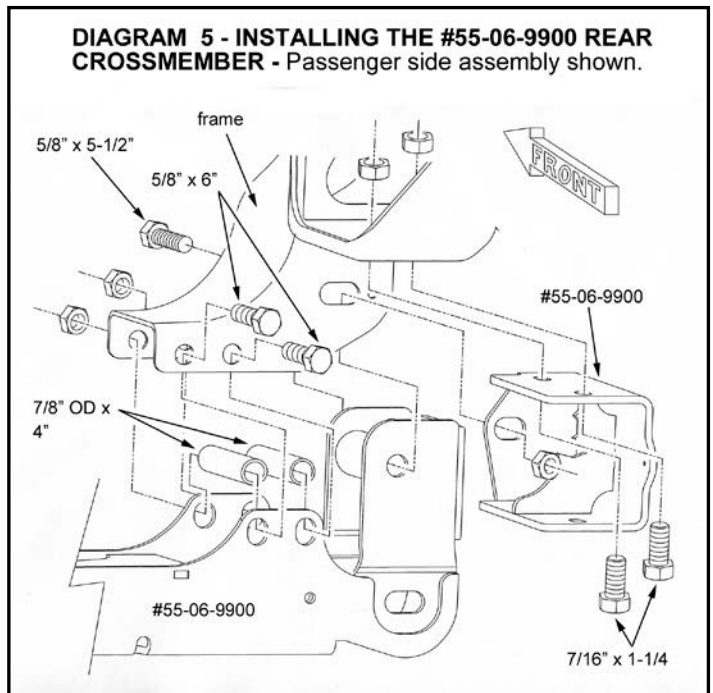
- ☐ With the help of an assistant, raise the differential into position and attach it to the "03" driver side drop bracket using the factory bolt, supplied 1/2" flat washers, and 12mm nut. The bolt should be installed from front-to-rear. Do not tighten at this time.
- ☐ Attach the differential to the "04" passenger side drop bracket using the factory bolt and tab nut. The bolt should be installed from front-to-rear and should not be tightened at this time.
- ☐ Adjust the differential vent hose as necessary to gain the necessary slack to re-attach it to the differential.

9) FRONT CROSSMEMBER...

- ☐ Attach the front crossmember (#55-05-9900) to the lower control arm front mounts using the supplied 5/8" x 5-1/2" bolts and flat washers. The bolts should be installed from the front. Install the remaining 5/8" flat washers and secure using the 5/8" nyloc nut. Do not tighten at this time.

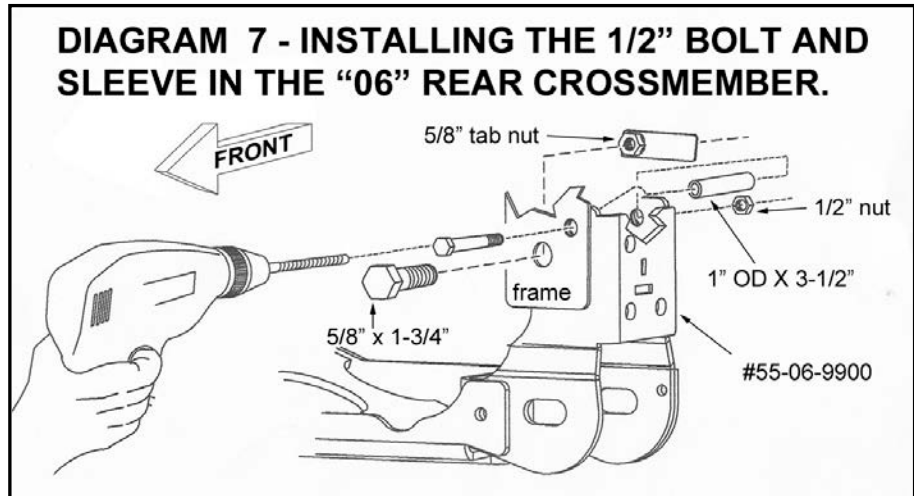
10) REAR CROSSMEMBER...

- ☐ Attach the rear crossmember (#55-06-9900) to the rear lower control arm mount on the driver side using the supplied 5/8" x 1-3/4" bolt, 5/8" USS flat washer, and nyloc nut (refer to Diagram 7). The bolt should be installed from the front. Do not tighten at this time.
- ☐ [DIAGRAM 5] Attach the "06" rear crossmember to the passenger side LCA mount using the supplied 5/8" x 5-1/2" bolt. The bolt should be installed from the front, and do not install the flat washer and nyloc nut yet.
- ☐ Insert the two supplied 7/8" OD x 4" long sleeves in the passenger side LCA frame mount and line them up with the two existing holes in the mount as shown in Diagram 5. Install the two supplied 5/8" x 6" bolts through the passenger side LCA frame mount, sleeves, and "06" crossmember. The



bolts should be installed from the rear and secured with the supplied SAE flat washers and nyloc nuts, but do not tighten at this time.

- ☐ Secure the differential to the lower mount built into the "06" rear crossmember using the factory bolt, which should be installed from the rear. Secure the bolt using the supplied flat washer and 12mm stover nut. Do not tighten at this time.



11) ANTI-SWAY BAR DROP BRACKETS...

- ☐ [DIAGRAM 6] Attach the driver side anti-sway drop bracket (#55-07-9900) to the "06" rear crossmember and frame using the supplied 7/16" x 1-1/4" bolts, flat washers and nyloc nuts (total of five bolts). Do not tighten at this time.
- ☐ [DIAGRAM 7] Position the 1" OD x 3-1/2" long sleeve inside the factory LCA mount and line it up between the 1/2" holes drilled earlier. Insert the supplied 1/2" x 5-1/2" bolt through the frame, sleeve, crossmember, and anti-sway bar drop bracket, then secure using the supplied 1/2" flat washer and nyloc nut. The bolt should be installed from front-to-rear. Do not tighten at this time.
- ☐ Attach the passenger side anti-sway bar drop bracket (#55-08-9900) to the "06" rear crossmember and frame using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts (there are a total of five bolts). Do not tighten at this time.
- ☐ Place a 5/8" flat washer and nyloc nut on the 5/8" x 5-1/2" bolt (now sticking through the "08" drop bracket) that was installed earlier to hold the crossmember in place. Do not tighten at this time.

12) BELLY PAN...

- ☐ Raise the belly pan into position between the front and rear crossmembers and secure it using the supplied 5/16" x 1-1/4" tapered allen bolts and 5/16" tab nuts. Use anti-seize on all belly pan hardware.

13) INITIAL TORQUE SEQUENCE...

- ☐ Torque the following hardware in order:
 - ☐ 5/16" belly pan hardware (19)
 - ☐ 5/8" front crossmember hardware (154)
 - ☐ 5/8" rear crossmember hardware (154)
 - ☐ 1/2" rear crossmember hardware (76)
 - ☐ 7/16" rear crossmember hardware (54)
 - ☐ 7/16" sway bar drop bracket hardware (54)
 - ☐ 12mm differential hardware (85)

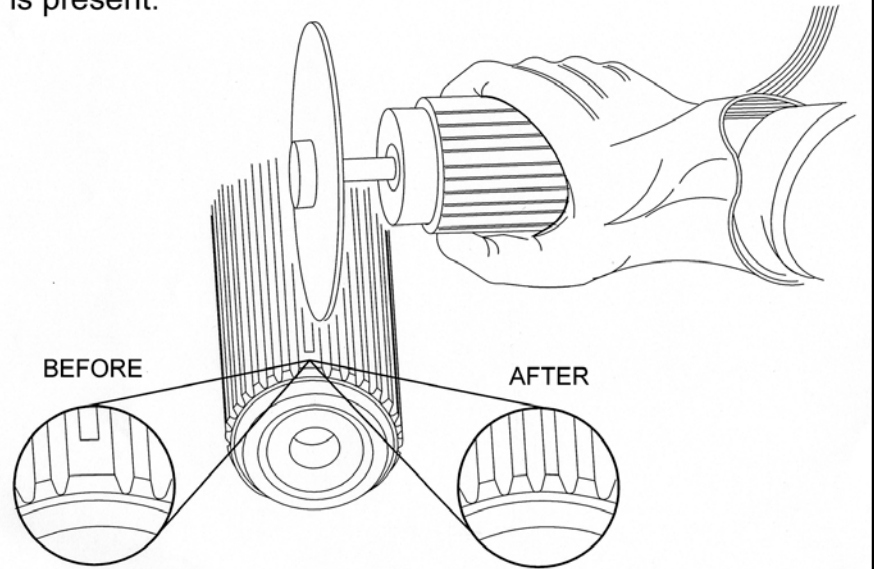
14) DRILLING THE DIFFERENTIAL MOUNT...

- ❑ [DIAGRAM 4] Using the "04" passenger side differential drop bracket as a template, drill a 3/8" hole in the passenger side differential mount. Install the supplied 3/8" x 1-1/4" bolt, washer, and nyloc nut. Tighten (42).

15) DRIVESHAFT MODIFICATION...

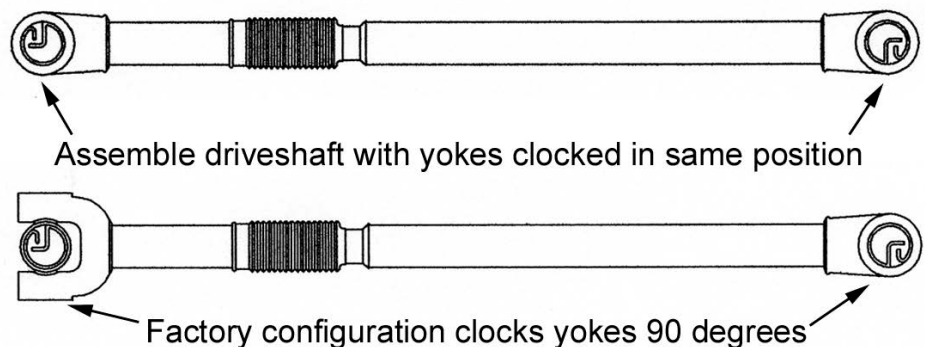
- ❑ Place the driveshaft on a flat bench and note that the two U-joint yokes on the driveshaft are clocked 90 degrees from one another. Carefully remove the clamp securing the rubber dust boot over the slip joint on the driveshaft and pull the slip joint apart.

DIAGRAM 8 - ELIMINATING THE DRIVESHAFT SPLINE KEY - Use caution cutting or filing away key. Only one key is present.



- ❑ [DIAGRAM 8] Examine the splines on the male end of the slip joint carefully. Note there is one short indexing key in the splines at the very tip of the shaft as shown. Using a cut-off wheel or file, remove the keyed portion of the splines. Use extreme caution to avoid damaging any of the splines.

DIAGRAM 9 - RE-CLOCKING THE FRONT DRIVESHAFT - After eliminating spline key, re-assemble driveshaft as shown.



- ❑ [DIAGRAM 9] Place the two driveshaft pieces so that the yokes are lined up exactly (not clocked at different positions) and slide the slip joint back together. The joint should slide smoothly; if it doesn't, separate the pieces and continue working with the keyed area until smooth operation is achieved.

NOTE: For further clarification, the driveshaft should be clocked in a conventional or "normal" manner. If the driveshaft yokes are not clocked properly, severe driveline vibration and possible drivetrain damage will result.

- ❑ Re-position the rubber dust boot over the slip joint and secure it with the factory clamp.

NOTE: The driveshaft must be professionally re-balanced prior to being installed in the vehicle.

- ☐ Attach the driveshaft to the differential and transfer case using the factory hardware and tighten (83).

16) PREPARING THE KNUCKLES...

- ☐ Note the orientation of the hub assembly and dust shield on the factory knuckle. The orientation must be identical on the Superlift knuckles.
- ☐ Remove the four bolts holding the hub assembly to the factory knuckle. Check the condition of the small O-ring on the outer part of the hub and replace it if damaged. Also remove the single bolt holding the dust shield to the knuckle.
- ☐ Lubricate the O-ring on the hub to ease installation. Position the hub assembly and dust shield on the Superlift knuckle (#55-01-9900 driver side and #55-02-9900 passenger side) in the same orientation they were on the original. Use the supplied Loc-Tite on the four factory hub bolts and secure the hub to the knuckle. Tighten (148 TL).

17) KNUCKLE INSTALLATION...

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

- ☐ Install the lower control arms on the front and rear crossmembers using the supplied cam bolts. The bolt for the front leg installs from the front, while the bolt for the rear leg installs from the rear. Note that a supplied flat washer should be sandwiched between the crossmember and the cam on each bolt. Rotate the cams so that they are "centered", or in a neutral position, with the cam pointing downward. Snug, but do not fully tighten at this time.
- ☐ Loosely attach the knuckle to the lower ball joint using the factory nut. Do not tighten at this time.
- ☐ Slide the axleshaft and hub actuating ring into the hub assembly, then line the opposite end up with the differential flange. Secure both ends using the factory hardware (inner bolts: 60; outer nut: 20).
- ☐ Reinstall the hub dust cap.
- ☐ Connect the upper end of the knuckle to the upper ball joint and secure using the factory nut.
- ☐ Tighten the upper (85) and lower (111) ball joints.
- ☐ Install the ABS sensor on the hub and tighten (13).
- ☐ Install the three factory shoulder bolts that retain the hub actuating ring to the knuckle and tighten (11). Re-attach the vacuum hose to the actuating ring.

18) COIL STRUT SPACERS...

NOTE: If the optional replacement struts have been purchased (required with a 6" system), perform the steps detailed in separate instruction form #9905 before proceeding.

- ☐ On each side, position a coil strut spacer (#55-11-9900) in the upper frame mount and rotate it until the Superlift "S" is facing out. Attach the spacer to the frame using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts. Tighten (37).
- ☐ Position the coil assembly against the "11" spacer according the marks made during disassembly. Note there are three mounting studs on the coil; two toward the outside edge of the frame and one farther inboard. "Hang" the coil assembly by one of the outer studs using one of the factory nuts. Do not tighten at this time.
- ☐ Tilt the coil out of the way in order to gain access to the inboard mounting hole in the "11" spacer. Insert one of the factory nuts in a wobble socket, line it up the inboard mounting hole, then tilt the coil back to start the nut on the inboard stud. Do not tighten at this time.
- ☐ Install the remaining factory nut on the remaining stud and tighten all three nuts (35).
- ☐ Attach the bottom of the coil strut to the lower control arm using the factory hardware and tighten (351).

19) BRAKE LINE MODIFICATION...

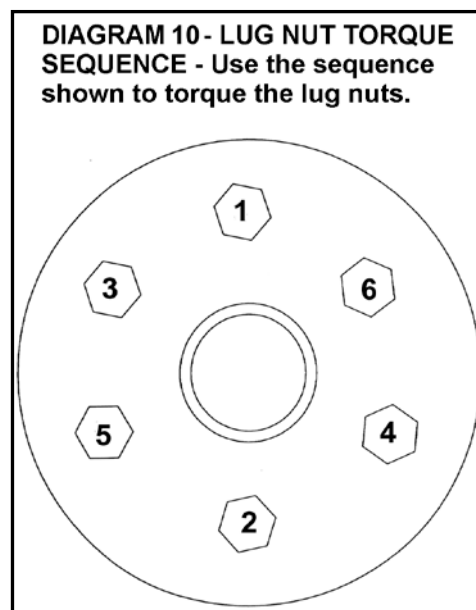
- ☐ Unbolt the bracket securing the upper end of the caliper brake hose to the frame. This is where the rubber hose going to the caliper connects to the metal line on the frame.
- ☐ [DIAGRAM 6] Position the brake line drop bracket (#55-12-9900) on the frame where the factory bracket was removed and secure using the factory hardware.
- ☐ Carefully re-shape the factory metal brake line in order to position the factory bracket to the lower end of the "12" drop bracket. Use extreme caution to avoid pinching or otherwise damaging the lines. Attach the brake hose bracket to the "12" bracket using the supplied 3/8" x 3/4" bolt, washer, and nyloc nut. Tighten (23).
- ☐ Install the brake rotor on the hub assembly.
- ☐ Place Loc-Tite on the factory brake caliper bracket bolts, then secure the brake caliper assembly to the knuckle and tighten (148).

20) TIE ROD ENDS...

- ☐ Rotate the tie rod end so that the stud points down instead of up. Attach the tie rod end to the knuckle and tighten (111).

21) ANTI-SWAY BAR...

- ☐ Attach the anti-sway bar to the "07" and "08" brackets on the frame using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts as shown in Diagram 6. Snug, but do not fully tighten, the hardware.
- ☐ On each side, attach the anti-sway bar links to the lower control arms using the factory bushings and hardware. Tighten the 7/16" bolts (54) followed by the factory hardware (66).



22) STAINLESS STEEL BADGES...

NOTE: A rivet gun will be required for this step.

- ☐ On each side, attach the stainless steel Superlift badges to the "07" and "08" anti-sway bar drop brackets using the supplied 1/8" x 1/2" rivets.

23) TIRES / WHEELS...

- ☐ [DIAGRAM 10] Tighten the lug nuts (150) 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.

24) REAR LIFT...

- ☐ Rear lift is sold separately and has its own instructions. Install now.

IMPORTANT: If performing a 4" lift installation, install the add-a-leafs as detailed in instruction form #2049. If performing a 6" lift installation, it will be necessary to install both the add-a-leafs *and* the #55-01-9910 spacer plates as detailed in instruction form #9905.

25) REAR COMPRESSION STOP EXTENSIONS...

- ☐ Remove the factory compression travel stop from the frame.
- ☐ Attach the rear compression stop extensions (#55-22-9900 passenger side and #55-23-9900 driver side) to the frame where the bumpstop was just removed. Note that the lower portion of the bracket should be offset toward the rear of the vehicle. Secure using the factory hardware and tighten (23).
- ☐ Attach the bumpstop to the bottom of the extension bracket using the supplied 3/8" x 1" bolt, washer, and nyloc nut. Tighten (23).

26) 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.

- ☐ Verify the lower control arm cam bolts are in a centered position and tighten (222).

27) 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. Pay close attention to knuckle and tire / wheel clearance.

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

29) HEADLIGHTS...

- ☐ Readjust headlights to proper setting.

30) 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.

31) ALIGNMENT...

Realign vehicle to factory specifications. Alignment must be performed by a certified professional.

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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