SUPERLIFT SUSPENSION SYSTEMS
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Superlift 6" lift system for 1999 - and - newer 1/2-TON CHEVROLET SILVERADO AND GMC SIERRA 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:

- The rear lift is sold separately and includes separate instructions.
- A new front driveshaft is required if the truck is equipped with an Autotrac transfer case; refer to step 24.
- A special tool is required to load/unload the torsion bars (step 2). Other special tools are recommended to detach/attach the pitman/idler studs. Refer to the factory service manual.
- Front end realignment is necessary.
- This system utilizes the stock torsion bars, which normally yield the best ride quality. But, if the "final product" ride and handling seem too soft, heavier Gross Vehicle Weight Rating (GVWR) bars can be installed. Generally, heavier torsion bars are only needed to compensate for the extra weight of a winch or snowplow, or when the truck is subjected to extreme off-road use. Also, wider tires and wheels proportionally increase the leverage on the bars, which results in lower ride height and a "spongier" ride. GM offers torsion bars with various rates that are heavier than stock. Your vehicle's existing torsion bar rate can be identified by a 3-letter code stamped into the bars' ends. The code is also on an adhesive tag wrapped around the bars.
- 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 (Quantity)
55-01-3280.....	upper control arm bracket, front, driver side	(1) 9/16" x 3-3/4" bolt (2) 9/16" USS washer (1) 9/16" nyloc nut (1) 7/16" x 1" tab bolt (1) 7/16" nyloc nut
55-02-3280.....	upper control arm bracket, front, passenger side	(1) 9/16" x 3-3/4" bolt (2) 9/16" USS washer (1) 9/16" nyloc nut (1) 7/16" x 1" tab bolt (1) 7/16" nyloc nut
55-03-3280.....	(2) lower control arm bracket, front	(2) 5/8" x 4-1/2" bolt (4) 5/8" USS washer (2) 5/8" nyloc nut
55-04-3280.....	front crossmember	(8) 7/16" x 1-1/4" bolt (8) 7/16" nyloc nut
55-35-3280.....	upper control arm bracket, rear, driver side	(2) 7/16" x 1-1/2" bolt (1) 7/16" x 2" bolt (1) 7/16" x 1-1/4" bolt (4) 7/16" nyloc nut (1) 3/4" x 1" spacer sleeve
55-34-3280.....	upper control arm bracket, rear, passenger side	(2) 7/16" x 1-1/2 " bolt (1) 7/16" x 2" bolt (1) 7/16" x 1-1/4" bolt (4) 7/16" nyloc nut (1) 3/4" x 1" spacer sleeve
55-07-3280.....	lower control arm bracket, rear, driver side	(1) 5/8" x 5-1/2" bolt (2) 5/8" USS washer (1) 5/8" nyloc nut (1) 9/16" x 3-1/2" bolt

55-08-3280	lower control arm bracket, rear, passenger side	(1) 5/8” x 5-1/2” bolt (2) 5/8” USS washer (1) 5/8” nyloc nut
55-39-3280	differential drop bracket, upper, driver side	(1) 9/16” x 4” bolt (1) 9/16” nyloc nut
55-10-3280	differential drop bracket, passenger side	(2) 9/16” x 1-1/2” bolt (4) USS washer (2) 9/16” nyloc nut
55-11-3280	rear crossmember	(4) 7/16” x 1-1/4” bolt (4) 7/16” nyloc nut
55-41-3280	centerlink	(2) 9/16” x 2” bolt (2) 9/16” stover nut
55-13-3280	C.S.S. link	(2) 9/16” x 3” bolt (2) 9/16” USS washer (2) 9/16” stover nut (4) bushing half (2) 3/4” x 1-3/4” sleeve
55-15-3280	torsion bar drop bracket, driver side	(8) 7/16” x 1-1/4” bolt (8) 7/16” nyloc nut
55-16-3280	torsion bar drop bracket, passenger side	(8) 7/16” x 1-1/4” bolt (8) 7/16” nyloc nut
55-17-3280	driver side kicker brace (optional)	(1) 1/2” x 2-1/4” bolt (1) 1/2” nyloc nut (1) 9/16” x 4-1/2” bolt (1) 9/16” nyloc nut (1) 1-1/4” x 1” spacer sleeve (2) bushing half (1) 3/4” x 3” sleeve
55-18-3280	passenger side kicker brace (optional)	(1) 1/2” x 2-1/4” bolt (1) 1/2” nyloc nut (1) 9/16” x 4-1/2” bolt (1) 9/16” nyloc nut (1) 1-1/4” x 1” spacer sleeve (2) bushing half (1) 3/4” x 3” sleeve
55-19-3280	(2) rear bumpstop extension	(2) 7/16” x 1” bolt (2) 7/16” nyloc nut
55-20-3280	(2) lower shock mount brace	(4) 1/2” x 2-1/4” bolt (4) 1/2” stover nut

55-21-3280	(2) lower shock mount	(2) 1/2” x 6” bolt (2) 1/2” nyloc nut (2) 3/4” x 1” sleeve
55-22-3280	upper shock hoop, passenger side	(1) 1/2” x 6” bolt (1) 1/2” nyloc nut (1) 9/16” x 4” bolt (1) 9/16” nyloc nut (1) 3/4” x 1-1/2” bolt (1) 3/4” nyloc nut
55-23-3280	upper shock hoop, driver side	(1) 1/2” x 6” bolt (1) 1/2” nyloc nut (1) 9/16” x 4” bolt (1) 9/16” nyloc nut (1) 3/4” x 1-1/2” bolt (1) 3/4” nyloc nut
55-24-3280	front skid plate (optional)	
55-25-3280	differential skid plate (optional)	(2) 7/16” x 3-1/2” bolt (2) 7/16” x 2-3/4” bolt (4) 7/16” USS washers (4) 7/16” nyloc nut
55-26-3280	(2) rear emergency brake cable drop bracket	(2) 3/8” x 1” bolt (2) 3/8” nyloc nut
	stock rear brake line bracket	(2) 1/4” x 1” bolt (2) 1/4” nyloc nut
55-27-3280	rear upper control arm brace, driver side	
55-28-3280	rear upper control arm brace, passenger side	
55-33-3280	(2) anti-sway bar drop bracket	(4) 10mm x 60mm allen head bolt
55-37-3280	(2) anti-sway bar end link, front **Grease upon installation**	(4) 1/2” SAE flat washer (4) 7/16” SAE flat washer (2) 7/16” stover nut (4) bushing half (2) spacer sleeve
85088	(4) shock absorber, front	(4) shock boot, yellow (4) hardware pack and cable tie

85161..... (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 the 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 the rear tires. Remove the 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.

❑❑ Mark the torsion bars to indicate their indexing in relation to the lower control arms and adjusting arms.

❑❑ 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, slide the adjuster arms out of the crossmember, then slide the torsion bars fowrard (into the lower control arms).

NOTE: Because of the extreme loads generated by the torsion bars on these vehicles, 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. If one cannot be found locally, this tool (PN J-22517-C) is available from the Kent Moore Tool Group in Roseville, Michigan (800/345-2233 or 313/774-9500).

3) TORSION BAR CROSSMEMBER…

❑ Remove the two bolts that attach the crossmember to the frame and set the crossmember aside. The stock crossmember mounting brackets (which are riveted to the frame) must be removed, but this will be performed in a later step.

4) BRAKE CALIPERS…

❑❑ Unclip the brake hoses from the upper control arm.

❑❑ Remove the two bolts securing the caliper to the knuckle. Leave the brake hose attached to the caliper, and using mechanic’s wire, hang the calipers out of the way. Take precautions to ensure the brake hose isn’t stretched or pinched.

❑❑ Unplug the ABS wire from the connector located at the top of the frame rail and unclip the wire from the upper control arm.

5) AXLESHAFTS…

❑❑ Remove the six bolts that attach the axleshaft to the CV flange on the differential.

6) DIFFERENTIAL…

❑ Disconnect the electrical plug and vacuum tube from the differential.

❑ Position a jack underneath the differential housing and place just enough pressure on the jack to support the differential's weight.

❑ Unbolt the driveshaft from the differential yoke and tie the driveshaft out of the way. Retain all the factory hardware.

❑ Remove and discard the factory rear crossmember.

❑ Remove the driver side lower differential bolt and the two differential bolts of the driver side, followed by driver side upper differential bolt. Carefully lower the differential to the floor.

7) CENTERLINK…

❑❑ Using the appropriate puller tool (refer to the factory service manual), remove the tie rod end from the knuckle.

❑ Remove the nuts on the pitman and idler arms, and using the appropriate puller tool, remove the centerlink assembly. Leave the tie rods attached to the centerlink and set the assembly aside. Retain all the factory hardware.

8) SWAY BAR…

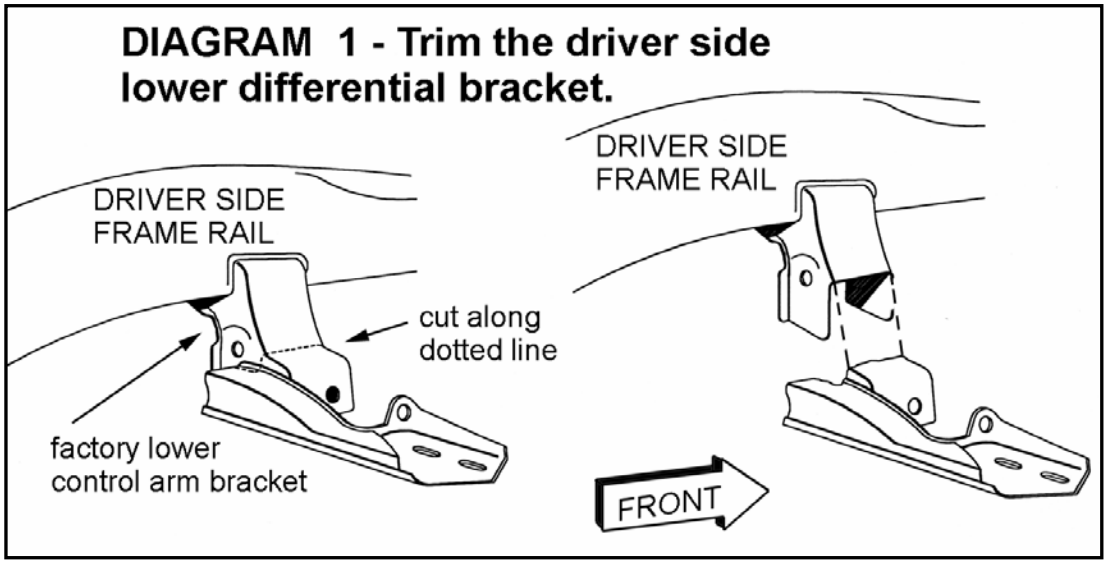
❑❑ Loosen the threaded rod inside the tie rod end links and remove the bushings, rod, and tube. Set these parts aside. Unbolt the swaybar from the frame but retain all factory hardware.

9) CONTROL ARM / HUB ASSEMBLY…

❑❑ Remove and discard the front shocks.

❑❑ Support the control arm assembly with a jack. With the help of an assistant, remove the bolts that hold the lower control arms to the frame followed by the cam bolts for the upper control arms, then carefully lower the assembly to the floor.

DIAGRAM 1 - Trim the driver side lower differential bracket.



10) TRIMMING THE FRAME…

❑ [DIAGRAM 1] Cut the driver side lower differential mount using a torch or similar tool following Diagram 1.

❑❑ Remove the rubber compression travel stops from the cups on the underside of the rear U.C.A. frame mount. Grind or cut the cups for these travel stops until the underside of the U.C.A. bracket is flat.

❑❑ Grind the front and rear edges of the extension travel stops (located under the front U.C.A. frame brackets) until the edges are flush with the sides of the U.C.A. frame brackets.

❑❑ Using a small ball peen hammer, knock out the factory cam alignment pins in the U.C.A. frame brackets. The pins come out easily if they are knocked side-to-side.

❑ Grind 1/4" off the tip of the ball stud on the pitman arm to gain clearance between the stud and the differential.

❑❑ The stock mounting brackets for the torsion bar crossmember are attached to the frame with rivets. Using a or cold chisel or an air chisel only, remove the rivets and set the brackets aside. The brackets will be reused, so take precautions not to damage them.

ASSEMBLY

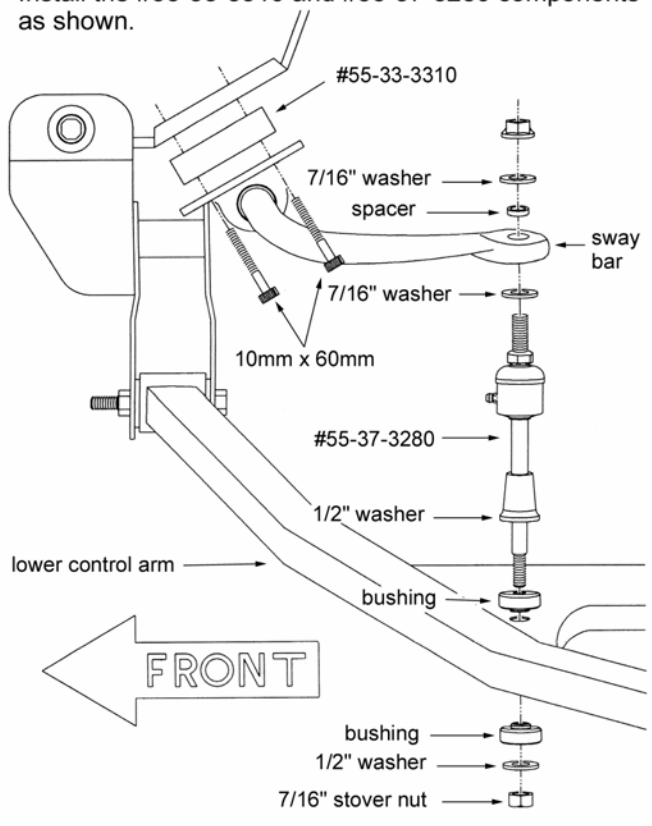
11) ANTI-SWAY BAR…

❑ [DIAGRAM 2] Position the anti-sway bar drop brackets (55-33-3280) against the frame according to the diagram and install the anti-sway bar body in the factory position with the ends inverted – or switched – so that the sway bar body steps down instead of up. Install and tighten the supplied 10mm x 60mm bolts (52). The end links (shown) will be installed in a later step.

12) CENTERLINK…

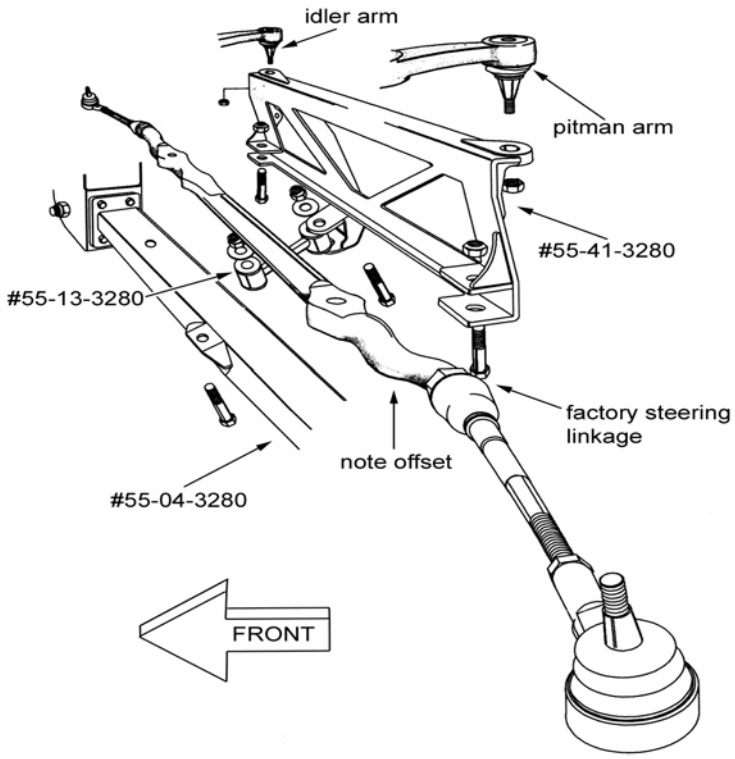
❑ [DIAGRAM 3] Install the factory centerlink in the Superlift centerlink (55-41-3280) using the provided 9/16" x 2" bolts and stover nuts and tighten (82 lb-ft). Note that the L-shaped bends in the factory centerlink point toward the rear of the vehicle.

DIAGRAM 2 - ANTI-SWAY BAR ASSEMBLY -
Install the #55-33-3310 and #55-37-3280 components as shown.



❑ Attach the centerlink assembly to the idler and pitman arms using the factory hardware. Note that the C.S.S. tab (the tab in the middle of the centerlink) should face the front of the vehicle. Tighten the factory hardware (46 lb-ft).

DIAGRAM 3 - ASSEMBLING THE CENTERLINK.



13) DIFFERENTIAL DROP BRACKETS…

❑ Look at the passenger side differential drop bracket (55-10-3280). Looking from the side of the bracket, you will notice it has a taper in it; the “tall” end of the taper should be positioned forward (toward the front bumper), while the “short” end of the taper should be positioned rearward (toward the rear bumper). In other words, the mounting face for the differential should be more or less parallel with the ground. Attach the “10” bracket to the factory passenger differential bracket using the original hardware. Do not tighten at this time.

❑ Install the driver side upper differential drop bracket (55-39-3280) using the supplied 9/16” x 4” bolts, washer, and nyloc nut. The bracket should be installed so that the scalloped edge faces forward. Do not tighten at this time.

❑ With the help of an assistant, raise the differential assembly into position and secure the driver side upper mount using the factory hardware. Secure the passenger side of the differential to the “10” bracket using the two supplied 9/16” x 1-1/2” bolts, four USS washers, and stover nuts. Do not tighten at this time.

14) FRONT UPPER CONTROL ARM BRACKETS…

The following steps are performed one side at a time. Start with the driver side.

❑❑ Loosely slide the driver side upper shock hoop (55-23-3280) inside the U.C.A. frame mounts.

❑❑ Install the driver side front U.C.A. bracket (55-01-3280) using the supplied 9/16” x 3-3/4” bolt and nyloc nut.

❑❑ Rest the inner plate of the “01” bracket against the bottom of the frame. In some cases, there is a 7/16” hole already present in the frame that lines up with the hole in the “01” bracket. If not, mark the location of the hole in the “01” bracket on the frame, remove the bracket, and use a 15/32” bit to drill out the marked location.

❑❑ Re-mount the “01” bracket and install the supplied 7/16” x 1” tab bolt through the through the drilled hole and bracket. Install the 7/16” nyloc nut and tighten (37 lb-ft). Now tighten the 9/16” bolt (82 lb-ft).

❑ Repeat these steps on the passenger side for the “02” and “22” brackets.

15) FRONT LOWER CONTROL ARM BRACKETS / CROSSMEMBER…

❑ Install the driver and passenger front L.C.A. brackets (55-03-3280) in the factory frame mounts using the supplied 5/8” x 4-1/2” bolts, 5/8” USS washers, and nyloc nuts. These bolts should be installed from the rear. Do not tighten at this time.

❑ Locate the supplied bushings and sleeves for the C.S.S. link (55-13-3280) and lubricate them with a silicon-based grease, then install the bushings and sleeves in the link.

❑ Install the C.S.S. link (55-13-3280) on the front crossmember (55-04-3280) using the provided 9/16” x 3” bolt, USS washer, and stover nut. Do not tighten at this time.

❑ Position the front crossmember between the “03” brackets so that the tab for the C.S.S. link is facing the rear (refer to Diagram 3) and attach the crossmember to the “03 brackets using the provided 7/16” x 1-1/4” bolts and nyloc nuts. Do not tighten at this time.

❑ Slide the C.S.S. link into the mounting tab on the centerlink. Insert the supplied 9/16” x 3” bolt, USS washer, and stover nut and tighten both ends of the C.S.S. link until the bushings swell slightly.

❑ Tighten the 7/16” bolts for the front crossmember (37 lb-ft).

❑ Tighten the 5/8” bolts for the “03” brackets (112 lb-ft).

16) REAR LOWER CONTROL ARM BRACKETS / CROSSMEMBER…

❑ Install the driver and passenger rear L.C.A. brackets (55-07-3280 and 55-08-3280) using the supplied 5/8” x 5-1/2” bolts, washers, and nyloc nuts. Do not tighten at this time.

❑ Position the rear crossmember (55-11-3280) so that the tab on the crossmember lines up with the lower differential mount on the driver side. Insert the supplied 9/16” x 3-1/2” bolt and washer through the hole the the rear L.C.A. bracket and the differential mount, then thread this bolt into the welded nut on the crossmember. Do not tighten at this time.

❑ Adjust the rear crossmember so it can be attached to the “07” and “08” brackets using the provided 7/16” x 1-1/4” bolts and nyloc nuts and tighten (37 lb-ft).

❑ Tighten the 5/8” bolts for the “07” and “08” brackets. (112 lb-ft).

❑ Tighten the 9/16” lower differential bolt (82 lb-ft).

❑ Now tighten the 9/16” passenger side differential bracket bolts and the 9/16” driver side upper differential bracket bolts (82 lb-ft).

❑ Reconnect the differential wiring and vent hose. The additional length needed can be supplied by relocating the retaining clips for these items and/or separating them from the wire looms.

17) CONTROL ARM / HUB ASSEMBLY…
Perform the following steps one side at a time. Start with the driver side.

❑ Knock out the plastic inserts in the slots of the upper control arm cam bolts.

❑❑ Install the driver side rear U.C.A. bracket (55-35-3280) on the rear leg of the upper control arm using the factory cam bolt. Hand tighten only.

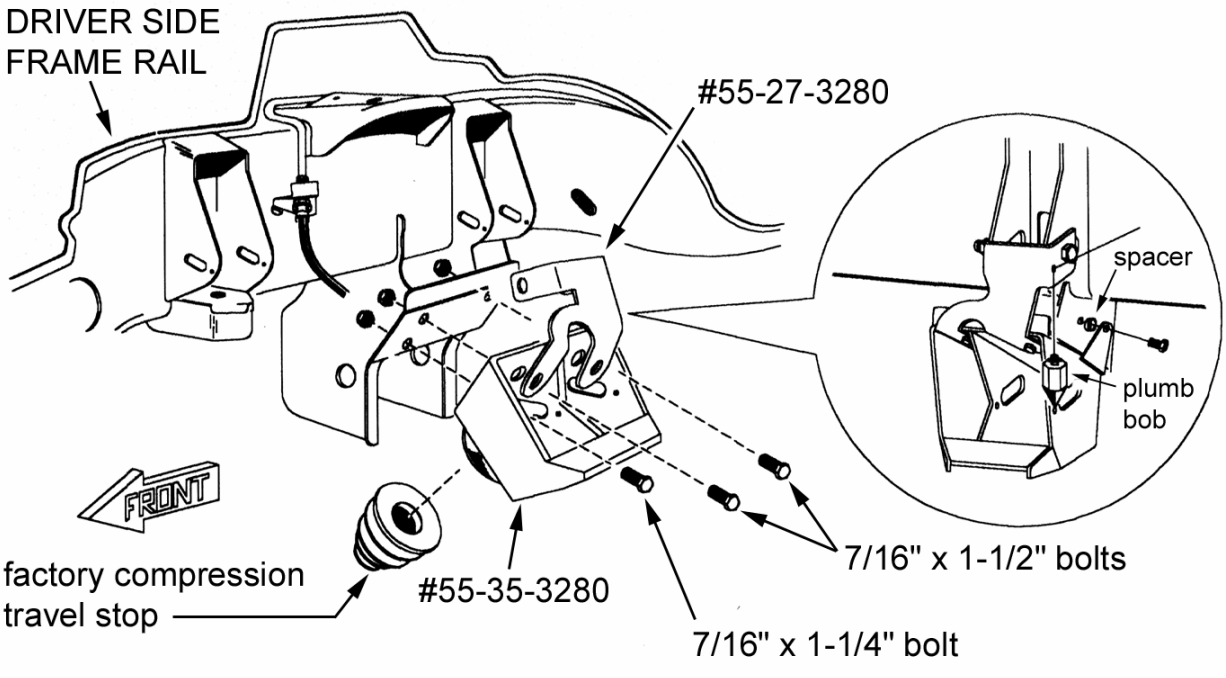
❑❑ Using a floor jack, raise the control arm / hub assembly into position and insert the legs of the lower control arm into their new locations. Insert the factory hardware and hand tighten.

❑❑ Insert the front leg of the upper control arm into the "01" bracket and install the factory cam bolt. Hand tighten.

❑❑ With the jack applying upward pressure, line up the "35" bracket flush against the flat plate on the frame (where the compression travel snubber cup used to be).

NOTE: The cam bolts in the upper control arm must be in the exact same adjustment position, either all the way "in" or all the way "out."

DIAGRAM 4 - POSITIONING AND MOUNTING THE #55-35-3280 AND #55-27-3280 BRACKETS.



❑❑ [DIAGRAM 4] Drop a plumb bob from the original cam pin hole on the rear U.C.A. frame bracket. The cam pin on the "35" bracket must line up with the plumb bob. After making the necessary adjustments to the location of the "35" bracket, scribe marks for the three holes on the faceplate and one hole on the backside of the bracket.

IMPORTANT: The vehicle must be level when following the plumb bob procedure. The original cam pin holes and the cam pins in the "35" bracket must line up perfectly using the procedure described above. If they are misaligned, it will be difficult to obtain proper front end alignment after the installation is complete.

❑❑ Remove the cam bolt holding the front U.C.A. leg in place and lower the assembly down with a jack. Use a 15/32" bit to drill out the four holes for the "35" bracket.

❑❑ Insert the 1" thick spacer between the factory frame bracket and the rear leg of the "35" bracket. Loosely install the provided 7/16" x 2" bolt through the rear leg of the "35" bracket, the spacer, and the frame bracket as shown in the exploded view of Diagram 4. Do not tighten at this time.

❑❑ Position the upper control arm brace (55-27-3280) over the "35" bracket as shown in Diagram 3. Install the two supplied 7/16" x 1-1/2" bolts through the "35" and "27" bracket, followed by the remaining 7/16" x 1-1/4" bolt. Do not tighten at this time.

❑❑ If not alreay in position, install the driver side shock hoop (55-23-3280) in the original upper control arm frame mounts.

❑❑ Install the supplied 9/16" x 4" bolt through the "27" bracket and the rear leg of the upper shock hoop. Do not tighten at this time.

❑❑ Tighten the 7/16" bolts for the "35" and "27" brackets (37 lb-ft).

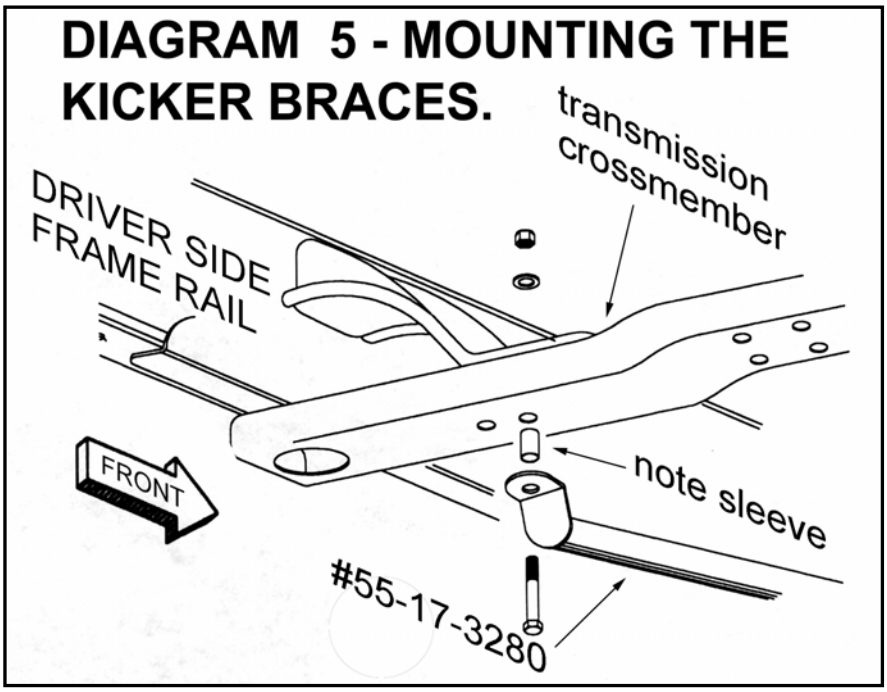
❑❑ Raise the jack and reinstall the upper control arm into the "01" and "35" brackets using the factory cam bolts. Snug the bolts for now.

❑❑ Repeat these steps of the passenger side using the 55-34-3280 and 55-28-3280 brackets.

18) KICKER BRACES…
NOTE: The kicker braces are sold separately with this suspension system. If kicker braces have not been purchased, proceed to step 19.

❑❑ Install the appropriate bushing halves and sleeves into the back of the rear crossmember. Mount the kicker braces (55-17-3280 driver side and 55-18-3280 passenger side) to the crossmember using the provided 9/16" x 4-1/2" bolts and nyloc nuts. Do not tighten at this time.

DIAGRAM 5 - MOUNTING THE KICKER BRACES.



❑❑ [DIAGRAM 5] The kicker braces mount to existing bolt holes in the transmission crossmember close to each framerail. Line up the end of the kicker with the appropriate hole in the transmission crossmember, and after removing the factory bolt, install the supplied 1/2" x 2-1/4" bolt, 1-1/16" spacer sleeve, and nyloc nuts. Tighten (27 lb-ft).

❑❑ Tighten the 9/16" bolts until the bushings swell slightly.

19) BRAKE CALIPERS…

❑❑ Reinstall the brake calipers using the original hardware and tighten to factory specs.

20) TIE ROD ENDS…

❑❑ Reinstall the tie rod ends in the knuckles and tighten (33 lb-ft).

21) AXLE SHAFTS…

❑❑ Reinstall the six bolts that retain the CV axle to the axle flange on the differential and tighten to factory specifications.

22) SWAY BAR…

❑❑ Install the knock-in grease fitting in the swivel end of the (#55-37-3280) anti-sway bar links.

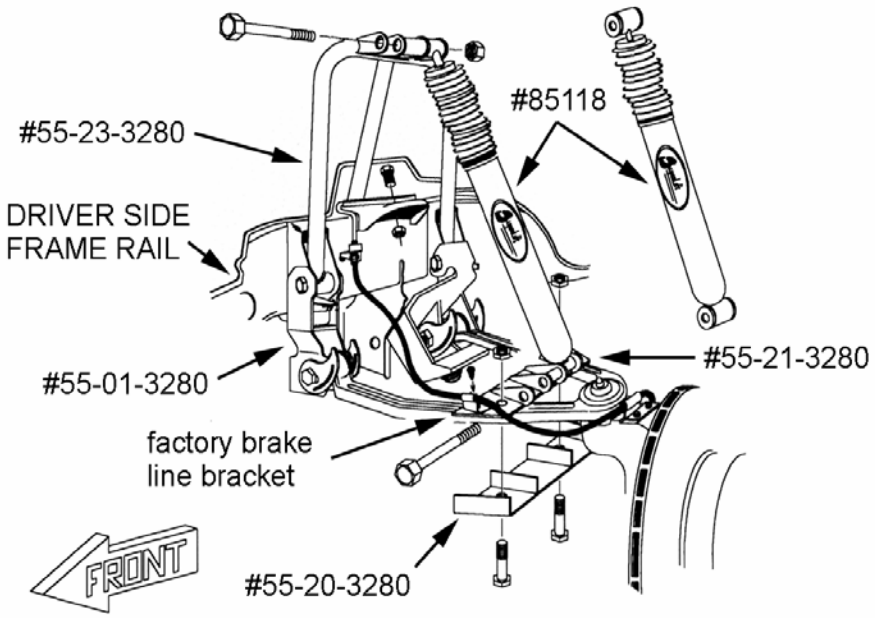
❑❑ [DIAGRAM 2] Position the anti-sway bar drop links (#55-37-3280) so that the end with the ball stud (similar to a tie rod end) points upward and attach the ball stud end to the anti-sway bar body using the supplied spacer, bushings, washers, and nut as shown in the diagram. Be sure to position the grease fitting so that it is easily accessible.

❑❑ Insert the other end of the "37" link in the lower control arm at the factory location as shown with the supplied bushings, 7/16" washers, and 7/16" stover nut as shown. Tighten the 7/16" nut until the bushings swell slightly.

❑❑ Tighten the upper end (37) and lubricate the ball stud using a grease gun.

NOTE: The swivel links must be serviced according to the routine maintenance schedule for the vehicle. Failure to do so will result in premature wear of the links and unsatisfactory performance.

DIAGRAM 6 - MOUNTING THE MULTI-SHOCK BRACKETS.



23) MULTI-SHOCKS…

The following steps are performed one side at a time. Start with the driver side.

❑❑ [DIAGRAM 6] Position the lower shock mounting plate (55-21-3280) over the upper control arm so that the hole for the factory brake line bracket lines up with the existing hole in the front leg of the upper control arm (see Diagram).

❑❑ Install the lower shock mount brace (55-20-3280) under the “21” bracket and secure using the supplied 1/2” x 2-1/4” bolts and 1/2” stover nuts. Hand tighten.

❑❑ Install the supplied 3/4” x 1-1/2” bolt and 3/4” nyloc through the support leg of the shock hoop (55-23-3280) and the frame bracket for the factory shock. Do not tighten at this time.

❑❑ Install the bushings, boots, and stickers on the front shocks (85118).

❑❑ Following Diagram 6, install the shocks in the upper and lower mounting tabs of the shock brackets using the supplied 1/2” x 6” bolt and 1/2” nyloc. These bolts should be installed from front to rear as shown. Hand tighten the 1/2” bolts for now.

❑❑ Tighten the two 9/16” bolts (82 lb-ft) and the 3/4” bolt (200 lb-ft) for the upper shock hoop.

❑❑ Reattach the factory brake line bracket to the front leg of the upper control arm using the factory bolt. Also reinstall the small factory bolt in the rear leg of the upper control arm. Tighten until snug, but do not overtighten.

❑❑ Reattach the factory retaining clips for the ABS wire and plug the wire back into the connector at the top of the framerail.

❑❑ Tighten the 1/2” mounting bolts for the “20” and “21” brackets (57 lb-ft).

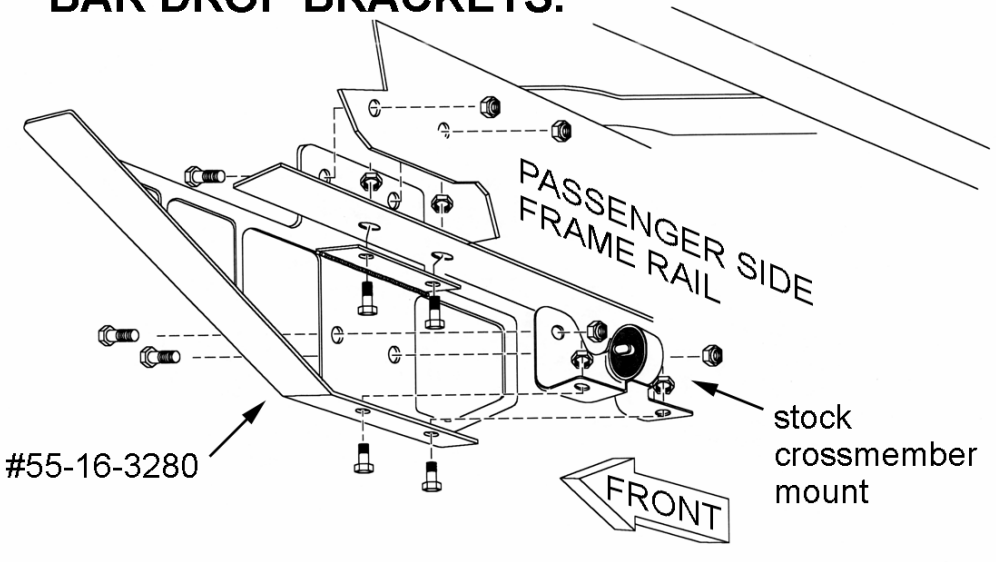
❑❑ Tighten the 1/2” x 6” bolts for the shocks until the bushings swell slightly.

❑ Repeat these steps for the passenger side.

24) TORSION BAR DROP BACKETS…

❑❑ [DIAGRAM 7] Install the factory torsion bar crossmember mounts in the Superlift torsion bar drop brackets (55-15-3280 driver side and 55-16-3280 passenger side) using the supplied 7/16” x 1-1/4” bolts and 7/16” nuts as shown. Hand tighten only.

DIAGRAM 7 - MOUNTING THE TORSION BAR DROP BRACKETS.



❑❑ Attach the torsion bar drop brackets to the side of the frame as shown in Diagram 7 using the four original holes for the crossmember mounts and the six 7/16" x 1-1/4" bolts provided. Note the pointed end of the "15" and "16" brackets should be positioned toward the front bumper. Hand tighten only.

❑❑ Reinstall the torsion bar crossmember using the factory hardware and tighten to factory specifications.

❑❑ Tighten all of the 7/16" bolts (37 lb-ft).

❑❑ Slide the torsion bars through the crossmember from the rear and into the lower control arms following the indexing marks made during removal.

❑❑ Slide the bars forward enough to insert the torsion bar adjusting arms in the crossmember, then slide the bars back into the arms. Again, follow the indexing marks made during removal.

❑❑ Using the torsion bar puller tool, load the torsion bars enough to insert the adjusting bolt and nut block in the crossmember, then release the tension on the tool.

25) FRONT DRIVESHAFT…

NOTE: If your truck is equipped with an Autotrac, or push-button full-time capable, transfer case, purchasing a replacement front driveshaft is mandatory due to driveline vibrations caused by the factory front driveshaft when the truck is in fulltime four-wheel drive mode. This driveshaft is available separately from Superlift. Trucks equipped with the standard part-time lever-operated transfer case do not need this replacement driveshaft as long as speeds in four-wheel drive will not exceed 25 mph. If a replacement driveshaft is not purchased, proceed to step 26.

❑ Remove the rubber dust boot from the factory front driveshaft and discard the factory clamps. Install the boot on the new driveshaft using the supplied clamp.

❑ Slide the splined end of the driveshaft into the transfer case and attach the other end to the differential using the factory U-joint straps and bolts (19 lb-ft).

❑ Slide the rubber dust boot over the lip on the transfer case and secure the boot using the supplied clamp.

26) SKID PLATE…

NOTE: The skid plate is purchased separately. If a skid plate has not been purchased, proceed to step 27.

❑ Install the differential skid plate (55-25-3280) on the rear crossmember using the two 7/16" x 3-1/2" bolts, USS washers, and nyloc nuts supplied.

❑ Install the front skid plate (55-24-3280) over the front lip of the "24" plate and line up the mounting holes with the front crossmember. Insert the two supplied 7/16" x 2-3/4" bolts, USS washers, and nyloc nuts, then tighten all the skid plate mounting bolts (37 lb-ft).

27) REAR LIFT…

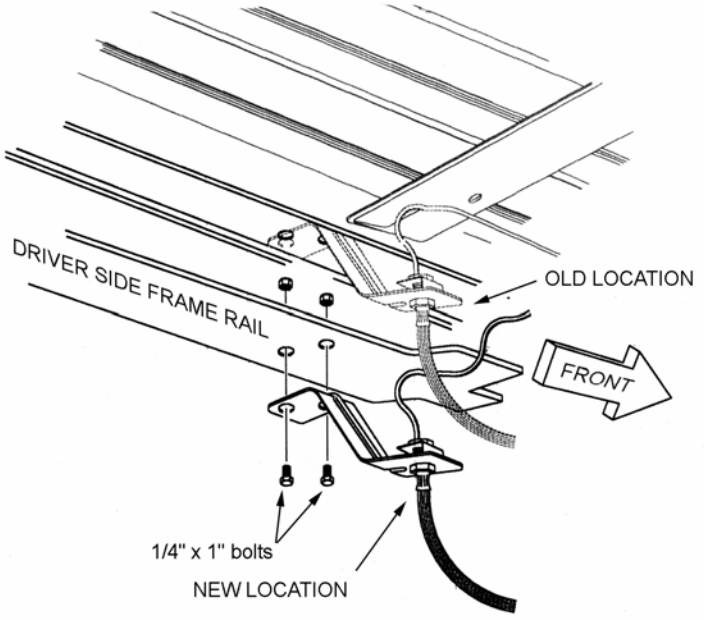
NOTE: Rear lift is sold separately and includes separate instructions. In addition to the instructions for the rear lift, however, perform the following:

❑❑ Unbolt the rear compression travel stops from the frame. Bolt the factory snubbers to the Superlift drop brackets (55-19-3280) using the supplied 7/16" x 1" bolt and nyloc nut.

❑❑ Attach the compression travel stop assembly to the original location on the frame using the factory hardware and tighten.

❑ [DIAGRAM 8] Unbolt the rear brake line bracket from the top of the frame and carefully bend the factory steel brake line so that the bracket will reach the bottom of the frame as shown.

DIAGRAM 8 - REAR BRAKE LINE RELOCATION.



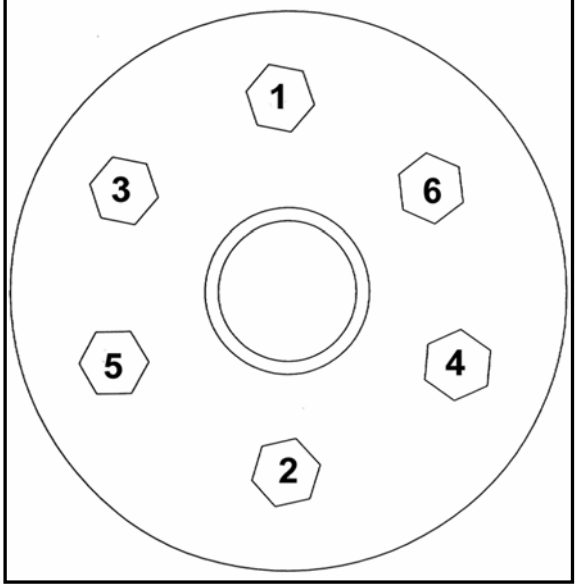
❑ Use the bracket as a template to mark the location of the two mounting holes, then slide the bracket aside and drill out the mark using a 1/4" bit.

❑ Attach the brake line bracket using the supplied 1/4" x 1" bolts and nyloc nuts and tighten (8 lb-ft). Verify the steel brake line does not touch or interfere with any other components.

❑ Remove the factory emergency brake cable brackets from the frame and attach the 55-26-3280 brackets to the frame using the factory hardware. Attach the factory cable brackets to the "26" brackets using the two supplied 3/8" x 1" bolts and nyloc nuts. Tighten (23 lb-ft).

WARNING: The vehicle is equipped with short cast spacer blocks located between the leaf springs and the axlehousing. These factory blocks must be retained because they seat properly against the axle mounts; the Superlift spacer blocks do not. When using Superlift blocks, install them on top of the factory blocks.

DIAGRAM 9 - LUG NUT TORQUE SEQUENCE - Use the sequence shown to torque the lug nuts.



28) TIRES / WHEELS...

❑ [DIAGRAM 9] Tighten the lug nuts (85 lb-ft) 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.

29) 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.

❑ Check that the ball stud on the pitman arm clears the upper differential mount by a minimum of 1/8". If the stud does make contact, verify the differential brackets have been installed properly. It may be necessary loosen and adjust the differential and / or grind off a little more of the ball stud to gain adequate clearance.

❑ Lower vehicle to the floor.

30) ADJUSTING FRONT RIDE HEIGHT...

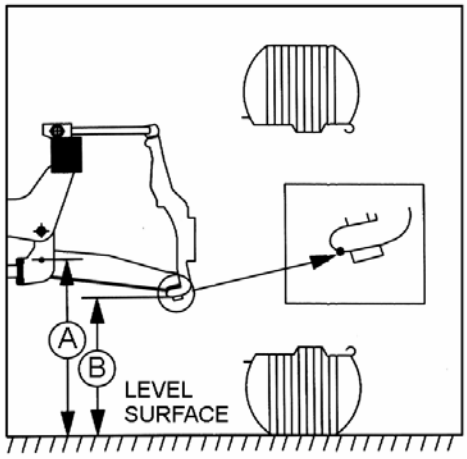
❑ Manually bounce the front and rear of vehicle to normalize the torsion bars and leaf springs.

❑❑ On each side, fully tighten the LCA-to-crossmember bolts (156).

❑❑ [DIAGRAM 10] Position the vehicle on a level surface. Measure from the LCA front pivot bolt center down to the floor. Record this as Measurement "A".

❑❑ Now measure from the inside edge of the knuckle (at the lower ball joint boss) down to the floor. Record this as Measurement "B".

DIAGRAM 10 - Ride height adjustment.



A = CENTERLINE OF LCA PIVOT BOLT - TO - FLOOR
B = EDGE OF KNUCKLE - TO - FLOOR
A - B = RIDE HEIGHT

Subtract Measurement "B" from "A" for the ride height figure. Minimum ride height is 4.3"; maximum is 4.8". Ideal ride height is somewhere in between. Raise height by tightening the torsion bar adjusting bolt; lower height by loosening the bolt. It will be necessary to bounce the front of the vehicle every 1-2 turns of the adjusting bolt to reset the torsion bars. This will ensure accurate adjustments. 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.

31) 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.

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

33) HEADLIGHTS...

❑ Readjust headlights to proper setting.

34) 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.

35) 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.