SUPERLIFT SUSPENSION
300 HUEY LENARD LOOP | WEST MONROE | LA 71292
OFFICE: 318-397-3000 | FAX: 318-397-3040
SERVICE & TECH SUPPORT: 800-551-4955
SUPERLIFT.COM
TRUCK HERO

2011-2019 GM 2500HD 6" INSTALLATION INSTRUCTIONS

Engineered for Both 2WD & 4WD Models.

2011-2019 Chevrolet Silverado 2500HD
& 2011-2019 GMC Sierra 2500HD

2011-2019 Chevrolet Silverado 3500HD (Non-Dually)
& 2011-2019 GMC Sierra 3500HD (Non-Dually)

CAUTION: MAKE SURE YOU HAVE THE CORRECT LIFT FOR YOUR VEHICLE:
Double check the Year, Make, Model, Lift Height and KIT Part Numbers.

NOTE: Prior to beginning the installation, OPEN the Boxes and CHECK the Included Components Compared to the Parts Breakdown. Check all parts and hardware in the box with the parts list below. Be sure you have all needed parts and know where they install.

IF you find a packaging error, contact SUPERLIFT directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.

1. Lift Block, Rear
2. 7/16" U-Bolts
3. 9/16" U-Bolts
4. Shocks, Rear
5. Crossmember, Rear
6. Rivet Nut Kit
7. Bump Stop Extensions, DR. & PA.
8. Brake Line Relocation, Rear
9. Differential Bracket, PA. Side
10. Differential Bracket, DR. Side
11. Belly Pan
12. E-Brake Adjuster & Support Brkts.
13. Shock Extensions, Front PA. Side
14. Shock Extensions, Front DR. Side
15. Brake Line Relocation, Front DR. & PA.
16. Crossmember, Front
17. Knuckle, PA. Side
18. Knuckle, DR. Side
19. Torsion Bar Relocation, PA. Side
20. Sway Bar Links, Bushings & 'C' Clevis Brackets
21. Torsion Bar Relocation, DR. Side

NOTE: K150B Does Not Include Shock Extensions, Front

How to Read the Kit Breakdown Charts:

The 'K KIT BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Boxes that are included in the K KIT. The 'KIT BREAKDOWN' lists Part Numbers, Quantities & Part Description of the Individual Components & Hardware Bags that are included in Each Box. The 'HARDWARE BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Individual Components.

K KIT BREAKDOWN		
Kit Part Number	**K150**	
Part Number	**Qty.**	**Part Description**
3354	1	Kit Box - Knuckles - Driver & Passenger
3355	1	Kit Box - Front Crossmember, Differential Drop Brackets
3356	1	Kit Box - Rear Crossmember, Bump Stop, Shocks Extensions
3357	1	Kit Box - Torsion Bar Brake Line Brackets
3358	1	Kit Box - Rear Blocks, U-Bolts, Shocks
84022	1	Shock Box - SUPERLIFT Shocks
Kit Part Number	**3354**	
Part Number	**Qty.**	**Part Description**
66-01-3350	1	Knuckle, Driver Side
66-02-3350	1	Knuckle, Passenger Side
77-3354	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3355**	
Part Number	**Qty.**	**Part Description**
55-03-3350	1	Differential Drop, Driver Side
55-04-3350	1	Differential Drop, Passenger Side
55-05-3350	1	Crossmember, Front
77-3355	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3356**	
Part Number	**Qty.**	**Part Description**
55-06-3350	1	Crossmember, Rear
55-11-3350	2	Bump Stop, Front
55-12-3350	1	Shock Extension, Driver Side
55-13-3350	1	Shock Extension, Passenger Side
77-3356	1	Hardware Bag, Nuts and Bolts
77-3356A	1	1/2" Rivet Nut Kit
77-3356B	1	3/8" Rivet Nut Kit
Kit Part Number	**3357**	
Part Number	**Qty.**	**Part Description**
55-23-3350	1	Torsion Bar Relocation, Driver Side
55-24-3350	1	Torsion Bar Relocation, Passenger Side
55-10-3350	2	Sway Bar Link
55-17-3350	1	Belly Pan
77-3357	1	Hardware Bag, Superlift Parts
77-3357A	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3358-1**	
Part Number	**Qty.**	**Part Description**
55-05-200	2	4" Rear Lift Block, Flat
11882	4	U-Bolt - 5/8" x 3-1/4" x 16", Square Bend
77-3358	1	Hardware Bag, Nuts and Bolts
77-3358A	1	Hardware Bag, Superlift Parts
77-1505	1	Hardware Bag, U-Bolt Nuts & Washers
77-1507	1	Hardware Bag, U-Bolt Nuts & Washers
Kit Part Number	**84022**	
Part Number	**Qty.**	**Part Description**
01-85150	2	Shock Absorber, Rear, SUPERLIFT
77-80033	1	Hardware Bag, Shock Bushings and Sleeves

K KIT BREAKDOWN		
Kit Part Number	**K150B**	
Part Number	**Qty.**	**Part Description**
3354	1	Kit Box - Knuckles - Driver & Passenger
3355	1	Kit Box - Front Crossmember, Differential Drop Brackets
3356-1	1	Kit Box - Rear Crossmember, Bump Stop, Bilstein
3357	1	Kit Box - Torsion Bar Brake Line Brackets
3358-1	1	Kit Box - Rear Blocks, U-Bolts, Bilstein
84040	1	Shock Box - BILSTEIN Shocks
Kit Part Number	**3354**	
Part Number	**Qty.**	**Part Description**
66-01-3350	1	Knuckle, Driver Side
66-02-3350	1	Knuckle, Passenger Side
77-3354	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3355**	
Part Number	**Qty.**	**Part Description**
55-03-3350	1	Differential Drop, Driver Side
55-04-3350	1	Differential Drop, Passenger Side
55-05-3350	1	Crossmember, Front
77-3355	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3356-1**	
Part Number	**Qty.**	**Part Description**
55-06-3350	1	Crossmember, Rear
55-11-3350	2	Bump Stop, Front
77-3356A	1	1/2" Rivet Nut Kit
77-3356B	1	3/8" Rivet Nut Kit
77-3356C	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3357**	
Part Number	**Qty.**	**Part Description**
55-23-3350	1	Torsion Bar Relocation, Driver Side
55-24-3350	1	Torsion Bar Relocation, Passenger Side
55-10-3350	2	Sway Bar Link
55-17-3350	1	Belly Pan
77-3357	1	Hardware Bag, Superlift Parts
77-3357A	1	Hardware Bag, Nuts and Bolts
Kit Part Number	**3358-1**	
Part Number	**Qty.**	**Part Description**
55-05-200	2	4" Rear Lift Block, Flat
11882	4	U-Bolt - 5/8" x 3-1/4" x 16", Square Bend
77-3358	1	Hardware Bag, Nuts and Bolts
77-3358A	1	Hardware Bag, Superlift Parts
77-1505	1	Hardware Bag, U-Bolt Nuts & Washers
77-1507	1	Hardware Bag, U-Bolt Nuts & Washers
Kit Part Number	**84040**	
Part Number	**Qty.**	**Part Description**
24-218023	2	Shock Absorber, Front, BILSTEIN
33-185569	2	Shock Absorber, Rear, BILSTEIN
77-80033	1	Hardware Bag, Shock Bushings and Sleeves

HARDWARE BAG BREAKDOWN

Kit Part Number 77-3354

Part Number	Qty.	Part Description
14x12c5cs	4	1/4" x 1/2" Bolt, Coarse Thread
14lw	4	1/4" Lock Washer
14sw	4	1/4" SAE Washer
38adc	4	3/8" Adel Clamp
F470L	2	F470L, Thread Locker

Kit Part Number 77-3355

Part Number	Qty.	Part Description
12mx1.75x40cs	3	12mm x 40mm Bolt, 1.75 Pitch
12mln	3	12mm Stover Nut, 1.75 Pitch
12mfw	3	12mm Flat Washer
12x112c5cs	2	1/2" x 1-1/2" Bolt, Coarse Thread
12sw	2	1/2" SAE Washer
12c5nn	2	1/2" Nyloc Nut, Coarse Thread
18mx2.5x120cs	2	18mm x 120mm Bolt, 2.5 Pitch
18mfw	2	18mm Flat Washer
18mln	2	18mm Nyloc Nut, 2.5 Pitch
21-3205	1	5/16" x 3-1/2" Vacuum Hose
23-3205	1	5/16" Hose Adapter

Kit Part Number 77-3356

Part Number	Qty.	Part Description
12lw	2	1/2" Lock Washer
12x214c5cs	2	1/2" x 2-1/4" Bolt, Coarse Thread
18mfw	2	18mm Flat Washer
18mln	2	18mm Nyloc Nut, 2.5 Pitch
18mx2.5x140cs	2	18mm x 140mm Bolt, 2.5 Pitch
38lw	2	3/8" Lock Washer
38c5nn	2	3/8" Nyloc Nut, Coarse Thread
38sw	4	3/8" SAE Washer
38x112c5cs	2	3/8" x 1-1/2" Bolt, Coarse Thread
38x234c5cs	2	3/8" x 2-3/4" Bolt, Coarse Thread
916c5nn	2	9/16" Nyloc Nut, Coarse Thread
916sw	4	9/16" SAE Washer
916x3c5cs	2	9/16" x 3" Bolt, Coarse Thread

Kit Part Number 77-3356A

Part Number	Qty.	Part Description
12c5rn	2	1/2" Rivet Nut, Coarse Thread
12x2c5cs	1	1/2" x 2" Bolt, Coarse Thread
12sw	1	1/2" SAE Washer
12gw	1	1/2" Grip Washer
1511-B09	1	9/16" Hi-Nut, Fine Thread

Kit Part Number 77-3356B

Part Number	Qty.	Part Description
38c5rn	2	3/8" Rivet Nut, Coarse Thread
38x112c5cs	1	3/8" x 1-1/2" Bolt, Coarse Thread
38sw	1	3/8" SAE Washer
38gw	1	3/8" Grip Washer
1511-B08	1	1/2" Hi-Nut

Kit Part Number 77-3356C

Part Number	Qty.	Part Description
12lw	2	1/2" Lock Washer
12x214c8cs	2	1/2" x 2-1/4" Bolt, Coarse Thread
38x112c8cs	2	3/8" x 1-1/2" Bolt, Coarse Thread
38lw	2	3/8" Lock Washer
18mx2.5x140cs	2	18mm x 120mm Bolt, 2.5 Pitch
18mfw	2	18mm Flat Washer
18mln	2	18mm Nyloc Nut, 2.5 Pitch

Kit Part Number 77-3357

Part Number	Qty.	Part Description
55-14-3350	1	Brake Line Relocation, Front Driver Side
55-15-3350	1	Brake Line Relocation, Front Passenger Side
55-09-3350	2	Sleeve, 2" OD x 1" ID x 4.25" Long
55-20-3370	2	Bracket, "C" Clevis
01-60416	2	5/8" ID Bushing
01-60455	2	Sleeve, 0.625" OD x 0.479" ID x 1.48" Long
01-60411	4	0.4375" ID Bushing
716uw	4	7/16" USS Washer
716c5nn	2	7/16" Nyloc Nut, Coarse Thread

Kit Part Number 77-3357A

Part Number	Qty.	Part Description
1x612c5cs	2	1" x 6-1/2" Bolt, Coarse Thread
1sw	4	1" SAE Washer
1c5nn	2	1" Nyloc Nut, Coarse Thread
12x114c5cs	2	1/2" x 1-1/4" Carriage Bolt, Coarse Thread
12c5nn	2	1/2" Nyloc Nut, Coarse Thread
12uw	2	1/2" USS Washer
716x234c5cs	2	7/16" x 2-3/4" Bolt, Coarse Thread
716c5nn	2	7/16" Nyloc Nut, Coarse Thread
14x12stb	2	1/4" Self-Tapping Bolt
516x1c5cs	2	5/16" x 1" Bolt, Coarse Thread
516sw	2	5/16" SAE Washer
516c5nn	2	5/16" Nyloc Nut, Coarse Thread
38x1c5cb	4	3/8" x 1" Carriage Bolt, Coarse Thread
38c5fn	4	3/8" Flange Nut, Coarse Thread

Kit Part Number 77-3358

Part Number	Qty.	Part Description
14x1c5cs	1	1/4" x 1" Bolt, Coarse Thread
14c5nn	1	1/4" Nyloc Nut, Coarse Thread
14sw	2	1/4" SAE Washer
516x1c5cs	1	5/16" x 1" Bolt, Coarse Thread
516sw	2	5/16" SAE Washer
516c5nn	1	5/16" Nyloc Nut, Coarse Thread

Kit Part Number 77-3358A

Part Number	Qty.	Part Description
55-16-3350	1	Brake Line Relocation, Rear
55-18-3350	1	Emergency Brake Adjuster Bracket
55-19-3350	1	Emergency Brake Frame Support Bracket

Kit Part Number 77-1505

Part Number	Qty.	Part Description
1511-B10	4	5/8" U-Bolt Nut
58cw	4	5/8" U-Bolt Washer

Kit Part Number 77-1507

Part Number	Qty.	Part Description
716x314x412ub	4	7/16" x 3-1/4" x 4-1/2" U-Bolt, Square Bend
716f8sfn	4	7/16" Flange Nut, Fine Thread

Kit Part Number 77-80033

Part Number	Qty.	Part Description
01-60418	4	01-60418 - 3/4" ID Bushing
34sw	4	3/4" SAE Washer
39-3480	4	39-3480 - Sleeve, 0.75" OD x 0.563" ID x 1.68" Long

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
26	55-04-3350	1	Differential Drop, Passenger Side	1/2" x 1-1/2" Bolt, Coarse Thread	2	77-3355
				1/2" SAE Washer	2	
				1/2" Nyloc Nut, Coarse Thread	2	
27	55-03-3350	1	Differential Drop, Driver Side	12mm x 40mm Bolt, 1.75 Pitch	3	77-3355
				12mm Stover Nut, 1.75 Pitch	3	
				12mm Flat Washer	3	
29	21-3205	1	5/16" x 3-1/2" Vacuum Hose			77-3355
	23-3205	1	5/16" Hose Adapter			
32	55-06-3350	1	Crossmember, Rear	18mm x 140mm Bolt, 2.5 Pitch	2	77-3356
				18mm Flat Washer	4	
				18mm Nyloc Nut, 2.5 Pitch	2	
33	55-05-3350	1	Crossmember, Front	18mm x 120mm Bolt, 2.5 Pitch	2	77-3355
				18mm Flat Washer	4	
				18mm Nyloc Nut, 2.5 Pitch	2	
36	55-07-3350	1	Torsion Bar Relocation, Driver Side	55-09-3350 - Sleeve, 2" OD x 1" ID x 4.25" Long	1	77-3357
				1" x 6-1/2" Bolt, Coarse Thread	1	77-3357A
				1" SAE Washer	2	
				1" Nyloc Nut, Coarse Thread	1	
36	55-08-3350	1	Torsion Bar Relocation, Passenger Side	55-09-3350 - Sleeve, 2" OD x 1" ID x 4.25" Long	1	77-3357
				1" x 6-1/2" Bolt, Coarse Thread	1	77-3357A
				1" SAE Washer	2	
				1" Nyloc Nut, Coarse Thread	1	
38	55-12-3350	1	Shock Extension, Driver Side	3/8" x 2-3/4" Bolt, Coarse Thread	1	77-3356
				3/8" Nyloc Nut, Coarse Thread	1	
				3/8" SAE Washer	2	
				9/16" x 3" Bolt, Coarse Thread	2	
				9/16" Nyloc Nut, Coarse Thread	2	
				9/16" SAE Washer	4	
		OR				
41	24-218023	1	Shock Absorber, Front, BILSTEIN			
38	55-13-3350	1	Shock Extension, Passenger Side	3/8" x 2-3/4" Bolt, Coarse Thread	1	77-3356
				3/8" Nyloc Nut, Coarse Thread	1	
				3/8" SAE Washer	2	
				9/16" x 3" Bolt, Coarse Thread	2	
				9/16" Nyloc Nut, Coarse Thread	2	
				9/16" SAE Washer	4	
		OR				
41	24-218023	1	Shock Absorber, Front, BILSTEIN			
43	55-11-3350	2	Bump Stop, Front	1/2" x 2-1/4" Bolt, Coarse Thread	1	77-3356C
				1/2" Lock Washer	1	
				3/8" Lock Washer	1	
				3/8" x 1-1/2" Bolt, Coarse Thread	1	
46	66-01-3350	1	Knuckle, Driver Side	1/4" x 1/2" Bolt, Coarse Thread	2	77-3354
				1/4" Lock Washer	2	
				1/4" SAE Washer	2	
				3/8" Adel Clamp	2	
				F470L, Thread Locker	1	
46	66-02-3350	1	Knuckle, Passenger Side	1/4" x 1/2" Bolt, Coarse Thread	2	77-3354
				1/4" Lock Washer	2	
				1/4" SAE Washer	2	
				3/8" Adel Clamp	2	
				F470L, Thread Locker	1	

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
51	55-14-3350	1	Brake Line Relocation, Front Driver Side	1/4" Self-Tapping Bolt	1	77-3357A
				5/16" x 1" Bolt, Coarse Thread	1	
				5/16" SAE Washer	1	
				5/16" Nyloc Nut, Coarse Thread	1	
51	55-15-3350	1	Brake Line Relocation, Front Passenger Side	1/4" Self-Tapping Bolt	1	77-3357A
				5/16" x 1" Bolt, Coarse Thread	1	
				5/16" SAE Washer	1	
				5/16" Nyloc Nut, Coarse Thread	1	
53	55-10-3350	2	Sway Bar Link	55-20-3370 - Bracket, "C" Clevis	1	77-3357
				01-60416 - 5/8" ID Bushing	1	
				01-60455 - Sleeve, 0.625" OD x 0.479" ID x 1.48" Long	1	
				01-60411 - 0.4375" ID Bushing	2	
				7/16" x 2-3/4" Bolt, Coarse Thread	1	77-3357A
				7/16" Nyloc Nut, Coarse Thread	2	
				7/16" SAE Flat Washer	2	
				7/16" USS Washer	2	
				1/2" x 1-1/4" Carriage Bolt, Coarse Thread	1	
				1/2" Nyloc Nut, Coarse Thread	1	
				1/2" USS Washer	1	
54	55-17-3350	1	Belly Pan	3/8" x 1" Carriage Bolt, Coarse Thread	4	77-3357A
				3/8" Flange Nut	4	
60	55-16-3350	1	Brake Line Relocation, Rear	1/4" x 1" Bolt, Coarse Thread	1	77-3358A
				1/4" Nyloc Nut, Coarse Thread	1	
				1/4" SAE Washer	2	
64	55-18-3350	1	Emergency Brake Adjuster Bracket	55-19-3350 - Bracket, Frame Support - **STEP 67**	1	77-3358A
				5/16" x 1" Bolt, Coarse Thread	1	77-3358
				5/16" SAE Washer	2	
				5/16" Nyloc Nut	1	
68	55-05-200	2	4" Rear Lift Block, Flat	11882 - 5/8" x 3-1/4" x 16" U-Bolt, Square Bend	4	
				5/8" U-Bolt Nut	4	77-1505
				5/8" U-Bolt Washer	4	
				7/16" x 3-1/4" x 4-1/2" U-Bolt, Square Bend	2	77-1507
				7/16" Flange Nut, Fine Thread	4	
70	01-85150	2	Shock Cylinder, Rear SUPERLIFT	01-60418 - 3/4" ID Bushing	2	77-80033
				3/4" SAE Washer	2	
				39-3480 - Sleeve, 0.75" OD x 0.563" ID x 1.68" Long	2	
		OR				
70	BE5-6250-H5	2	Shock Absorber, Rear, BILSTEIN			

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2011-2019 GM 2500HD 6" INSTALLATION INSTRUCTIONS

THANK YOU FOR CHOOSING SUPERLIFT FOR ALL YOUR SUSPENSION NEEDS!

Read And Understand All Instructions And Warnings Prior To Installation Of System AND Operation Of Vehicle.

INTRODUCTION BEFORE INSTALLATION...

Installation requires a professional mechanic. In addition to these instructions, professional knowledge of disassembly / reassembly procedures and post installation checks must be known.

PRIOR to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, sway bars and bushings, tie rod ends, pitman arm, idler 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.
Read each step completely as you go.

Be sure you have all needed parts and know where they install.

⚠ NOTES:

- Do NOT install this suspension system in conjunction with any other type of torsion bar lift keys than those included in the kit nor heavy-duty replacement torsion bars.
- Front end alignment is necessary.
- A foot-pound torque reading is given in parenthesis ( ) after each appropriate fastener.
- Tool and Wrench/Socket size is given in brackets { } after each appropriate step.
- Always wear safety glasses when using power tools.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- 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 or cutting, 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.
- A factory service manual should be on hand for reference.
- Due to payload options and initial ride height variances, the amount of lift is a 'base figure'. Final ride height dimensions may vary in accordance to original vehicle stance.

BEFORE YOU DRIVE...

Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering components for clearance.

Test and inspect brake system. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/replacement may result in component failure.

Perform head light check and adjustment.

⚠WARNING: 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, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

TECH TIP / TIME SAVER...

- Disassembly/assembly of the factory torsion bar system requires the use of a special unloading tool. The GM specified tool is #CH48809.
- Some minor trimming will be required with certain wheel/ tire combination. This is normal with most aftermarket tire/wheel fitment on Chevy/GM trucks. Trimming will normally include the bottom edge of the inner fender shrouds and/or lower corner of front bumper valance. As a rule of thumb, deeper backspacing and shorter/ narrower tires will reduce/eliminate trimming required.

TIRES & WHEELS...

Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.

⚠NOTE: Stock 17" and 18" Wheels Will NOT Fit back on the vehicle once this suspension system is installed.

⚠WARNING: ANY larger or wider tire & wheel combination other than listed Will Require Vehicle Trimming.

RECOMMENDED TIRE SIZE SPECIFICATIONS			
Tire	Wheel	Backspacing (INCH)	Offset (MM)
35 x 12.5	18 x 9	4.5 - 4.625	-
35 x 12.5	20 X 9	5-6	-
37 x 12.5	18 x 9	4.5 - 4.625	-
37 x 12.5	20 x 9	5-6	-

TOOLS & TECH...

TOOLS				
Miscellaneous Tools		Wrenches / Socket Sizes		
Floor Jacks	Jack Stands	Standard	Metric	
Ball-Peen Hammer	Chisel	1/2"	8mm	18mm
Drill	Vice Grips	9/16"	10mm	19mm
9/32" Drill Bit	17/32" Drill Bit	11/16"	11mm	21mm
13/32" Drill Bit	11/16" Drill Bit	7/8"	12mm	22mm
O-Ring Pick	File	1-1/2"	13mm	24mm
Adjustable Pliers	Punch	1-3/16"	15mm	36mm
Torque Wrench	Pry Bar	1-3/8"	17mm	
Screwdrivers - Flathead & Phillips		Swivel / Wobble Extension		
Plastic Fastern Removal Tool		Socket Extensions - Various Lengths		
Die Grinder with Cut-Off Wheel		3"	5"-6"	10"
Tie Rod Separator / 'Pickle Fork'		T30 Torx Bit Socket		
Ball Joint Puller		5/16" Allen		
GM Torsion Bar Puller Tool #CH48809		5mm Allen		

CAUTION: SUPERLIFT engineered this lift system to work specifically with the OEM factory torsion adjuster keys. Using aftermarket leveling adjuster key or over cranking the factory keys will drastically effect the ride quality and performance. It will also cause harm and/or lessen the wear life of the ball joints, CV axles, bushings, etc. This lift was engineered to sit 'level' with the supplied 4" rear fab blocks.

⚠NOTE: 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 (Left) and one is for the Passenger Side (Right). Unless otherwise noted, always start with the Driver Side.

FRONT DISASSEMBLY

NOTE: Save ALL factory components and hardware for reuse, unless noted.

1. **PREPARE VEHICLE FOR FRONT...**

☐ Disconnect the battery.

☐☐ [Illustration 1] Chock rear tires and place transmission in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands, place transmission in low gear for Manual Transmission or Park for Automatic. Remove the front wheels & tires. {Lug Nuts 22mm}

Illustration 1

2. [Illustration 2] Measure and record the length of the exposed thread on the torsion bar adjuster bolts.

Record the lengths here for use later during the installation. ☐ DR Side: _____ ☐ PA Side: _____

Illustration 2

THE TORSION BARS...

3. [Illustration 3] Mark the torsion bars on the truck to indicate the Driver & Passenger Side and Front versus Rear. Mark the position of the torsion-key-to-torsion-bar for later reference during reassembly.

Mark as ☐ DR Side Rear and ☐ PA Side Rear.

Illustration 3

UNLOADING THE TORSION BARS…

4. ⚠**WARNING:** Because of the tremendous loads generated, a standard 2-jaw gear puller tool tends to bend down the crossmember 'lips' or bent edges where it attaches and pops out of place. **Do Not Use this Type of Tool.**

⚠**NOTE:** For safe removal & installation of the torsion bars, a special puller tool designed specifically for GM torsion bars is required. The GM specified tool is #**CH48809**. Many auto parts chains offer 'rental' programs: AutoZone, O'Reilly, Napa, PepBoys, Advanced Auto Parts, etc.

⚠**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.

☐☐ 5. Apply light lubricating grease to the torsion bar puller tool threads and the puller shaft-to-adjuster arm contact point. Position puller and load adjuster arm so the adjuster nut can be removed from crossmember.

☐☐ [Illustration 4] Unload the torsion bars but Do Not Remove torsion bars at this time.

☐☐ Remove and Save Adjuster Bolt And Retainer Block.

☐☐ [Illustration 5] Remove the torsion bar adjuster arm/torsion key by pushing the torsion bar forward to allow the key to drop free. On some vehicles this will require using a hammer/punch or air hammer. Access the end of the torsion bar through the hole in the back of the torsion bar crossmember and drive torsion bar forward. When the bar shifts forward, the adjuster arm will fall free.

Leave the torsion bars hanging in the lower control arms at this time.

Illustration 4

Illustration 5

REMOVE FACTORY BELLY PAN & SPLASH GUARD…

☐ 6. [Illustration 6A] If equipped, remove the four bolts mounting the factory belly pan to the frame. The factory belly pan & splash guard will not be reused.

☐ [Illustration 6B] Remove the front plastic splash guard, save splash guard bolts.

Illustration 6A

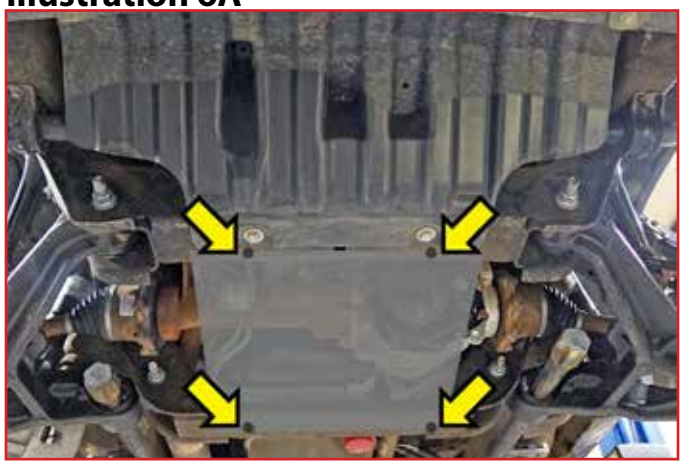
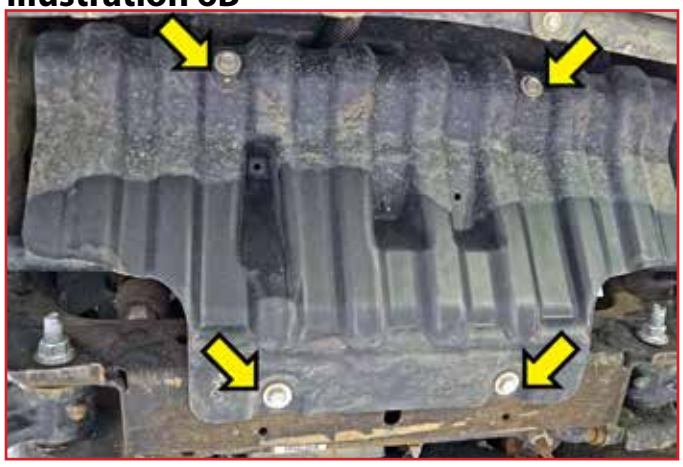


Illustration 6B



DISCONNECT SWAY BAR END LINKS…

☐☐ 7. [Illustration 7] Disconnect the sway bar end links from the sway bar and the lower control arms. {15mm Upper & 15mm Lower} Discard the link assemblies.

DISCONNECT TIE ROD ENDS…

☐☐ 8. [Illustration 8] Disconnect the tie rod ends from the steering knuckles. Remove the tie rod end nuts and save. {21mm} Use a Tie Rod Separator to separate the tie-rod from the knuckle.

If you do not have a separator, you can use the 'old school' method of striking the knuckle near the tie rod end to dislodge the tie rod end. Strike the knuckle portion only and do not damage the tie rod.

Remove the tie rod ends from the knuckles.

Illustration 7

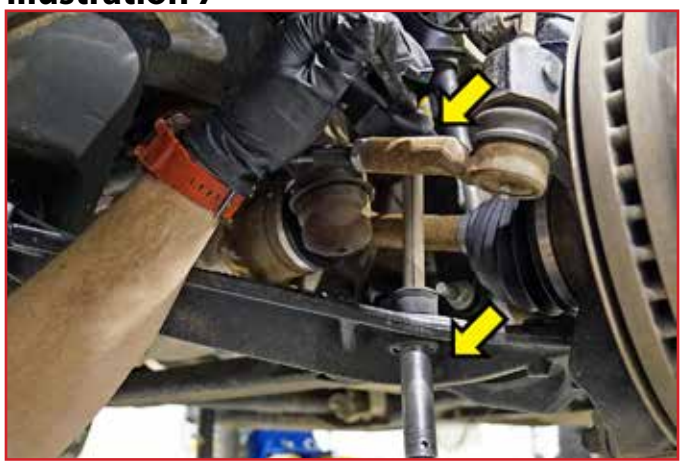


Illustration 8

DISCONNECT ABS BRAKE PLUG & BRAKE LINE BRACKET…

☐☐ 9. [Illustration 9] Disconnect the ABS brake wire plastic retainer connector from the frame. {Plastic Fastener Removal Tool} Unplug ABS connector at plug. {Screw driver or Pick Tool}

☐☐ 10. [Illustration 10] Disconnect the rubber brake hose bracket from the steering knuckle. Remove bolt and retain hardware. {10mm}

REMOVE BRAKE CALIPER…

☐☐ 11. [Illustration 11] Remove the two bolts mounting the brake caliper assembly to the steering knuckle. {21mm} Retain all the factory hardware. Hang the caliper out of the way using mechanic's wire, hook or bungee.

⚠NOTE: Do not hang the caliper by the brake hose. Be sure the brake hose isn't stretched or pinched.

Illustration 9

Illustration 10

Illustration 11

REMOVE HUB DUST COVER & ROTOR…

☐☐ 12. [Illustration 12] Carefully remove the hub dust cover. Work the cover loose with a small flat-head screw driver or thin chisel. Retain cover. {flathead screw driver}

☐☐ 13. [Illustration 13] Remove the rotor retaining bolt using a T30 torx bit. Remove the brake rotor and set aside. Retain bolt and rotor for re-install.

Tech Tip: Run a pry bar from left-to-right in-between the lug studs to hold the hub as you remove the bolt.

Illustration 12

Illustration 13

DISCONNECT CV AXLE AND KNUCKLE…

☐☐ 14. [Illustration 14] Remove the CV axle nut and washer. {1-3/8" or 36mm} Save hardware.

☐☐ 15. [Illustration 15] Position a jack or jack stand under the knuckle assembly. The assembly is heavy and you may need to lift or lower to remove the knuckle.

Remove the upper and lower ball joint nuts. Reinstall the nuts a couple of turns by hand. {18mm-Upper, 24mm-Lower}

Use a Ball Joint Puller Separator to separate the ball joint from the knuckle.

⚠NOTE: If you do not have a puller, you can use the method of striking the knuckle near the ball joint end to dislodge the knuckle. Strike the knuckle portion only.

Remove the ball joint nuts and save for re-install.

Remove the steering knuckle from the vehicle.

Illustration 14

Illustration 15

REMOVE HUB BEARING ASSEMBLY…

☐☐ 16. [Illustration 16] Remove the four hub bearing assembly bolts from the back side of the steering knuckle. {21mm} Remove the dust shield from the steering knuckle.

Illustration 16

DISCONNECT FRONT SHOCKS…

☐☐ 17. [Illustration 17] Disconnect the shock at the lower mount on the lower control arm. {Lower-21mm wrench/21mm socket} Disconnect the shock from the upper mount at the frame. There are 2 factory studs on the upper mount. {Upper-19mm wrench}

Remove shocks. Save the Upper & Lower shock mount hardware.

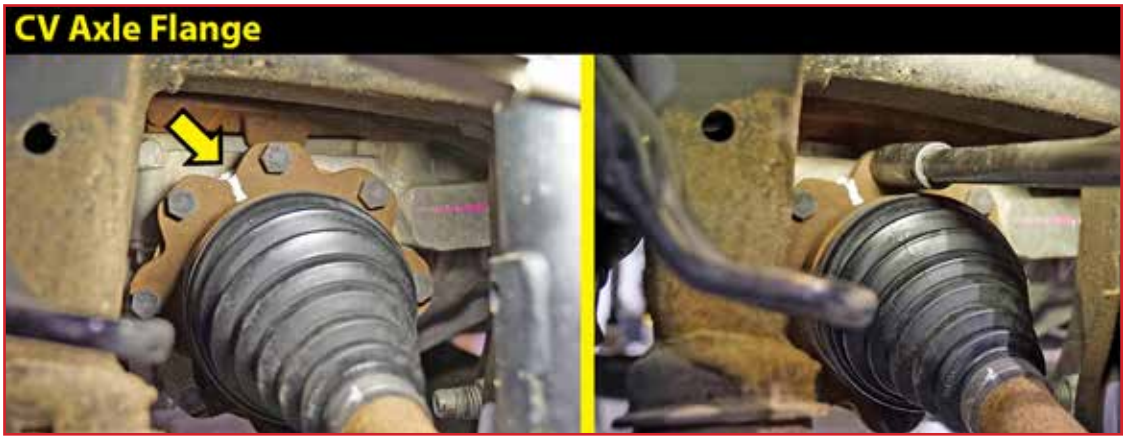
Illustration 17

DISCONNECT CV AXLE…

☐☐ 18. [Illustration 18] Mark the location of the CV axle shafts (Driver and Passenger side) for later reference during reassembly. Remove bolts that attach the axle shaft to the CV flange on the differential. There are 8 Bolts Per Side. {15mm}

Remove the CV axle shaft from the vehicle and set aside. Save all bolts.

Illustration 18



REMOVE LOWER CONTROL ARM…

☐☐ 19. [Illustration 19] ⚠NOTE: Position a jack or jack stand under the lower control arm. The lower control arm & torsion bar are heavy so you may need help to remove.

Slide the torsion bar forward until the hex front mount is through the lower control arm mount. Be careful to not let the torsion bar fall.

Remove the lower control arm bolts that hold the lower control arm in the factory crossmembers. The rear control arm leg is next to the torsion bar mount. {21mm wrench/24mm socket} With the front and rear bolts removed from the control arm, remove both lower control arm and torsion bar.

Set the control arm and torsion bar aside. Save all components and mounting hardware.

Illustration 19

DISCONNECT DRIVESHAFT…

☐ 20. [Illustration 20] Make an alignment mark on the front driveshaft and front differential input yoke.

Remove the four bolts/clamps from the yoke. {11mm} Remove the front driveshaft from the differential. Tape the U-joint into position on the driveshaft yoke.

Secure the driveshaft safely up and out of the way with a bungee, mechanic's wire or other method.

Save the driveshaft hardware.

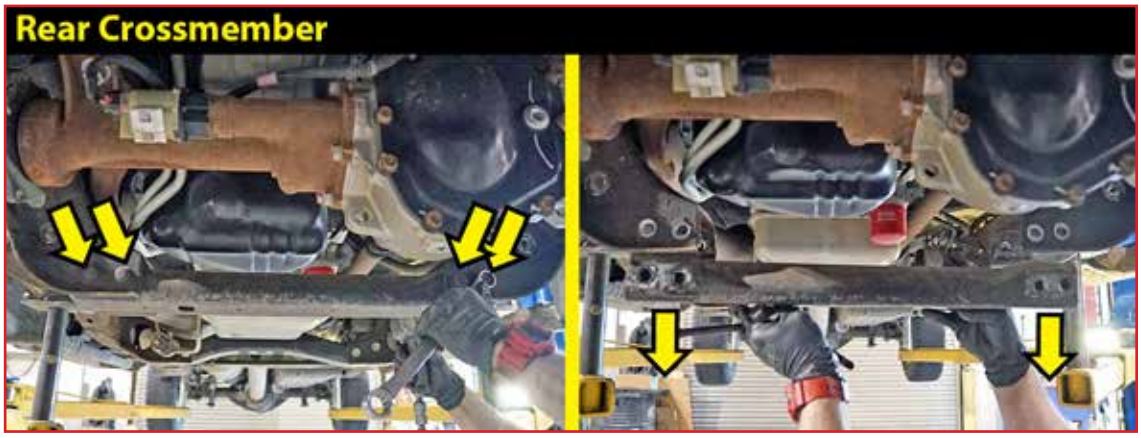
Illustration 20

REMOVE REAR CROSSMEMBER…

☐☐ 21. [Illustration 21] Remove the four bolts mounting the rear crossmember to the rear lower control arm pockets. {18mm Wrench/18mm Socket}

Remove the crossmember from the vehicle. The crossmember & bolts will not be reused.

Illustration 21

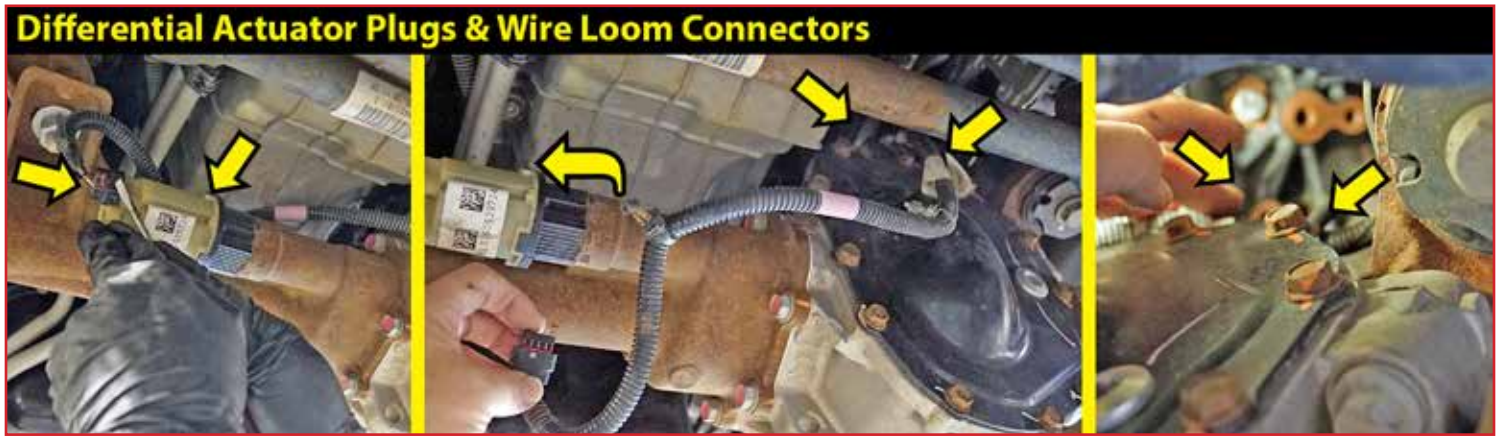


DISCONNECT DIFFERENTIAL ELECTRICAL…

☐☐ 22. [Illustration 22] Disconnect the electrical connector from the front differential actuator. {flathead screw driver or pick tool}

Remove the 3 plastic wire loom retainer plugs from the differential. One (1) Behind the Actuator. Two (2) are Above the Differential Cover on Top of the Differential.

Illustration 22



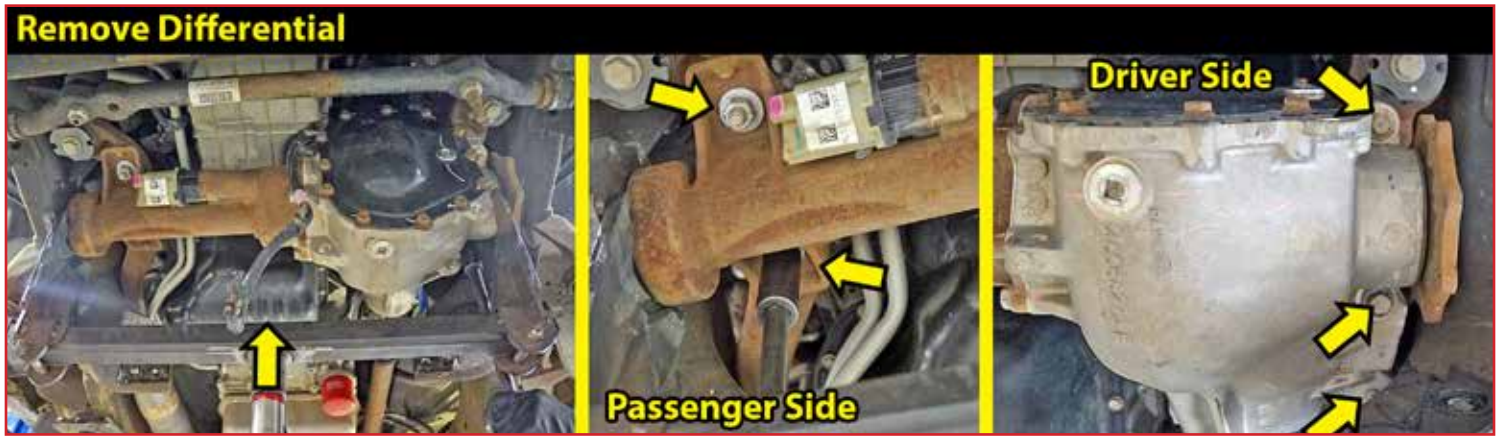
REMOVE DIFFERENTIAL…

☐☐ 23. [Illustration 23A] Place a jack or jack stand under the differential to support the weight of the diff. Once the bolts are removed, the differential will need to be lowered to install the new differential brackets.

There are two (2) nuts on the Passenger side mount from the bottom up. Remove nuts and retain hardware. {21mm}

There are three (3) bolts on the Driver side. On the two (2) mount from the bottom up and one from the top down. Remove the 2 lower bolts and retain the hardware. {18mm}

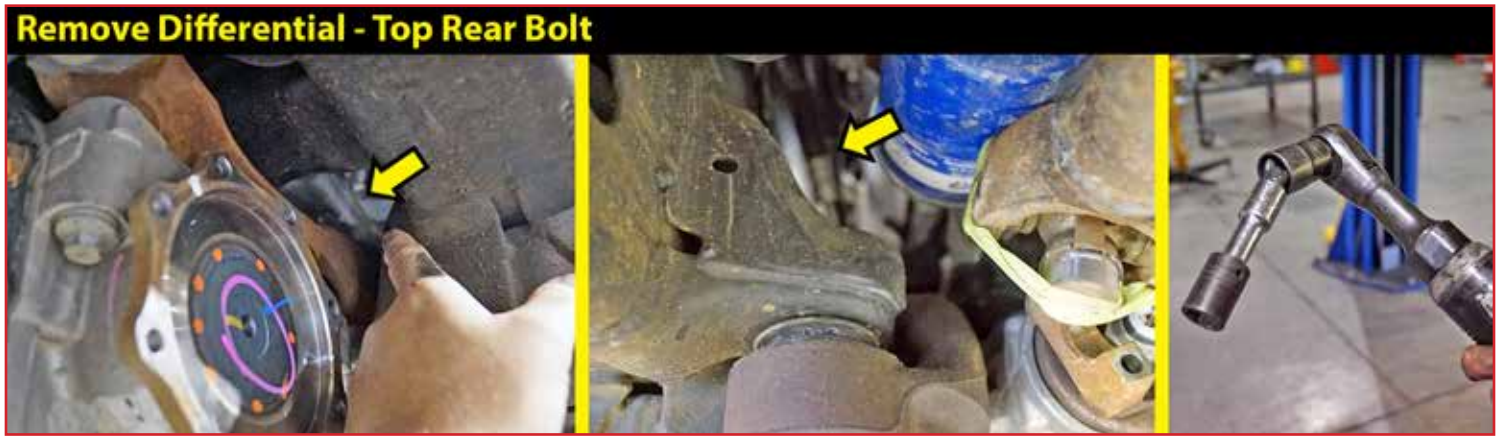
Illustration 23A



[Illustration 23B] **TECH TIP:** The top rear bolt is hard to reach. You may have to access the bolt from the rear by going through the opening near the driveshaft. Our tool of choice was a small ratchet with a swivel socket, a 3 inch extension and 15mm socket.

Remove the rear-most bolt mounting from the top and retain hardware. {15mm}

Illustration 23B



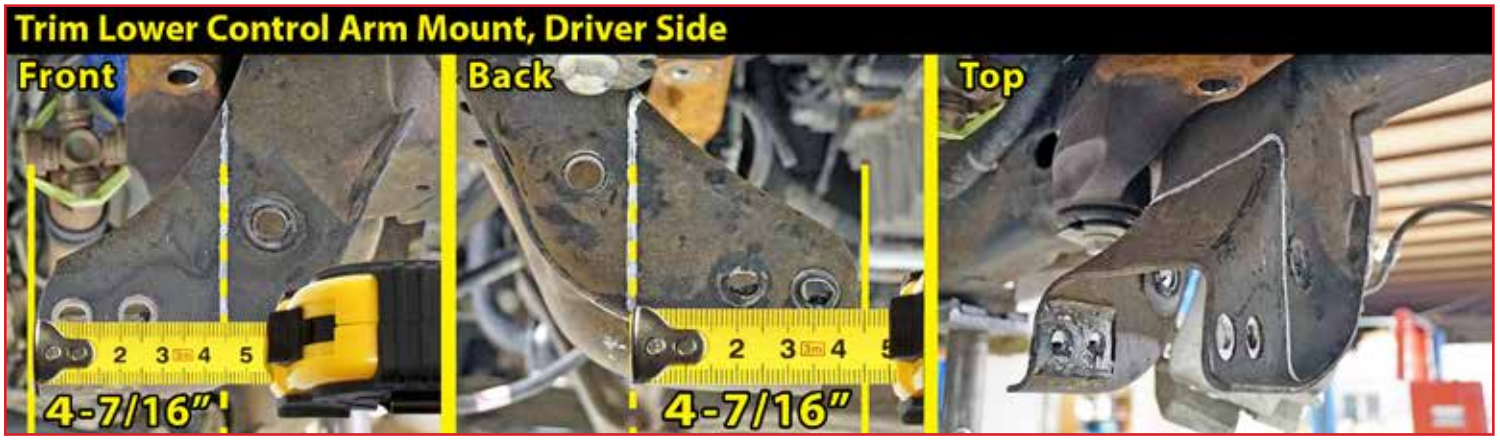
☐ 24. [Illustration 24] Disconnect the axle breather tube from the top of the Driver side of the differential.

Illustration 24

☐ 25. [Illustration 25A] On the Driver Side lower control arm mount, measure over 4-7/16" from the outer edge of the lower control arm mount and mark. Make vertical cut lines at the marks on the front and back faces. Along the top, connect the front and back cut lines with a diagonal cut.

Using a torch, plasma cutter, reciprocating saw, cut-off wheel or similar tool, trim the Driver Side lower control arm bracket.

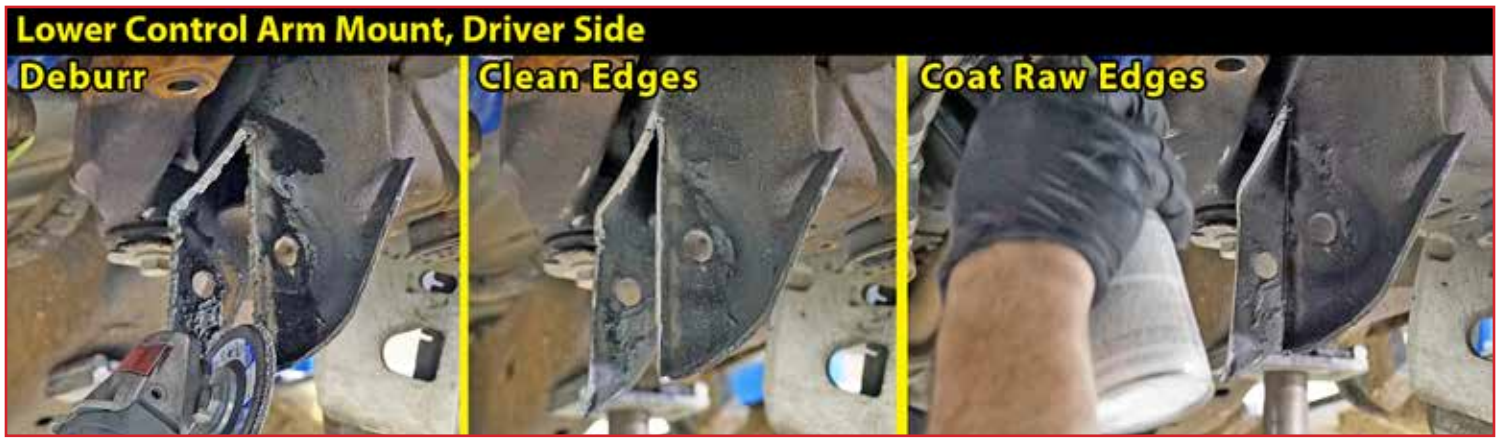
Illustration 25A



CAUTION: When using a torch or plasma cutter, beware of the sticky, waxy undercoating - cosmoline. This will melt and drip during the cutting process. Take precautions to cover your person and the floor from this extremely HOT material.

[Illustration 25B] Once you are happy with the cut, deburr the edges with a grinder and apply a coat of paint or undercoating to prevent rust.

Illustration 25B



DIFFERENTIAL BRACKETS INSTALL...

☐ 26. [Illustration 26] Locate the SUPERLIFT Passenger side differential bracket (#55-04-3350). The Bracket has a double center gusset on the open side that goes toward the 'inside' of the vehicle (the flat side goes toward the 'outside.) The bracket also has a 'Flat' and a 'Tapered' mounting point. The Flat side is the Top and the Taper side is the Bottom. When installed, the large end of the bracket will face Front and the small end will taper down in the Rear.

Install the bracket on the existing studs on the Passenger side factory bracket. Apply thread locking compound to the threads and fasten with the original nuts and washers. {21mm} (74).

Illustration 26

☐ 27. [Illustration 27] Locate the SUPERLIFT Driver side differential bracket (#55-03-3350). The Bracket has a open side that goes toward the 'inside' of the vehicle (the flat side goes toward the 'outside.)

Install the bracket to the 2 front original differential mounting holes with the provided 12mm-1.75 x 40mm Bolts and 12mm Flat Washers - Bolts Pointing UP. Apply thread locking compound to the threads before installation. {19mm} Torque bolts to 65 ft-lbs.

In the rear mount, install the with the factory bolt and supplied 12mm Stover Nut - Bolt Pointing Down. Apply thread locking compound to the threads before installation. {18mm}Torque bolts to 65 ft-lbs.

Illustration 27

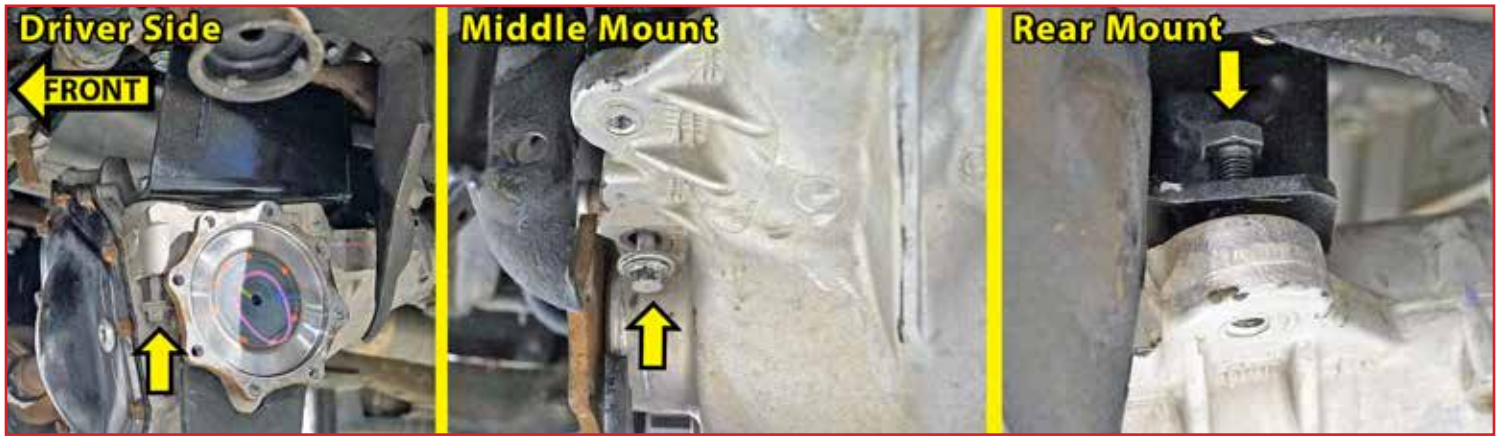
DIFFERENTIAL INSTALL...

☐☐ 28. [Illustration 28] Using an appropriate jack, raise the differential up into the vehicle. Align the differential mounting holes to the SUPERLIFT Driver and Passenger side differential brackets.

The differential has slotted holes on the Passenger side so it is easier to Fasten to the Driver side mount FIRST. On the Driver side, install using the Factory hardware in the front positions - Bolts Pointing UP. Apply thread locking compound to the threads before installation. {19mm} (118)

In the rear mount, use the provided 12mm-1.75 x 40mm Bolt - Bolts Pointing Down. Apply thread locking compound to the threads before installation. {19mm} (81)

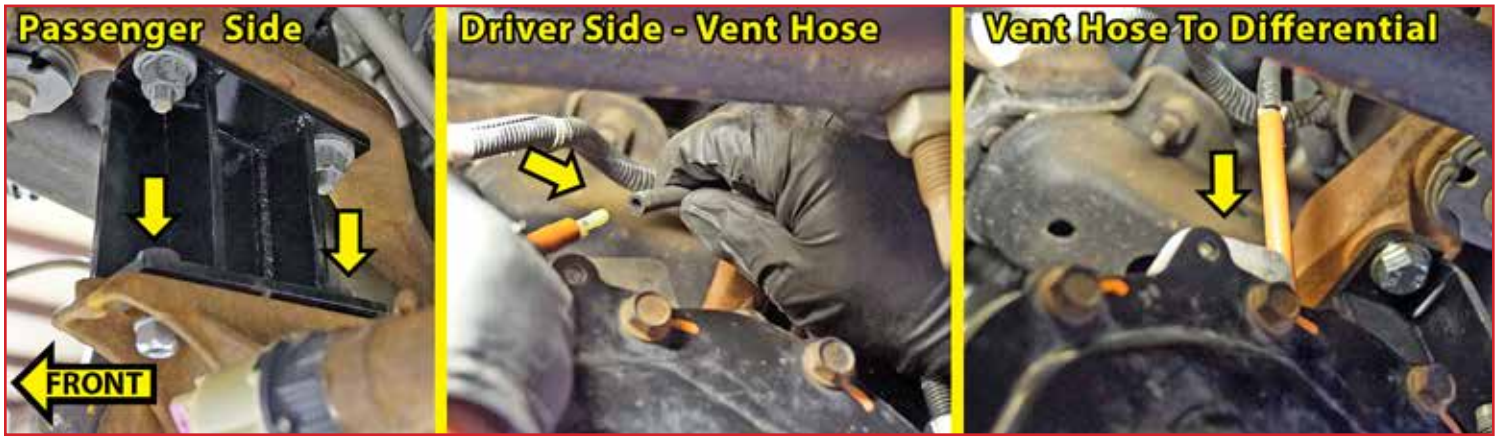
Illustration 28



☐ 29. [Illustration 29] Fasten the Passenger side with the provided (2) 12mm-1.75 x 40mm Bolts, (2) 12mm Flat Washers and (2) 12mm Stover Nuts - Bolts Pointing Down. Apply thread locking compound to the threads before installation. {19mm} (74).

Attach the supplied 5/16" Hose Adapter to the supplied 5/16" x 3-1/2" Vacuum Hose. Attach the Hose Adapter to the factory vent hose. Connect the Vacuum Hose to the differential.

Illustration 29



☐ 30. [Illustration 30] Connect the electrical connector from the front differential actuator.

Reconnect the plastic wire loom retainer plugs to the differential. One (1) Behind the Actuator. One (1) Above the Differential Cover on Top of the Differential.

Illustration 30

FRONT DRIVESHAFT INSTALL...

☐ 31. [Illustration 31] Locate the front driveshaft factory clamps/bolts. Apply thread locking compound to the factory clamps/bolts threads before installation. Alignment mark on the front driveshaft and front differential input yoke, reconnect the front driveshaft to the front differential. {11mm} (25)

TECH TIP: With the clamps/bolts in place, use a pry bar to keep the driveshaft from turning while you tighten & torque into place.

Illustration 31

CROSSMEMBERS INSTALL...

☐☐ 32. [Illustration 32] Locate the SUPERLIFT rear crossmember (#55-06-3350). ⚠NOTE: The offset bend goes toward the 'Front' of the vehicle. Hang the Driver side, then swing the crossmember to install the Passenger side.

Install the crossmember in the rear lower control arm pockets with the factory control arm bolts/nuts. Run the bolts from Rear to Front. {21mm wrench / 21mm socket} Leave hardware loose.

Illustration 32

☐☐ 33. [Illustration 33] Locate the SUPERLIFT front crossmember (#55-05-3350). ⚠NOTE: The offset bend goes toward the 'Front' of the vehicle. Hang the Driver side, then swing the crossmember to install the Passenger side.

Install the crossmember in the front lower control arm pockets and fasten with the original control arm bolts/nuts. Run the bolt from Front to Rear. {21mm wrench / 24mm socket} Leave hardware loose.

Illustration 33

BUMP STOP RIVET NUT INSTALLS…

☐☐ 34. [Illustration 34] **NOTE:** It is critical that this hole is drilled to the correct size so the rivet nut fits tightly. Remove any burrs that could keep the rivet nut from seating flat against either side of the hole surface.

CAUTION: It is very important to hold the nut as the bolt is loosened because the grip of the star washer will try to spin the rivet nut and ruin the installation. BE SURE to hold the rivet nut flush to the surface and square to the hole as it is tightened.

There are two factory bump stops per side. Remove the foam bump stop from the front frame mounts on each side. They can be removed with a pair of channel-lock pliers or pried out with a flathead screw driver or pry bar. Using the factory hole as a guide, use a 17/32" drill bit to enlarge the hole inside of the bump stop cup for the 3/8" rivet nut.

Assemble the 1/2" Rivet Nut Installation Tool as shown in the illustration- Hardware Bag: 77-3356A. Insert the assembly into the 11/16" hole. Hold the 9/16" Hi-Nut with a 13/16" wrench and tighten the 1/2"x2" Bolt with a 3/4" socket to set the rivet nut.

The 1/2" rivet nuts will approach 90 ft lbs for maximum grip strength. **Do Not Exceed** 100 ft-lbs when setting the rivet nut.

Once the 1/2" bolt is tightened, keep the wrench on the 9/16" Hi-Nut to keep the nut from spinning and loosen the center bolt to remove. Verify proper installation by checking for consistent rivet nut deformation to see the threads are square and centered to the rivet nut.

Illustration 34

☐☐ 35. [Illustration 35] From the inside looking out, locate the factory hole just above the bump stop cup. Using the factory hole as a guide, use an 11/16" drill bit to enlarge the hole for the 1/2" rivet nut.

Assemble the 3/8" Rivet Nut Installation Tool as shown in the illustration- Hardware Bag: 77-3356B. Insert the assembly into the 17/32" hole. Hold the 1/2" Hi-Nut with a 3/4" wrench and tighten the 3/8"x1-1/2" Bolt with a 9/16" socket to set the rivet nut. The 3/8" rivet nuts will approach 40 ft. lbs for maximum grip strength. **Do Not Exceed** 45 ft-lbs when setting the rivet nut.

Once the 3/8" bolt is tightened, keep the wrench on the 1/2" Hi-Nut to keep the nut from spinning and loosen the center bolt to remove. Verify proper installation by checking for consistent rivet nut deformation to see the threads are square and centered to the rivet nut.

Illustration 35

TORSION BAR BRACKET INSTALL...

☐☐ 36. [Illustration 36] Locate the factory lower control arm. Locate the SUPERLIFT torsion bar bracket sleeve/spacers (#55-09-3350). There are 2 sleeves (2" OD x 1" ID x 4.25" Long) in Hardware Bag #77-3357.

Insert the Sleeve into the factory lower control arm where the torsion bar originally installed.

Locate the (2) SUPERLIFT torsion bar brackets. They are Driver & Passenger Side Specific.
Driver Side- #55-23-3350: Passenger Side- #55-24-3350.

Locate the SUPERLIFT torsion bar brackets hardware in Bag #77-3357A. PER Side: (1) 1" x 6-1/2" Bolt, Coarse Thread, (2) 1" SAE Washer and (1) 1" Nyloc Nut, Coarse Thread.

Attach the SUPERLIFT torsion bar bracket onto the appropriate lower control arm and align over the sleeve.

⚠NOTE: The 'flat' portion of the bracket goes toward the 'rear' and the 'offset bend' goes toward the 'front'. Insert 1" SAE Washer onto the 1" x 6-1/2" Bolt. Insert the bolt through the sleeve and bracket. Run the bolt from Front to Rear. Insert 1" SAE Washer onto bolt and install 1" Nyloc Nut. Hand tighten only. Leave hardware loose. (These bolts will be torqued with the weight of the vehicle on the suspension.) {1-1/2" or 38mm} (200)

Illustration 36

LOWER CONTROL ARM INSTALL...

☐☐ 37. [Illustration 37] Install the control arm into the crossmembers.

Front crossmember- Run the bolt from Front to Rear. Bag #77-3355- Hardware Per Side: (1) 18mm x 120mm Bolt, 2.5 Pitch, (2) 18mm Flat Washer & (1) 18mm Nyloc Nut, 2.5 Pitch.

Rear crossmember- Run the bolt from Rear to Front. Bag #77-3356- Hardware Per Side: (1) 18mm x 140mm Bolt, 2.5 Pitch, (2) 18mm Flat Washer & (1) 18mm Nyloc Nut, 2.5 Pitch.

Snug tighten only. Leave hardware loose. (These bolts will be torqued with the weight of the vehicle on the suspension.) {27mm wrench / 27mm socket}

Illustration 37

SHOCK BRACKET TO SHOCK INSTALL...

⚠NOTE: IF you are installing the SUPERLIFT SUPERIDE SS by **BILSTEIN** front shocks, Proceed to **Step 41**.

☐☐ 38. [Illustration 38] Locate the factory front shocks. Locate the SUPERLIFT Shock Extension bracket. The brackets are specific per side: Driver- #55-12-3350, Passenger- #55-13-3350.

Clip SHOCK TEMPLATE from the last page of this instruction sheet. Place template on the shocks over the lower mount. Align the larger circle on the template with the factory mount hole. Take a center punch and

mark the center of the smaller hole on the template.

Drill a pilot hole with a 1/8" or smaller drill bit. Use a 13/32" to drill the final size hole. Drill through both sides of the shock mount.

TECH TIP: Once the first side of the factory shock is drilled, you can insert the SUPERLIFT bracket onto the shock using the large bolt to align it with the shock. You can then drill the second side using the SUPERLIFT bracket as a guide.

Illustration 38

SHOCK BRACKET TO CONTROL ARM INSTALL...

☐☐ 39. [Illustration 39] Locate the (2) SUPERLIFT shock extension brackets. They are Driver and Passenger side specific. Driver Side- #55-12-3350: Passenger Side- #55-13-3350.

Locate Bag #77-3356- Hardware Per Side: (1) 3/8" x 2-3/4" Bolt, Coarse Thread, (1) 3/8" Nyloc Nut, Coarse Thread, (2) 3/8" SAE Washer, (2) 9/16" x 3" Bolt, Coarse Thread, (2) 9/16" Nyloc Nut, Coarse Thread, (4) 9/16" SAE Washer.

⚠NOTE: Run the bolt in the lower control arm from Front to Rear. Top bolts mounts run Rear to Front.

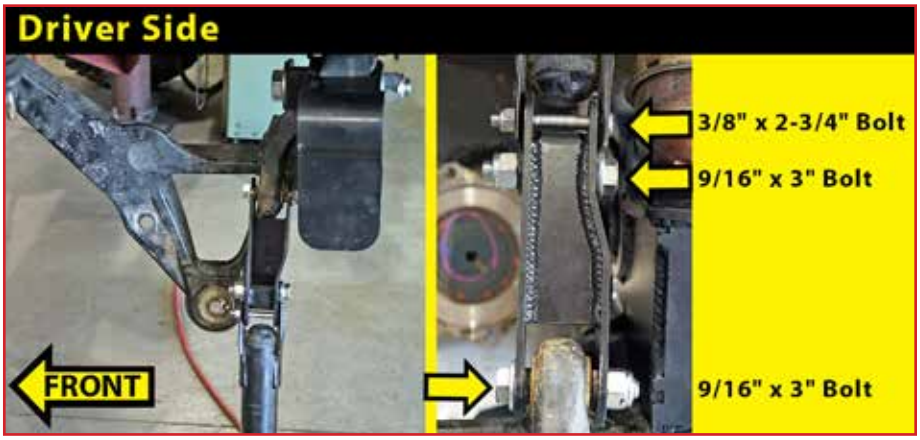
First, attach the shock extension bracket to the factory shock position on the lower control arm with the using the 9/16" hardware. 9/16" Bolt, Washer, Nut. {13/16" wrench / 7/8" socket}. Snug tighten only. Leave hardware loose.

⚠NOTE: The flat portion of the bracket goes to the outside and the open portion to the inside. The offset bend goes toward the 'Rear' of the vehicle.

Attach the larger factory hole of the factory shock to the shock extension using the 9/16" hardware. {13/16" wrench / 7/8" socket} Tighten completely.

Attach the smaller newly drill hole of the factory shock to the shock extension using the 3/8" hardware. {9/16" wrench / 9/16" socket} Tighten completely.

Illustration 39

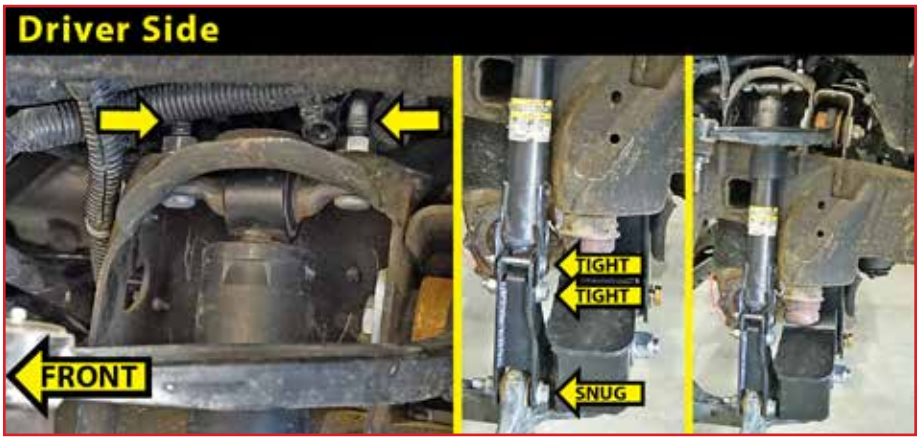


FRONT SHOCK INSTALL...

⚠NOTE: IF you are installing the SUPERLIFT SUPERIDE SS by **BILSTEIN** front shocks, Proceed to **Step 41**.

☐☐ 40. [Illustration 40] With the shock and shock extension loosely in place, swing/pivot the shock upward and inward toward the top factory frame mount. Pivot or pry the upper control arm up so the top mount will go into place. There are 2 factory studs on the upper mount. Using the factory hardware, attach the shock into place. {19mm wrench} Tighten and torque upper mount. (33)

Illustration 40



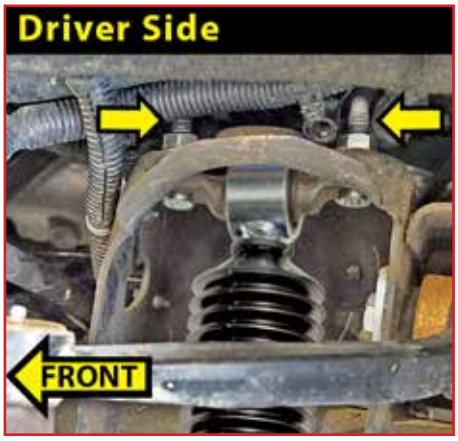
BILSTEIN SHOCK INSTALL...

☐☐ 41. [Illustration 41] Install the **BILSTEIN** front shocks - #24-218023. There are 2 studs on the upper mount. Using the supplied hardware from the Bilstein shock box, attach the shock into place: (2) 17mm Nyloc Nuts & (2) 17mm Washers {19mm wrench} Snug tighten only. Leave hardware loose.

Attach the lower shock mount into the factory position on the lower control arm using the factory hardware. {Lower- 21mm wrench/21mm socket} Snug tighten only. Leave hardware loose. (These bolts will be torqued with the weight of the vehicle on the suspension.)

Tighten and torque upper mount. (33)

Illustration 41



TORSION BAR INTO FRONT TORSION BAR BRACKET INSTALL...

☐☐ 42. [Illustration 42A] Locate the factory torsion bars. They should be 'labeled' as indicated in Step 3: Driver & Passenger Side and Front versus Rear. Beginning with the Driver side, insert the Driver side Rear end of the torsion bar through the SUPERLIFT torsion bar bracket on the driver side. Run the torsion bar all the way through to the torsion bar mount hole on the crossmember.

Illustration 42A

[Illustration 42B] Locate the torsion bar adjuster arm/torsion key. Slide the torsion key up into the crossmember. Slide the torsion bar into the hex opening and completely through the key. The torsion bar should be locked into position in the front SUPERLIFT torsion bar bracket.

NOTE: Remember to align the torsion bar and torsion key with your marks made earlier.

BUMP STOP BRACKET INSTALL...

☐☐ 43. [Illustration 43] Locate the two (2) SUPERLIFT Bump Stop Brackets- #55-11-3350. Locate the hardware in Bag #77-3356 or #77-3356C. PER Side: 1/2" x 2-1/4" Bolt, Coarse Thread & 1/2" Lock Washer and 3/8" x 1-1/2" Bolt, Coarse Thread & 3/8" Lock Washer.

Install & tighten the 1/2" x 2-1/4" bolt & 1/2" lock washer into the lower rivet nut. {3/4"}

Install & tighten the 3/8"x1-1/2" bolt & 3/8" lock washer into the upper rivet nut. {9/16"}

CV AXLE TO DIFF INSTALL...

☐☐ 44. [Illustration 44] Locate the factory CV axle shafts & factory bolts. Apply thread locking compound to the factory bolts, then attach the axle shaft to the CV flange on the differential. There are 8 Bolts Per Side. {15mm} (60)

NOTE: Remember to align the CV flange with your marks made earlier.

TECH TIP: Add an Anti Seize Lubricant to the CV axle splines.

REMOVE & INSTALL STEERING KNUCKLE O-RING...

☐☐ 45. [Illustration 45] Locate the factory steering knuckle. Locate the SUPERLIFT Steering Knuckle. Carefully remove the o-ring from the factory steering knuckle from the hub center. Install the o-ring into the SUPERLIFT steering knuckles. {O-Ring Pick}

⚠NOTE: Be sure the rubber O-ring is not damaged; obtain replacement O-rings from the dealer before continuing if damage is present.

Illustration 42B

Illustration 43

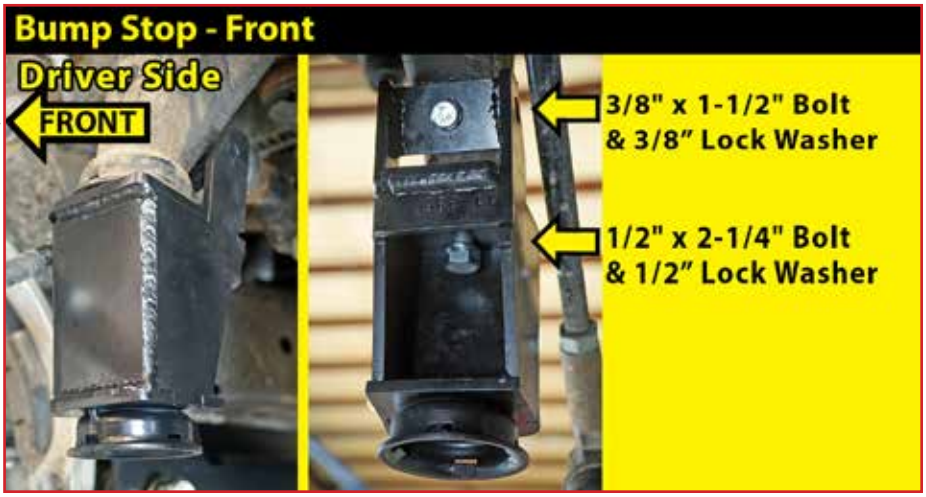


Illustration 44

Illustration 45

STEERING KNUCKLE ASSEMBLY...

☐☐ 46. [Illustration 46] Locate the SUPERLIFT Steering Knuckles. The knuckles are Specific Per Side: Driver- #66-01-3350, Passenger- #66-02-3350.

Locate the factory hub assembly, factory bolts and dust shield. Install the factory hub assembly and dust shield into the appropriate steering knuckle. Be sure the orientation of the dust shield and bearing assembly matches original. Apply thread locking compound to the threads. Fasten the hub to the knuckle with the factory bolts and torque completely. {21mm} (125)

The ABS line will run out the top of the hub and behind the dust shield.

Locate the SUPERLIFT steering knuckle hardware in Bag #77-3354. PER Side: (2) 3/8" Adel Clamp, (2) 1/4" x 1/2" Bolt, (2) 1/4" SAE Washer and (2) 1/4" Lock Washer.

On the outside/flat side of the steering knuckle neck just up past the bend, there is a small threaded hole. Using a provided 3/8" Adel Clamp, 1/4" x 1/2" Bolt and 1/4" SAE Washer, secure the ABS wire line to the lower threaded hole on the steering knuckle.

Illustration 46

STEERING KNUCKLE INSTALL...

☐☐ 47. [Illustration 47] Position a jack or jack stand under the knuckle assembly. The assembly is heavy and you may need to lift or lower to install the knuckle.

Install the knuckle assembly on the lower ball joint while sliding the CV shaft into the new knuckle. Connect the upper ball joint to the knuckle and secure using the factory nuts. Tighten the lower nut (74) and the upper nut (37) {18mm-Upper, 24mm-Lower}

Illustration 47

CV AXLE NUT, BRAKE ROTOR, BRAKE CALIPERS & HUB DUST SHIELD...

☐☐ 48. [Illustration 48] Locate CV axle nut. Apply thread locking compound to CV axle threads and install the CV axle nut and washer. {1-3/8" or 36mm} (155)

Locate the factory brake rotor bolt. Reinstall the brake rotor on the hub by aligning the tapered retainer bolt hole in the rotor with the threaded hole in the hub flange. Fasten the rotor to the hub with the original retainer bolt and tighten securely with a T30 torx bit.

Locate the factory bolts for the brake calipers. Apply thread locking compound to the factory bolts, then bolt the brake caliper assembly to the steering knuckle using the factory hardware. There are 2 Bolts Per Side. {21mm} (125)

Reinstall the hub dust cover. Work the cover into position with a small punch or thin chisel & hammer.

Illustration 48

FOAM BUMP STOP & TIE ROD TO KNUCKLE INSTALL...

☐☐ 49. [Illustration 49] Locate the factory foam bump stop. Install bump stop into SUPERLIFT bump stop bracket cup.

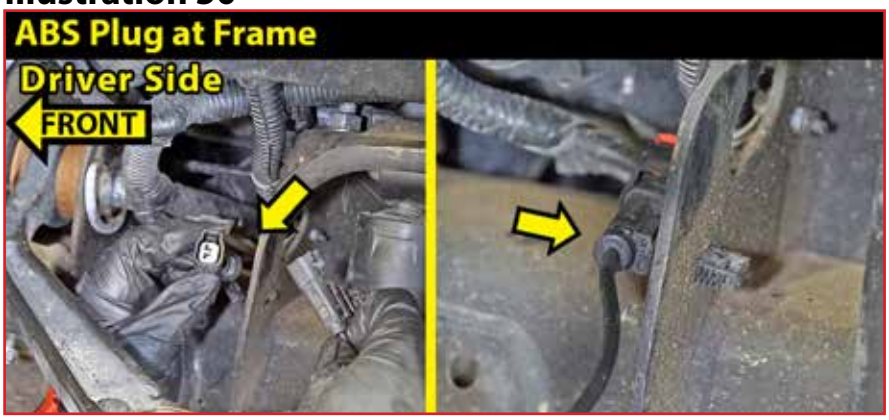
Insert tie rod end into the SUPERLIFT steering knuckle boss. The tie rod end with mount from the top down. Fasten with the original nuts. {21mm} (44)

Illustration 49

ABS PLUG AT FRAME INSTALL...

☐☐ 50. [Illustration 50] Run the ABS line around the front of the steering knuckle and up to the wire connector on the frame. Reconnect the ABS wire plug. Reattach the plastic retainer connector to the original place on the frame.

Illustration 50



BRAKE LINE RELOCATION, FRONT...

☐☐ 51. [Illustration 51] Locate the factory brake line junction at the frame where the metal line and rubber hose meet. Remove the factory brake line bracket from the frame mount. {13mm}

Locate the SUPERLIFT Brake Line Relocation Bracket. The brackets are specific per side: Driver- #55-14-3350, Passenger- #55-15-3350.

Locate the hardware in Bag #77-3357A. PER Side: 1/4" Self-Tapping Bolt, 5/16" x 1" Bolt, Coarse Thread, 5/16" SAE Washer & 5/16" Nyloc Nut, Coarse Thread.

Using the factory brake line bracket mounting bolt, install the SUPERLIFT bracket into the factory mount position. {13mm} Using the 1/4" self-tapping bolt, attach the bracket to the smaller factory hole where the factory bracket's tap was in place. {3/8"}

CAUTION: Carefully bend the brake lines to re-attach the factory brake line bracket to the SUPERLIFT bracket. Do not kink or over bend the lines.

Using the 5/16" x 1" Bolt, 5/16" Washer & 5/16" Nyloc Nut, attach the factory bracket to the lower position of the bracket. The tab goes into the inward hole and the bolt goes through the outer hole. Tighten bolt and nut. {1/2" wrench / 1/2" socket}

Illustration 51

BRAKE LINE RELOCATION TO KNUCKLE...

☐☐ 52. [Illustration 52] Reinstall the factory rubber brake line bracket to the SUPERLIFT steering knuckle using the factory bracket and bolt. Tighten. {10mm}

Illustration 52

SWAY BAR LINK INSTALL...

☐☐ 53. [Illustration 53] Locate the SUPERLIFT Sway Bar Links: The brackets are not specific per side: (2) #55-10-3350

Locate the (2) SUPERLIFT sway bar link hardware in Bags: #77-3357 & #77-3357A.

Lightly grease and install/press the hourglass shaped bushing and 0.625" OD sleeve into the sway bar link end.

Locate the #55-20-3370 "C" Clevis bracket, 1/2" x 1-1/4" carriage bolt, 1/2" Nyloc nut & 1/2" USS washer. Install the Clevis bracket into the factory sway bar link holes in the lower control arms and fasten with the provided washer & Nyloc nut. ⚠NOTE: Make Sure that the link mounting holes are running parallel with the lower control arm mounting bolts. {3/4"} (90) **TECH TIP:** Use a screw driver or punch to adjust & hold the Clevis bracket while tightening.

Install the sway bar link into the Clevis bracket and fasten with the provided 7/16" x 2-3/4" bolt, (2) 7/16" SAE washers & 7/16" Nyloc nut. Leave bolts loose. {5/8" wrench / 5/8" socket}

Install a provided 7/16" USS washer followed by a stem bushing. Install the link end into the sway bar end and fasten with a second stem bushing, USS washer and 7/16" Nyloc nut. ⚠NOTE: Do Not over tight the bushings. Only tighten the stem bushings until they begin to swell.

Tighten & torque the 7/16" lower sway bar hardware. {5/8} (30)

Illustration 53

BELLY PAN / SKID PLATE INSTALL...

☐☐ 54. [Illustration 54] Locate the new front SUPERLIFT belly pan/skid plate- #55-17-3350. Locate the SUPERLIFT hardware in Bag: #77-3357A. (4) 3/8" x 1" Carriage Bolt, Coarse Thread & (4) 3/8" Flange Nut.

Toward the Driver side, there are (2) holes on the bottom side of the front crossmember and (2) holes on the rear crossmember. **⚠NOTE:** You will need an extra set of hands to hold the belly pan up while you install and tighten the hardware. Starting at the rear, position the skid plate so that the long bend goes toward the front and the short bend goes to the rear.

Insert the 3/8" x 1" carriage bolt up from the bottom to lock into the pan. The crossmember has a 'wrench opening/slot' that will allow you to attach the 3/8" flange nut. **TECH TIP:** It is easier to have someone hold the belly pan into position while you hold the nut in the crossmember slot and start the carriage bolt. Once the bolt/nut is started, proceed to the next attachment point. Continue until all 4 fasteners are installed. Tighten all nuts with a 9/16" wrench.

Illustration 54

TIGHTEN & TORQUE...

☐☐ 55. [Illustration 55] Now tighten and torque everything up... (All Except the lower control mounts to the new crossmembers & the lower shock mount.)

Front & Rear Crossmember Upper Mounts Only. {21mm wrench / 24mm socket} (250)

Torsion Bar Bracket on lower control arm. {1-1/2" or 38mm} (200)

Double check all other components to be sure they are all tight & torqued.

Illustration 55

LOAD TORSION BARS...

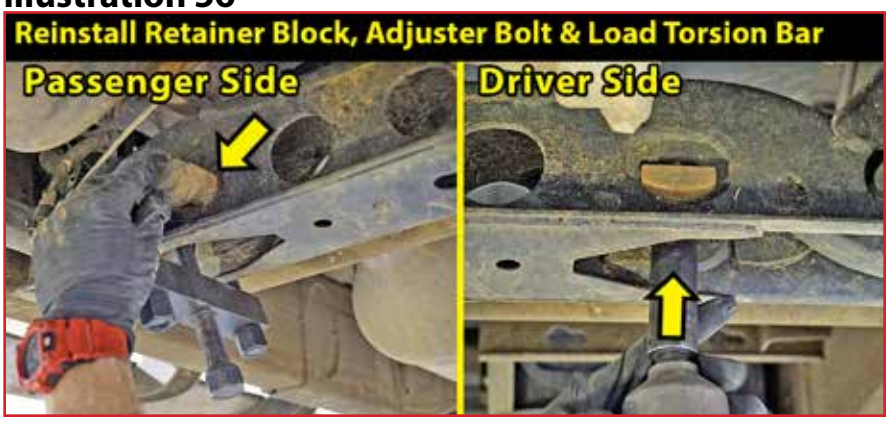
☐☐ 56. [Illustration 56] Locate the GM Torsion Bar puller tool. Locate the factory Retainer Block & Adjuster Bolt.

Apply light lubricating grease to the torsion bar puller tool threads and the puller shaft-to-adjuster arm contact point. Position puller and load adjuster arm so the Retainer Block & Adjuster Bolt can be reinstalled into the crossmember.

⚠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.

TECH TIP: Apply a light lubricating grease to the threads and the tip of the adjuster bolt to help with install.

Illustration 56



Load the torsion bars. Reinstall the retainer block and bolt. Run the adjuster bolt 'all the way' up to fully load the torsion bar. {22mm} (It's easier to 'unload' the torsion bars to adjust the height, than it is to add load.) This adjustment will be changed at the end of the installation.

Illustration 57

FRONT TIRES / WHEELS...

☐☐ 57. [Illustration 57] Install the front tires & wheels. {Lug Nuts 22mm} (140) Lower the vehicle to the ground.

⚠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.

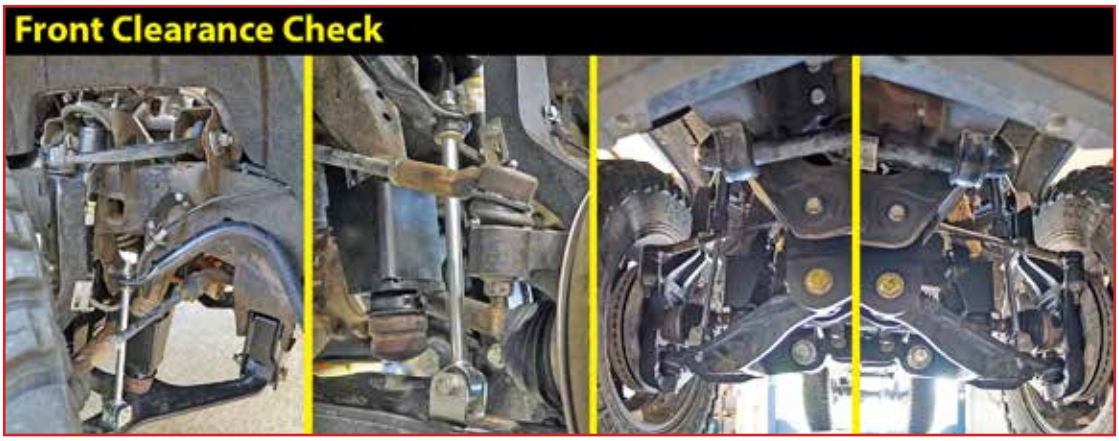
☐ Reconnect the battery.

FRONT CLEARANCE CHECK...

☐☐ 58. [Illustration 58] With the vehicle on the ground, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc.

☐☐ Raise the vehicle back onto jack stands and secure as per **Step 1**. With the suspension 'hanging' at full extension travel, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc. Lower the vehicle to the floor.

Illustration 58



REAR INSTALLATION

NOTE: Save ALL factory components and hardware for reuse, unless noted.

59. **PREPARE VEHICLE FOR REAR...**

☐☐ Chock front tires and place transmission in neutral. Raise the rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the front leaf spring hangers. Ease the frame down onto the stands, place transmission 'Park'. Remove the rear wheels & tires. {Lug Nuts 22mm} Remove the metal retaining clip from the wheel lug & discard. [Illustration 59A]

☐ Support the rear axle with a hydraulic jack. Leave plenty of room to lower the rear axle.

TECH TIP: Secure the axle at the drive shaft yoke with a ratchet strap. The strap acts as a safety precaution and it allows you to adjust/roll the axle as need to position axle rear blocks, u-bolts, etc. [Illustration 59B]

Illustration 59A

Illustration 59B

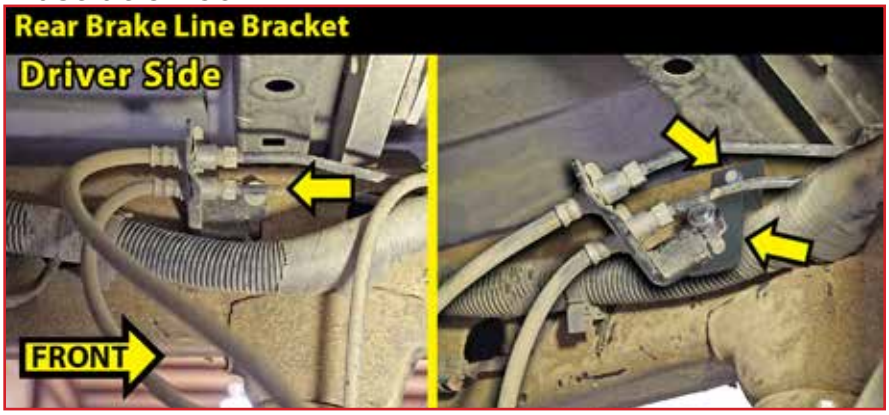
REAR BRAKE LINE BRACKET...

☐ 60. [Illustration 60] Locate the SUPERLIFT Rear Brake Line Relocation: #55-16-3350. Locate the hardware in Bag #77-3358A. PER Side: 1/4" x 1" Bolt, Coarse Thread, 1/4" SAE Washer & 1/4" Nyloc Nut, Coarse Thread.

Locate the factory rear brake line connection where the hard brake lines connect to the brake hoses on the Driver side inner frame rail near the bump stop mount. Disconnect the mounting bracket from the frame. {13mm}

Using the factory brake line bracket mounting bolt, install the SUPERLIFT bracket into the factory mount position. {13mm} Using the 1/4" x 1" Bolt, 1/4" Washer & 1/4" Nyloc Nut, attach the factory bracket to the lower position of the bracket. The tab goes into the top hole and the bolt goes through the bottom hole. Tighten bolt and nut. {3/8" wrench / 3/8" socket}

Illustration 60



MEASURE PARKING / EMERGENCY BRAKE CABLE AT EQUALIZER...

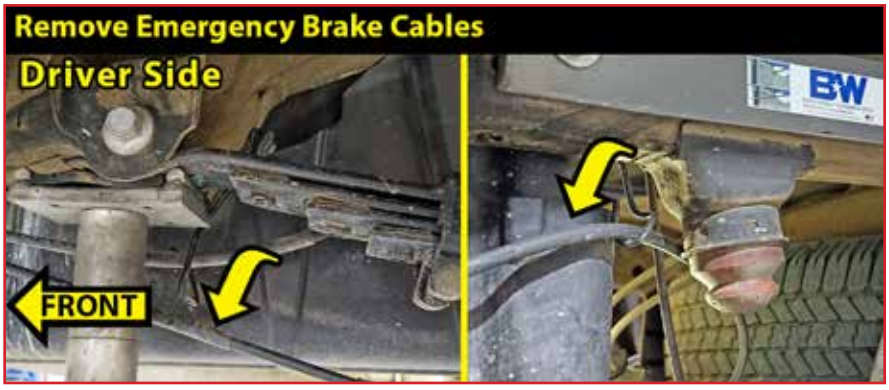
☐ 61. [Illustration 61] On the Driver side outer frame rail (in front of the rear leaf spring hanger), locate the emergency brake lines equalizer where the front cable connects to the rear Driver side cable. Measure the current length of cable at the equalizer as shown (from jam nut to end of threads). ☐ Measurement: _____

Illustration 61

REMOVE PARKING / EMERGENCY BRAKE CABLE FROM HANGERS...

☐ 62. [Illustration 62] Remove the parking/emergency brake cable that goes to the Driver side from the hanger near the rear spring front hanger. Remove same brake cable from the hanger near the rear bump stop mount.

Illustration 62

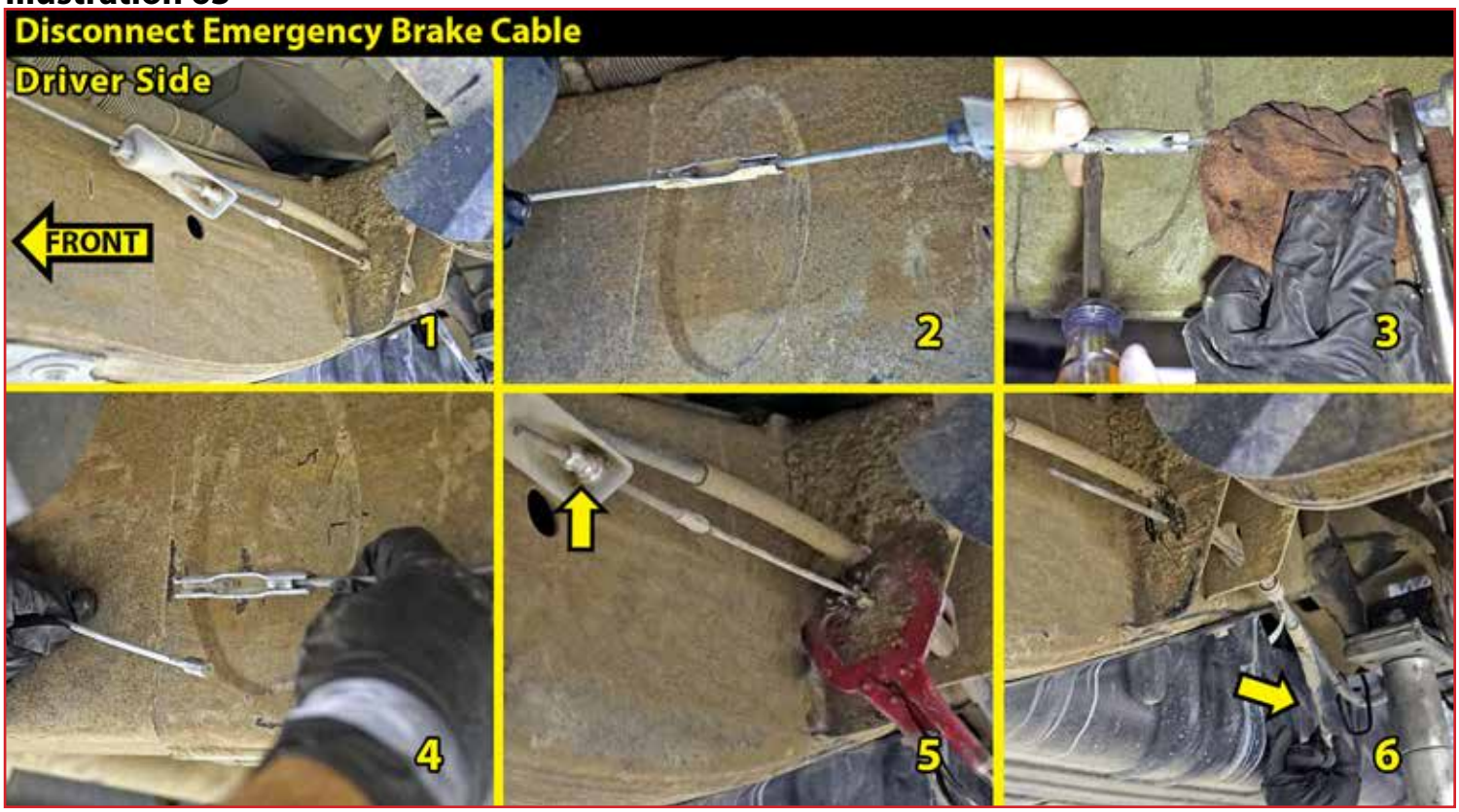


DISCONNECT EMERGENCY BRAKE CABLE...

☐ 63. [Illustration 63] On the Driver side outer frame rail go back to the emergency brake lines equalizer where the front cable connects to the rear Driver side cable. In front of the equalizer, disconnect the cable connector. Cover the cable at the rear before the equalizer with a rag or other protective material. Using a pair of vise grips, secure the cable from moving. Using a punch or flat screw driver, push the cable loose from the connector.

Using a pair of vise grips, secure the cable that attaches to the equalizer to the Driver side cable. Loosen the jam nut and retainer nut at the equalizer. {3/8"} Pull the cable rearward out of the frame mounts. Retain the nuts and clip that is on the cable line that attaches to the frame mount hole.

Illustration 63



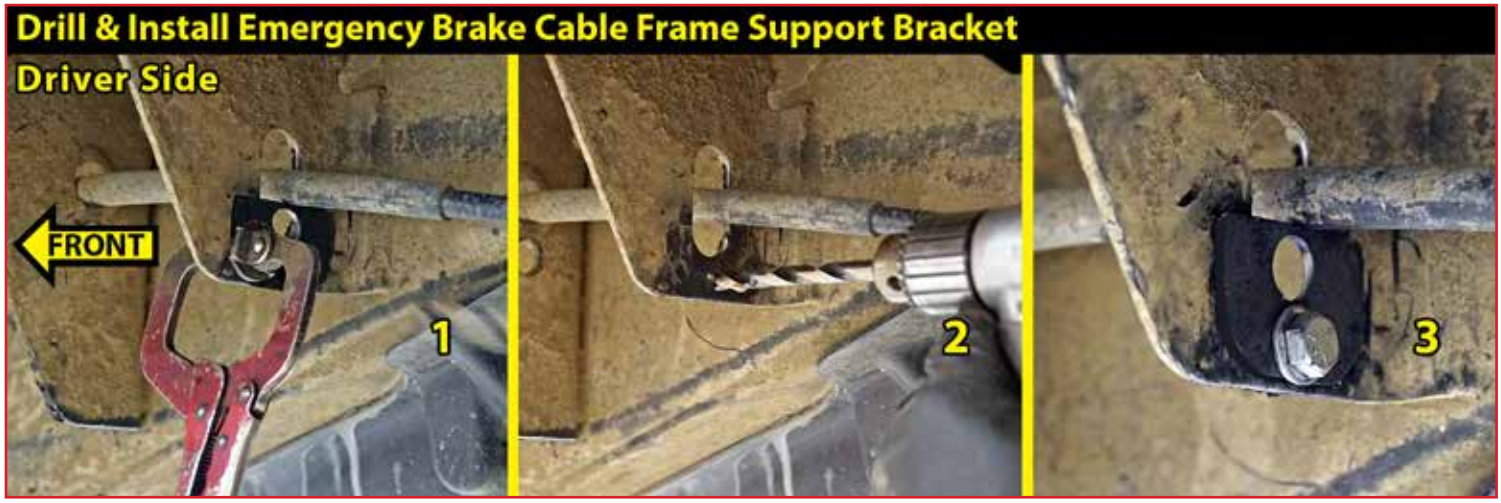
EMERGENCY BRAKE CABLE FRAME SUPPORT BRACKET INSTALL...

☐ 64. [Illustration 64] Locate the SUPERLIFT Frame Support Bracket: #55-19-3350 from Hardware Bag #77-3358A. Locate the hardware in Bag #77-3358. PER Side: 5/16" x 1" Bolt, Coarse Thread, 5/16" SAE Washer & 5/16" Nyloc Nut, Coarse Thread.

On the rear frame mount with the slotted hole, use the #55-19-3350 as a template to mark the mounting hole. Align the upper hole of the bracket with the slotted hole on the frame. Align the bottom of the bracket with the lower curve of the frame mount. Secure with vise grips and mark the lower mount hole. Center punch your mark. Drill using a 5/16" drill bit.

Going from rear-to-front, attach the SUPERLIFT frame support bracket using the supplied 5/16" x 1" Bolt, 5/16" SAE Washer & 5/16" Nyloc Nut. {1/2" wrench / 1/2" socket} Tighten.

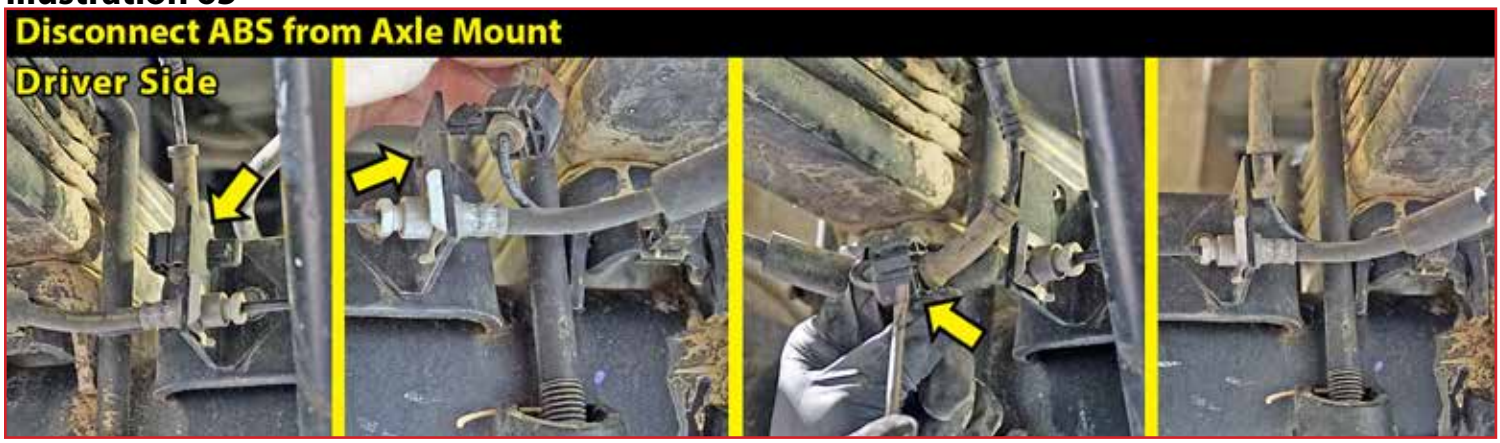
Illustration 64



REMOVE ABS CLIPS...

☐☐ 65. [Illustration 65] On the back of the rear axle, locate the ABS connection just to the inside of the rear Driver side leaf spring mount. Disconnect the ABS brake wire plastic retainer connector from the axle mount metal tab. {Plastic Fastener Removal Tool} Unplug ABS connector at plug. {Screw driver or Pick Tool} Repeat process on the Passenger Side.

Illustration 65



REMOVE REAR SHOCKS...

☐☐ 66. Use a 21mm wrench and 21mm socket to remove the lower shock hardware. The upper shock mount has the nut attached to the shock mount. {21mm}. Remove the rear shocks. Save hardware.

Illustration 67

REMOVE FACTORY U-BOLTS...

☐☐ 67. [Illustration 67] With the axle well supported, remove the u-bolts and lower u-bolt plates. This will allow the axle to move more easily and aid in installation. {27mm}

FAB BLOCKS & U-BOLTS INSTALL...

☐☐ 68. [Illustration 68] Locate the SUPERLIFT (2) 4" Rear Fab Blocks #55-05-200 and (4) U-Bolts - 5/8" x 3-1/4" x 16", Square Bend. Locate the hardware in Bag #77-1505. PER Side: (4) 5/8" U-Bolt Nut/ Hi-Nut & (4) 5/8" U-Bolt Washer.

Locate the hardware in Bag #77-1507. PER Side: (2) 7/16" x 3-1/4" x 4-1/2" U-Bolt, Square Bend & (4) 7/16" Flange Nut, Fine Thread.

Lower the axle and install the SUPERLIFT rear fab blocks. **⚠NOTE:** The Fab blocks have a noted Front & Rear. The Front is noted with a 'notch' on the upper and lower plate.

Make sure the locating pins are seated correctly. Jack the axle back into position while making sure that the axle pins are seated correctly into the block.

Install the new 5/8" u-bolts using the supplied 5/8" washers and nuts; tighten using the "X" pattern. {15/16"} (125)

Install the new 7/16" u-bolts using the supplied 7/16" flange nuts; tighten using the "X" pattern. {5/8"} (60)

Repeat Fab block installation on Passenger side.

Illustration 68

EMERGENCY BRAKE MOUNT AT REAR AXLE DIFFERENTIAL...

☐ 69. [Illustration 69] Locate the emergency brake bracket at the rear axle differential. Using a flathead screw driver, carefully release the emergency brake cable from the factory mount. Remove the factory mount from the differential. {13mm wrench}

Reinstall the factory bolt back into the differential mount. The bracket you removed has (2) 90° bends. Using a hammer and vise, remove the bends to make the bracket flat.

Remove the next factory bolt that is clock-wise to the original mount. {13mm} Now take your 'flattened' e-brake bracket and rotate it 180°, then install onto the differential mount with the factory bolt. Reattach the e-brake cable to the factory bracket. This will allow for the emergency brake cable to have enough slack at rear axle full droop.

Illustration 69

REAR SHOCK INSTALL...

Illustration 70

☐ 70. [Illustration 70] ⚠NOTE: IF you are installing the **BILSTEIN** rear shocks, locate the (2) #33-185569 Shocks. Locate the hardware in Bag #77-80033. PER Side: (2) #01-60418 - 3/4" ID Bushing, (2) 3/4" SAE Washer & (2) #39-3480 - Sleeve, 0.750" OD x 0.563" ID x 1.68" Long.

Locate the SUPERLIFT (2) #01-85150 Shocks. Locate the hardware in Bag #77-80033. PER Side: (2) #01-60418 - 3/4" ID Bushing, (2) 3/4" SAE Washer & (2) #39-3480 - Sleeve, 0.750" OD x 0.563" ID x 1.68" Long.

Lightly grease and install/press the #01-60418 - 3/4" ID bushing and #39-3480 0.750" OD sleeve into each shock eye end.

Install the shock cylinder body end into the lower shock mount at the axle using the factory hardware. {21mm wrench / 21mm socket} (110) Attach the rod end of the shock to the upper mount at the frame using the factory hardware. {21mm} (110)

⚠NOTE: **The white body SUPERLIFT Shocks Must be Mounted 'Shaft Up, Body Down' for the hydraulic shock to perform correctly.**

EMERGENCY BRAKE ADJUSTER BRACKET INSTALL...

☐ 71. [Illustration 71] Locate the SUPERLIFT Emergency Brake Adjuster Bracket: #55-18-3350. On the Driver side outer frame rail go back to the emergency brake lines equalizer. Remove the long cable going to the front and the plastic clip from the equalizer. Connect the e-brake cable plastic clip to the SUPERLIFT bracket as shown. In front of the bracket, reconnect the cable connector.

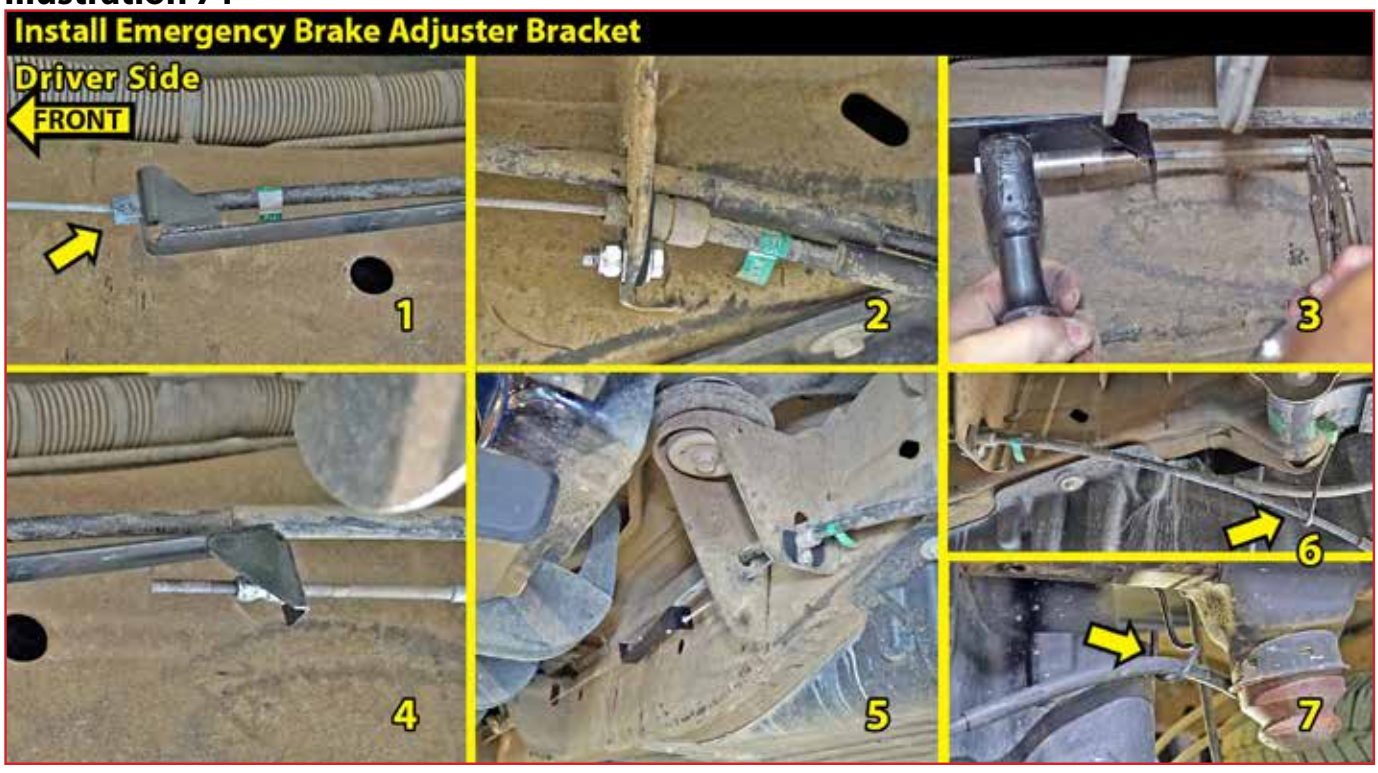
Guide the Driver side e-brake cable into the SUPERLIFT frame support bracket. Attach the plastic clip into the bracket. Run the cable forward through the newly drilled lower hole on the frame forward to the brake adjuster bracket. Use a set of vise grips to hold the cable and attach the cable through the hole in the adjuster bracket. Install the retainer nut and jam onto the cable and tighten.

Set the jam nut to the measurement you took in Step 64. The complete assembly should look like the #5 photo.

Reinsert the Driver side cable into the hanger near the rear spring front hanger. Reinsert same brake cable into the hanger near the rear bump stop mount.

Check all cables for adequate slack at full droop, make adjustments if necessary.

Illustration 71



REAR TIRES / WHEELS...

☐☐ 72. [Illustration 72] Install the rear tires & wheels. {Lug Nuts 22mm} (140) Lower the vehicle to the ground.

⚠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.

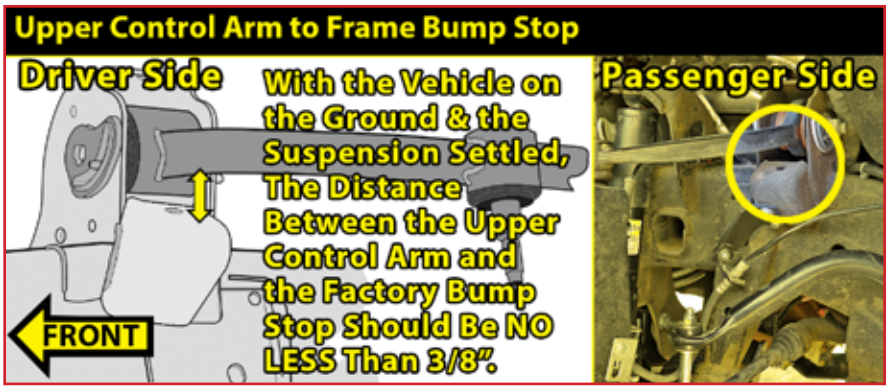
Illustration 72

SET FRONT SUSPENSION HEIGHT

☐☐ 73. [Illustration 73A] **CAUTION: SUPERLIFT engineered this lift system to work specifically with the OEM factory torsion adjuster keys. Using aftermarket leveling adjuster key or over cranking the factory keys will drastically effect the ride quality and performance. It will also cause harm and/or lessen the wear life of the ball joints, CV axles, bushings, etc.**

This lift was engineered to sit 'level' with the supplied 4" rear fab blocks.

Illustration 73A



It is very common for the particular vehicle model to have widely varying starting suspension heights. The key to adjusting the correct ride height for the optimum performance is the allowed space between the Upper Control Arm and the Frame Bump Stop.

Roll the vehicle forward and back to settle the front suspension. **TECH TIP:** Pull down on the front frame mount tow hooks at the bumper to bounce/flex the suspension.

[Illustration 73B] With the vehicle on flat, level ground measure the ride height from Front-To-Rear. Check how much you need to 'unload' the torsion bars to get close to 'Level'. Make the adjustment to the torsion bar adjuster. Roll the vehicle forward and back and 'bounce' the front to settle the suspension.

Measure the stance again. Measure Front-to-Rear and also measure Side-to-Side. Measure the distance between the upper control arm and the frame bump stop. Do Not Go Below 3/8". (1-/8"-1/4" will limit the down travel and result is a very harsh ride)

Make adjustments as need to achieve the proper ride height and proper distance between the upper control arm and the bump stop.

Illustration 73B

TIGHTEN LOWER CONTROL ARMS...

☐☐ 74. [Illustration 74] Bounce the front end to settle the suspension. Torque the lower control arm bolts. {27mm wrench / 27mm socket} (250)

Illustration 74

FINAL CHECKS

CLEARANCE CHECK...

☐☐ 75. Check all hardware for proper torque specifications.

With the vehicle on the ground, check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels, brake hoses, wiring, etc. Check tire/wheel clearance with the fenders/bumper as well as with the steering knuckle. ⚠NOTE: Depending on your choice of tire size and wheel width, it is not uncommon to trim the lower plastic valance of the bumper and inner fender shroud slightly to add proper tire clearance while turning.

WHEEL ALIGNMENT...

☐ 76. Realign vehicle to factory OEM specifications. It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

HEADLIGHTS...

☐☐ 77. Re-adjust headlights to proper setting. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle head lamps for proper aim and alignment.

FOUR WHEEL DRIVE…

☐ 78. Activate the four wheel drive system and check for proper engagement.

SUPERLIFT WARNING DECAL...

☐ 79. Install the **WARNING TO DRIVER** decal on the inside of the windshield, or on the dash, within Driver's view.

IMPORTANT MAINTENANCE INFORMATION

⚠WARNING: 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, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

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.

SUPERLIFT, LLC, LIMITED LIFETIME 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 warranter is SUPERLIFT, LLC, doing business as SUPERLIFT® Suspension Systems ("SUPERLIFT®").

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

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.).
- Damage to, or resulting from, the 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 or Replacement. The exclusive remedy provided hereunder shall, upon SUPERLIFT's inspection and at SUPERLIFT's option, be either repair or replacement of the product 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, and this is the only warranty SUPERLIFT® makes in connection with your product purchase. 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. 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.

IMPORTANT PRODUCT USE AND SAFETY INFORMATION / WARNINGS

⚠WARNING: 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"; 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.

WE WANT TO SEE YOUR RIDE...

Grab photos of your SUPERLIFT Equipped truck in various poses and in action.

Email pictures to us at **sales@superlift.com**

Tag us on **Facebook: @superlift suspension systems**

Tag us on **Instagram: #superlift, #superliftsuspension, #superliftequipped**

THANKS For Choosing SUPERLIFT...

For questions, technical support and warranty issues relating to this SUPERLIFT products, please contact SUPERLIFT directly.

SUPERLIFT SUSPENSION
300 Huey Lenard Loop Rd.
West Monroe, Louisiana 71292
Phone: (318) 397-3000
Sales / Tech: (800) 551-4955
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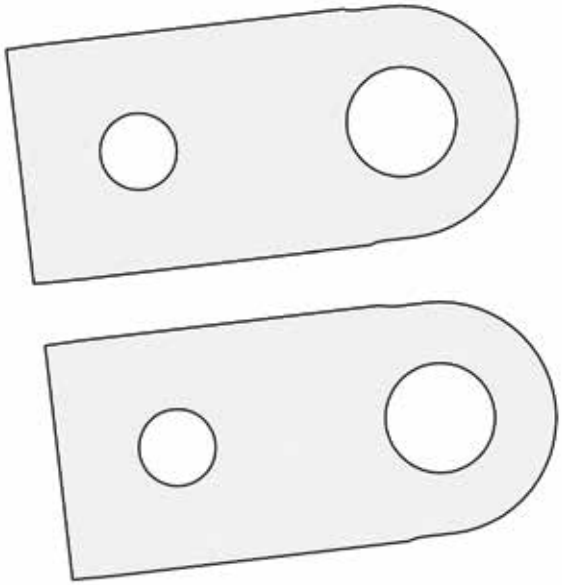
Shock Template



Shock Template