



300 HUEY LENARD LOOP | WEST MONROE | LA 71292
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SUPERLIFT.COM

2020 GM 2500HD 6" INSTALLATION INSTRUCTIONS

Engineered for Both 2WD & 4WD Models.

2020 Chevrolet Silverado 2500HD
& 2020 GMC Sierra 2500HD

2020 Chevrolet Silverado 3500HD (Non-Dually) &
2020 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.



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			K KIT BREAKDOWN		
Kit Part Number	K255		Kit Part Number	K255B	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
3410	1	Kit Box - Knuckles - Driver & Passenger	3410	1	Kit Box - Knuckles - Driver & Passenger
3411	1	Kit Box - Front Crossmember, Diff Drop	3411	1	Kit Box - Front Crossmember, Diff Drop
3412	1	Kit Box - Rear Crossmember, Bump Stop	3420	1	Kit Box - Rear Crossmember, Bump Stop
3413	1	Kit Box - Torsion Bar Brake Line Brackets	3413	1	Kit Box - Torsion Bar Brake Line Brackets
3414	1	Kit Box - Rear Blocks, U-Bolts, Shocks	3414	1	Kit Box - Rear Blocks, U-Bolts, Bilstein
84022	1	Shock Box - SUPERLIFT Shocks	84040	1	Shock Box - BILSTEIN Shocks
Kit Part Number	3410		Kit Part Number	3410	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
66-01-3356	1	Knuckle, Driver Side	66-01-3356	1	Knuckle, Driver Side
66-02-3356	1	Knuckle, Passenger Side	66-02-3356	1	Knuckle, Passenger Side
Kit Part Number	3411		Kit Part Number	3411	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-03-3356	1	Differential Drop, Driver Side	55-03-3350	1	Differential Drop, Driver Side
55-04-3356	1	Differential Drop, Passenger Side	55-04-3350	1	Differential Drop, Passenger Side
55-05-3350	1	Crossmember, Front	55-05-3350	1	Crossmember, Front
77-3411	1	Hardware Bag	77-3411	1	Hardware Bag
Kit Part Number	3412		Kit Part Number	3420	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-06-3356	1	Crossmember, Rear	55-06-3356	1	Crossmember, Rear
55-07-3356	2	Bump Stop, Front	55-07-3356	2	Bump Stop, Front
77-3356A	1	1/2" Rivet Nut Kit	77-3356A	1	1/2" Rivet Nut Kit
77-3356B	1	3/8" Rivet Nut Kit	77-3356B	1	3/8" Rivet Nut Kit
77-3420	1	Hardware Bag, Nuts and Bolts	77-3420	1	Hardware Bag, Nuts and Bolts
Kit Part Number	3413		Kit Part Number	3413	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-09-3356	1	Torsion Bar Relocation, Driver Side	55-09-3356	1	Torsion Bar Relocation, Driver Side
55-10-3356	1	Torsion Bar Relocation, Passenger Side	55-10-3356	1	Torsion Bar Relocation, Passenger Side
55-11-3356	2	Torsion Crush Sleeve	55-11-3356	2	Torsion Crush Sleeve
55-12-3356	1	Belly Pan	55-12-3356	1	Belly Pan
55-17-3356	1	Front Brakeline Bracket, Driver	55-17-3356	1	Front Brakeline Bracket, Driver
55-18-3356	1	Front Brakeline Bracket, Passenger	55-18-3356	1	Front Brakeline Bracket, Passenger
55-22-3356	2	Sway Bar End Link	55-22-3356	2	Sway Bar End Link
55-24-3356	1	Sway Bar Bracket Driver	55-24-3356	1	Sway Bar Bracket Driver
55-25-3356	1	Sway Bar Bracket Passenger	55-25-3356	1	Sway Bar Bracket Passenger
77-3413	1	Hardware Bag	77-3413	1	Hardware Bag
77-3413A	1	Hardware Bag	77-3413A	1	Hardware Bag
77-3413B	1	Hardware Bag-Sway bar	77-3413B	1	Hardware Bag-Sway bar
Kit Part Number	3414		Kit Part Number	3414	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-15-3356	1	Rear Brake Line	55-15-3356	1	Rear Brake Line
55-16-3356	1	Rear ABS Line Relocation	55-16-3356	1	Rear ABS Line Relcoation
55-08-200	2	Rear Block	55-28-200	2	Rear Block
55-20-3356	1	Rear Bump Stop Bracket, Driver	55-20-3356	1	Rear Bump Stop Bracket, Driver
55-21-3356	1	Rear Bump Stop Bracket, Passenger	55-21-3356	1	Rear Bump Stop Bracket, Passenger
3/4x3-1/8x16ub	4	U-Bolt	3/4x3-1/8x16	4	U-bolt
77-750	1	3/4 Flange Nut Kit	77-750	1	3/4 Flange Nut Kit
77-3414	1	Hardware Bag	77-3414	1	Hardwar Bag
Kit Part Number	84022		Kit Part Number	84040	
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
659691	2	Shock Cylinder, Front	24-218023	2	Shock Absorber, Front, BILSTEIN
659582	2	Shock Cylinder, Rear	33-185569	2	Shock Absorber, Rear, BILSTEIN
84022H	1	Shock Hardware	77-80033	1	Hardware Bag, Shock Bushings and Sleeves

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
FRONT						
26	55-04-3356	1	Differential Drop, Passenger Side	12mm x 40mm Bolt, 1.75 Pitch	2	77-3411
				12mm Flat Washer	4	
				12mm Nyloc Nut, 1.75 Pitch	2	
27	55-03-3356	1	Differential Drop, Driver Side	12mm x 40mm Bolt, 1.75 Pitch	3	77-3411
				12mm Nyloc Nut, 1.75 Pitch	3	
				12mm Flat Washer	6	
29		1	3/16" Vacuum Hose			
		1	3/16" Hose Adapter			
32	55-06-3356	1	Crossmember, Rear	18mm x 140mm Bolt, 2.5 Pitch	2	77-3420
				18mm Flat Washer	4	
				18mm Nyloc Nut, 2.5 Pitch	2	
33	55-05-3356	1	Crossmember, Front	18mm x 120mm Bolt, 2.5 Pitch	2	77-3411
				18mm Flat Washer	4	
				18mm Nyloc Nut, 2.5 Pitch	2	
36	55-09-3356	1	Torsion Bar Relocation, Driver Side	55-11-3350 - Sleeve, 2" OD x 1" ID x 4.25" Long	1	77-3413A
				1" x 6-1/2" Bolt, Coarse Thread	1	
				1" SAE Washer	2	
				1" Nyloc Nut, Coarse Thread	1	
36	55-10-3356	1	Torsion Bar Relocation, Passenger Side	55-11-3350 - Sleeve, 2" OD x 1" ID x 4.25" Long	1	77-3413A
				1" x 6-1/2" Bolt, Coarse Thread	1	
				1" SAE Washer	2	
				1" Nyloc Nut, Coarse Thread	1	
41	659691	2	Shock Absorber, Front			
OR						
41	24-218023	2	Shock Absorber, Front, BILSTEIN			
43	55-07-3356	2	Bump Stop, Front	1/2" x 2-1/4" Bolt, Coarse Thread	1	77-3412
				1/2" Lock Washer	1	
				3/8" Lock Washer	1	
				3/8" x 1-1/2" Bolt, Coarse Thread	1	
46	66-01-3356	1	Knuckle, Driver Side			77-3354
46	66-02-3356	1	Knuckle, Passenger Side			77-3354
REAR						
51	55-17-3356	1	Brake Line Relocation, Front Driver Side	1/4" X 1" Bolt, Coarse Thread	1	77-3413
				1/4" SAE Washer	2	
				1/4" Nyloc Nut	1	
51	55-18-3356	1	Brake Line Relocation, Front Passenger Side	1/4" X 1" Coarse Thread	1	77-3413
				1/4" X SAE Washer	2	
				1/4" Nyloc Nut	1	
53	55-10-3350	2	Sway Bar Link	1/2" X 3" Bolt, Coarse Thread	1	77-3413
				1/2" USS Washer	2	
				1/2" SAE Washer	2	
				1/2" Nyloc Nut	2	
				01-60418 Bushing	2	
				24-5704	2	
54	55-17-3356	1	Belly Pan	3/8" x 1" Carriage Bolt, Coarse Thread	4	77-3413
				3/8" Flange Nut	4	
60	55-15-3356	1	Brake Line Relocation, Rear	5/16" X 1" Carriage Bolt	1	77-3413
				5/16" Flange Nut	1	
64	55-16-3356	1	Emergency Brake Adjuster Bracket		2	77-3413
				1/4" X 1" Bolt	3	
				1/4" Nyloc Nut	3	
68	55-08-200	2	4" Rear Lift Block, Flat	1/4" SAE Washer	3	77-750
				11882 - 3/4" x 3-1/8 x 16" U-Bolt, Square Bend	4	
				3/4" U-Bolt Nut	4	
70	659582	2	Shock Cylinder, Rear SUPERLIFT	7/16" x 3-1/4" x 4-1/2" U-Bolt, Square Bend	4	77-80033
				7/16" Flange Nut, Fine Thread	8	
				01-60418 - 3/4" ID Bushing	2	
				3/4" SAE Washer	2	
OR						
70	33-185569	2	Shock Absorber, Rear, BILSTEIN	77-80033		77-80033



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2020 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 ehicle 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", 7/16"	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 Fastener 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		
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}

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 1**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: Auto Zone, 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.

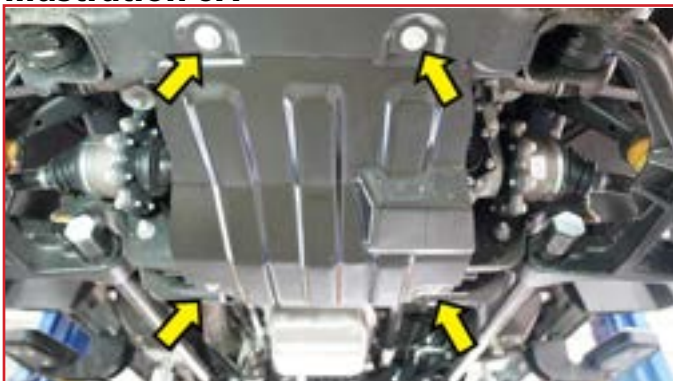
☐ ☐ [Illustration 5] Remove the torsion bar adjuster arm/torsion key by pushing the torsion bar forward to allow the key to drop free. On some vehicles this will require using a hammer/punch or air hammer. Access the end of the torsion bar through the hole in the back of the torsion bar crossmember and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

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.

DISCONNECT SWAY BAR END LINKS...**Illustration 6A****Illustration 4****Illustration 5****Illustration 6B**

□□ 7. [Illustration 7] Disconnect the sway bar end links. {18mm 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} Make sure ABS wire is loose from all the mounting points except where it bolts into knuckle.

□□ 10. [Illustration 10] Disconnect the rubber brake hose bracket from the steering knuckle. Remove bolts and retain hardware. {10mm} Disconnect brake line bracket from the frame (13mm).

REMOVE BRAKE CALIPER...

□□ 11. [Illustration 11] Remove the four 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. (There is a wire connected to caliper, leave connected)

Illustration 9



Illustration 10



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

Do not damage threads!

**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. Make sure not to damage ABS wire.

Illustration 14**Illustration 15**

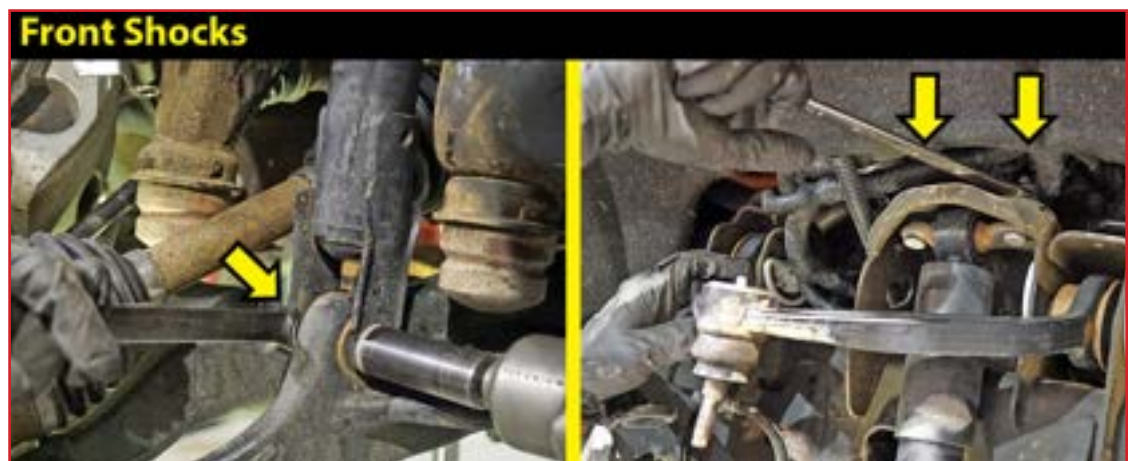
REMOVE HUB BEARING ASSEMBLY...

□□ 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. {18mm} Remove the CV axle shaft from the vehicle and set aside. Save all bolts.

Illustration 18**REMOVE LOWER CONTROL ARM...**

□□ 19. [Illustration 19] 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.

DISCONNECT DRIVESHAFT...

Illustration 19



□ 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.



REMOVE REAR CROSSMEMBER...

Illustration 20



□□ 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.

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.

REMOVE DIFFERENTIAL...

Illustration 21



Illustration 22

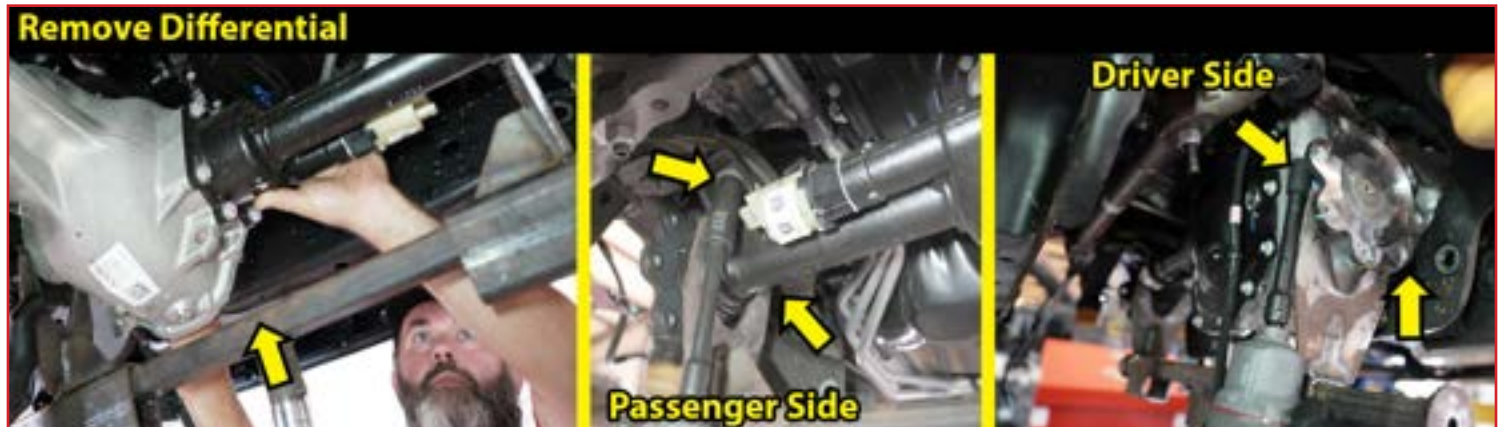
Differential Actuator Plugs & Wire Loom Connectors



□□ 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. Two (2) mount from the bottom up and one from the top down. Remove the 2 lower bolts and retain the hardware. {18mm & 15mm} (Save the two front bolts for reuse)

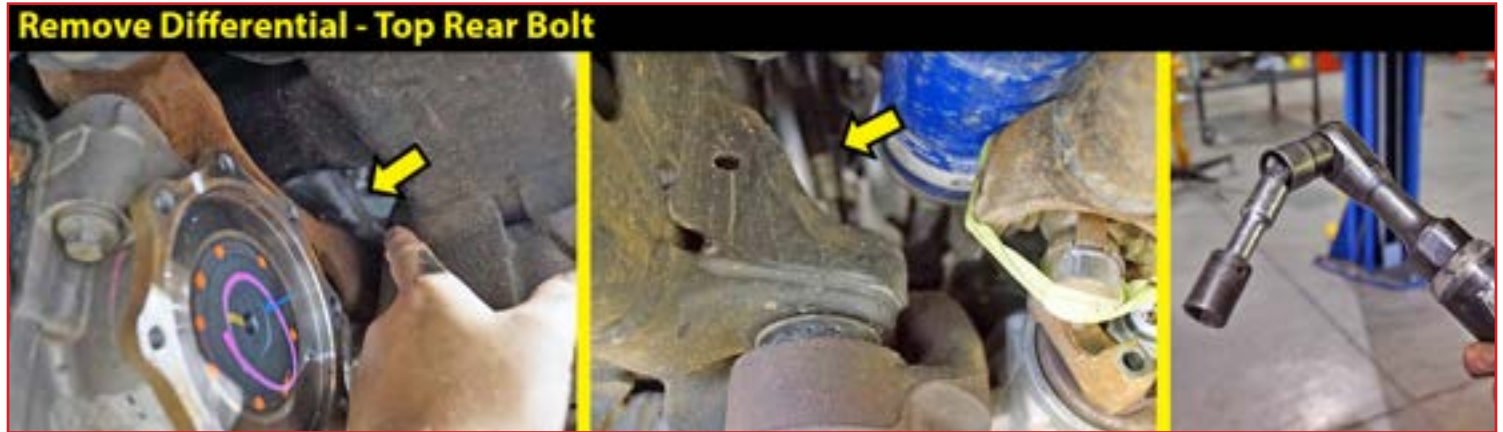
Illustration 23A



[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. {18mm}

Illustration 23B



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

□ 25. [Illustration 25A]
On the Driver side lower control arm mount of the front side, measure from inside edge of the hole over 7/8". Using a square, mark your cut line

Illustration 24



to top of the bracket. On the rear side measure from inside edge of the hole over two inches, mark cut line with square. Across top using straight edge connect both marks. Cut along your lines. (From front top edge make a line straight back to the 2-3/4". Then a line from that point to the cut at the rear. [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 yourself and the floor from this extremely HOT material. Using a scraper and acetone or break cleaner to clean the mount before marking and cutting. LET DRY THOROUGHLY.

[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 55-04-3356 passenger side differential bracket. The tall side of the bracket faces to the front while the welded side faces to the inside. 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).

□ 27. [Illustration 27] Locate the Superlift driver side differential bracket (#55-03-3356). 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 26



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 nyloc nuts - bolts pointing down. Apply thread locking compound to the threads before installation. {19mm} (74).

Illustration 29

□ 30. [Illustration 30] Connect the electrical connector to 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. Attach the supplied 3/16" hose adapter to the supplied 3/16" x 3-1/2" vent hose. Attach the hose adapter to the factory vent hose. Connect the vent hose to 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. Align the 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

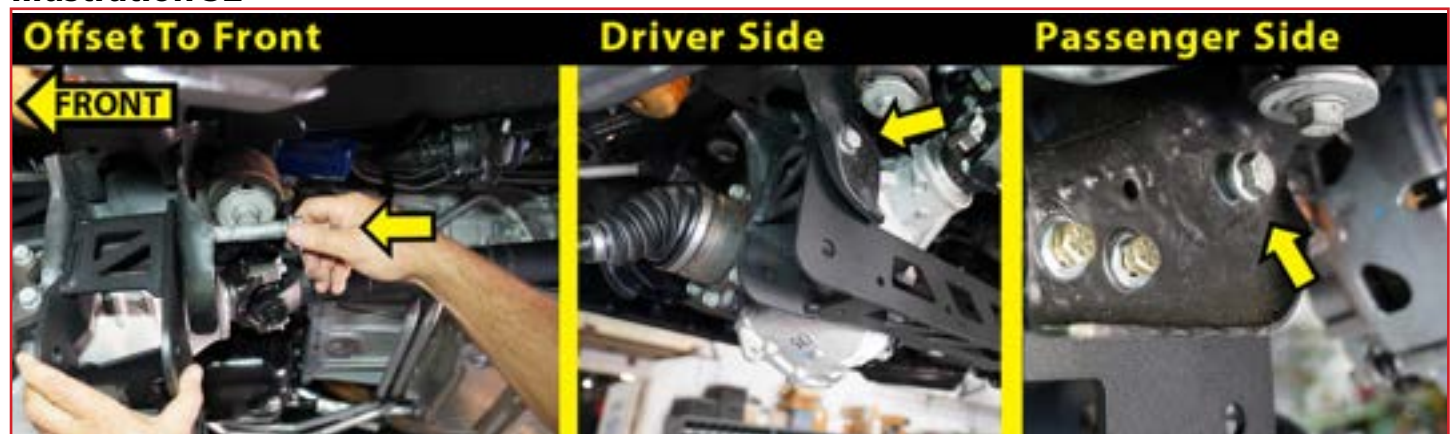


CROSSMEMBERS INSTALL...

□□ 32. [Illustration 32] Locate the Superlift rear crossmember (#55-06-3356). 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. Install two 7/16x1-1/4 bolts, nuts, and washers through crossmember and lower control arm mount on passenger side. (5/8)

Illustration 32



□□ 33. [Illustration 33] Locate the Superlift front crossmember (#55-05-3356). 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. If installing a dual stabilizer kit, install the brackets now, per stabilizer kit instructions.

Illustration 33



BUMP STOP RIVET NUT INSTALLS...

□□ 34. [Illustration 34] 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.

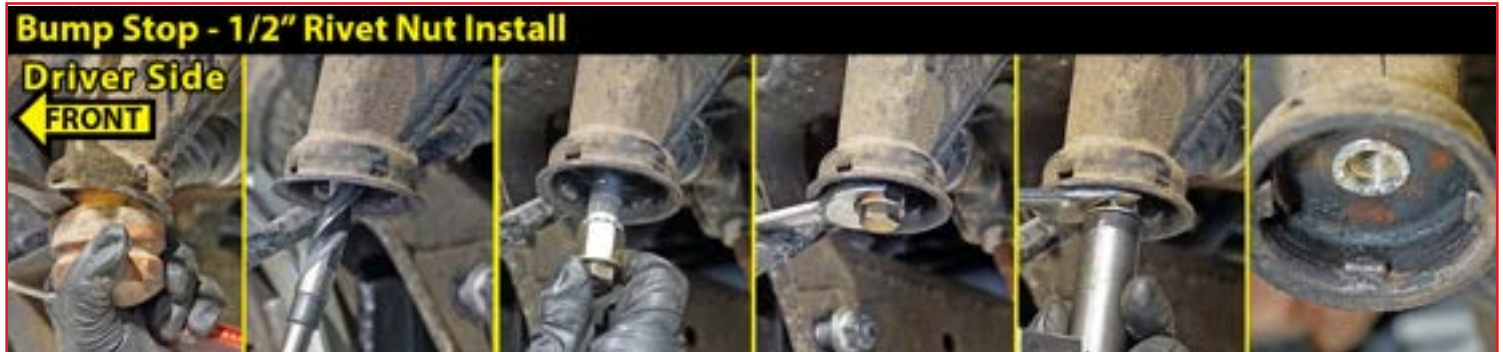
CAUTION: It is very important to hold the nut as the bolt is loosened because the grip of the star washer will try to spin the rivet nut and ruin the installation. Be sure to hold the rivet nut flush to the surface and square to the hole as it is tightened.

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 an 11/16" drill bit to enlarge the hole for the 1/2" 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 7/8" 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 a 17/32" drill bit to enlarge the hole for the 3/8" 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.

Illustration 35

BUMP STOP BRACKET INSTALL...

□□ 36. [Illustration 36] Locate the two (2) Superlift bump stop brackets- #55-07-3356. Locate the hardware in bag #77-3412 or #77-3420. 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"}

TORSION BAR BRACKET INSTALL...

□□ 37. [Illustration 37] Locate the factory lower control arm. Locate the Superlift torsion bar bracket sleeve/spacers (#55-11-3356). There are 2 sleeves (2" OD x 1" ID x 3.675" Long).

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- #55-09-3356: passenger side- #55-10-3356.

Locate the Superlift torsion bar brackets hardware in bag #77-3413A. per side: (1) 24mm x 3.0 x 150mm bolt, coarse thread, (2) 24mm washer and (1) 24mm 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 24mm washer onto the 24mm x 3.0 x 150mm bolt. Insert the bolt through the sleeve and bracket. Run the bolt from front to rear. Insert 24mm washer onto bolt and install 24mm 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**Bump Stop - Front****Illustration 37****Driver Side****LOWER CONTROL ARM INSTALL...**

□□ 38. [Illustration 38] Install the control arm into the crossmembers.

Front crossmember- run the bolt from front to rear. Bag #77-3411 or 77-3412- 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 #77-3420 or 77-3412- 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}

BILSTEIN SHOCK INSTALL...

□□ 42. [Illustration 42] Install the new front shocks - #24-218023 or 659691. 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 38**Driver Side****TORSION BAR INTO FRONT TORSION BAR BRACKET INSTALL...**

□□ 43. [Illustration 43A] 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 43B] 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.

Illustration 42**Driver Side****Illustration 43A****Driver Side****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. The knuckles are specific per side: driver- #66-01-3356, passenger- #66-02-3356. 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.

STEERING KNUCKLE ASSEMBLY...

□□ 46. [Illustration 46] Locate the Superlift steering knuckles.

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)

Illustration 43B

Driver Side



Illustration 44

CV Axle to Differential

Driver Side

FRONT



Illustration 45

Remove O-Ring

Install O-Ring



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 4 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 will mount from the top down. Fasten with the original nuts. {21mm} (44)

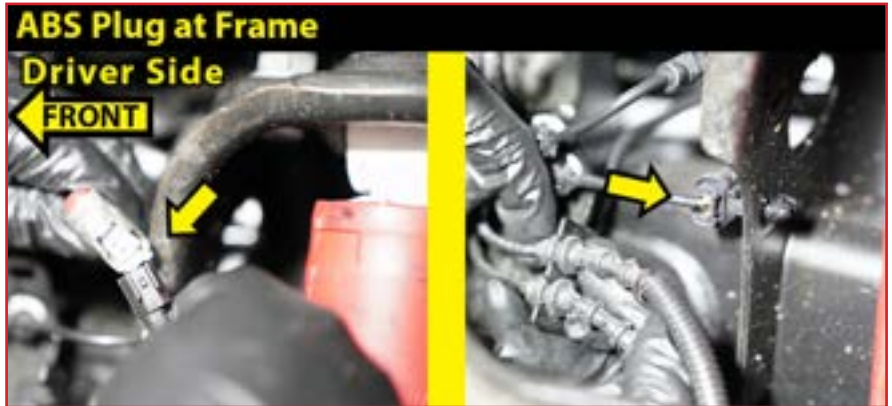
ABS PLUG AT FRAME INSTALL...

□□ 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.

BRAKE LINE RELOCATION, FRONT...

□□ 51. [Illustration 51] Install brake line relocation bracket. The 'T' end fits up inside the frame. Attach using the factory bolt(10mm) Attach factory brake line bracket to relocation bracket using the supplied 1/4"x1" bolt, washer and nyloc nut (7/16) {The brake line brackets are side specific}

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.

Illustration 49**Illustration 50****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}

SWAY BAR LINK & BRACKET INSTALL...

□□ 53. [Illustration 53] Locate the Superlift sway bar links 55-22-3356 and brackets: 55-24-3356 and 55-25-3356. Install the sway bar drop brackets using factory hardware. Locate the (2) Superlift sway bar link hardware in bags: #77-3413 & #77-3413B. Lightly grease and install/press the hourglass shaped bushing and 0.625" OD sleeve into the sway bar link end. Attach the sway bar end link to the inside of the lower control arm using hardware provided. 1/2" X 3" bolt, 1/2" washer and 1/2" nyloc nut.

Illustration 53**BELLY PAN / SKID PLATE INSTALL...**

□□ 54. [Illustration 54] Locate the new front Superlift belly pan/skid plate- #55-12-3356. Locate the Superlift hardware in Bag: #77-3413A. (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**Illustration 52**

TIGHTEN & TORQUE...

☐ ☐ 55. [Illustration 55] Now tighten and torque everything up... (All Except the lower control arm 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.

LOAD TORSION BARS...

☐ ☐ 56. [Illustration 56] Locate the 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.

Load the torsion bars. Reinstall the retainer block and bolt. Run the adjuster bolt to factory position load to the torsion bars. {22mm} Adjustments will be made at the end of the installation.

FRONT TIRES / WHEELS...

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

⚠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] **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. ☐ ☐ 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.

Illustration 55**Tighten & Torque****Illustration 56****Reinstall Retainer Block, Adjuster Bolt & Load Torsion Bar****Illustration 57****Lug Nut Torque Sequence...**

Follow the Sequence Below to Torque the Lug Nuts

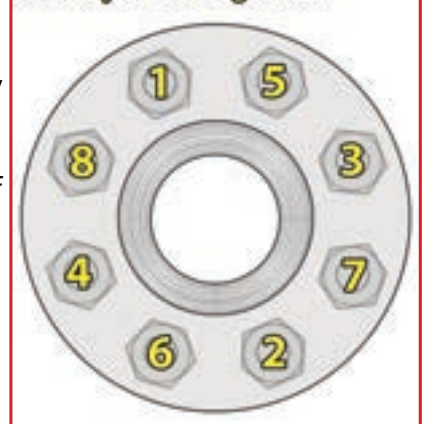


Illustration 58



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] Unbolt the factory brake line bracket from frame, right above where the bumpstop is located (13 mm) two bolts, save the hardware for reuse. Attach Superlift bracket 55-16-3356 to factory bracket using two 5/16" x 1" carriage bolts, washers, and nuts. (7/16) Notch goes to the top. Bracket offsets away from frame at the bottom.

Illustration 60



□ 61. [Illustration 61] Attach Superlift bracket to frame using factory hardware(13mm)

Carefully tweak steel brake lines to line up bracket to factory holes.

□ 62. [Illustration 62] Unbolt factory ABS/ Electric parking brake bracket from frame crossmember just above and in front of differential 3 bolts (T30). Attach factory bracket to Superlift bracket 55-16-3356 using factory hardware to the flat solid side of the Superlift bracket(T30).

□ 63. [Illustration 63] Attach Superlift bracket to the crossmember at the factory location using supplied 1/4"x1" bolts, washers, and nuts (7/16)

Illustration 61**Rear Brake Line Bracket Cont.****Driver Side****Illustration 62****ABS and Electric Parking Brake****Driver Side****Illustration 63****ABS and Electric Brake Line Cont.****Driver Side**

MEASURE PARKING / EMERGENCY BRAKE CABLE AT EQUALIZER...**REMOVE REAR SHOCKS...**

□□ 64. 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.

REMOVE FACTORY U-BOLTS...

□□ 65. [Illustration 65] With the axle well supported, remove the u-bolts and lower u-bolt plates. {27mm}

FAB BLOCKS & U-BOLTS INSTALL...

□□ 66. [Illustration 66] Locate the Superlift (2) 4" rear fab blocks #55-28-200 and (4) U-Bolts - 3/4" x 3-1/4" x 16", square bend. Locate the hardware in bag #77-750. per side: (4) 3/4" U-Bolt nut.

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 3/4" u-bolts using the supplied 3/4" 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.

EMERGENCY BRAKE MOUNT AT REAR AXLE DIFFERENTIAL AND BUMP STOP EXTENSIONS**Illustration 66**

□□ 67.[Illustration 67] Unbolt brake line bracket from the diff. (13mm)

Install bump stop extension on the diff, 55-20-3356 and 55-21-3356, the tabs line up with in the lift block.

Install the 1/2" x 4" bolt, nut and washer through the lift block and into the tab on the bump stop bracket. DO NOT TIGHTEN.

Illustration 67**Emergency Brake Line And Bump Stops**

□ 68. [Illustration 68] Attach brake line bracket to the bump stop bracket using the factory hardware. {On the driver side install 1/4"x1" bolt, washer, and flange nut on the inner most hole of the bracket. On the passenger side repeat using the outer most hole.} On front side of the bump stop bracket using the two 1/4x1 bolts, washers, and flange nuts (7/16).

NOTE: On the driver side in front of the diff looking to the rear, use far right upper and left lower hole. On the passenger side use the same holes. Bracket has four holes in all. (Use holes two and four)

Illustration 68**REAR SHOCK INSTALL...**

□ 69. [Illustration 69] **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) #659582 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 Grey body SUPERLIFT Shocks Must be Mounted 'Shaft Up, Body Down' for the hydraulic shock to perform correctly.

Illustration 69

REAR TIRES / WHEELS...

□□ 70. [Illustration 70] 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.

SET FRONT SUSPENSION HEIGHT

□□ 71. [Illustration 71A] **⚠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.

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 71B] 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". (below 3/8+" will limit the down travel and result is a very harsh ride)

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

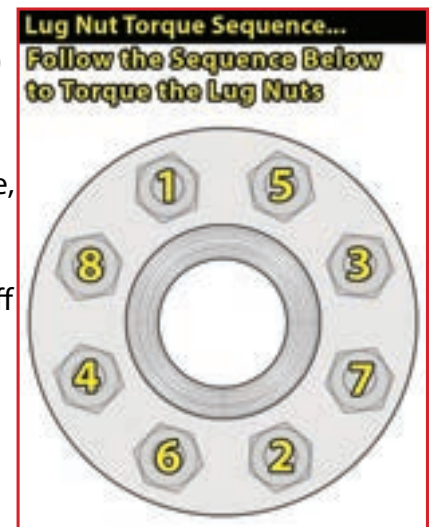
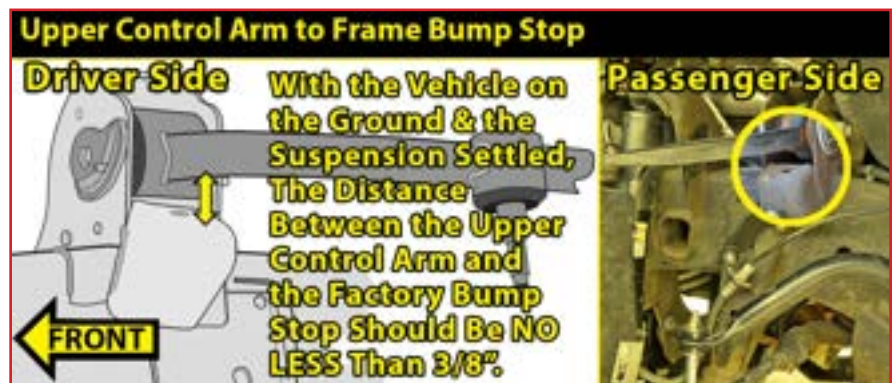
Illustration 70**Illustration 71A**

Illustration 71B**TIGHTEN LOWER CONTROL ARMS...**

☐☐ 72. [Illustration 72] Bounce the front end to settle the suspension. Torque the lower control arm bolts. {27mm wrench / 27mm socket} (250)

Illustration 72**FINAL CHECKS****CLEARANCE CHECK...**

☐☐ 73. 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. 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...

☐ 74. 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...

☐☐ 75. 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...

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

SUPERLIFT WARNING DECAL...

☐ 77. 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.

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