

New Standard For A Popular Lift

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Superlift's second-generation IFS kits incorporates the F.I.T. (Frame Integrated Technology) approach. Designed with advanced computer modeling, F.I.T. kits use replacement steering knuckles and interlocking bellypan/subframe assemblies to simplify installation and optimize steering and handling.

Previous-generation trucks are popular project build-up platforms: Later-model pre-owned vehicles can often be purchased affordably in decent condition. Then they can be extensively customized for less out-of-pocket damage than buying a new-off-the-lot truck.

Because GM-built 4x4s are some of the most popular to lift, aftermarket suspension systems for them are comparatively affordable, thanks to competition and economies of scale. Superlift is one company that's produced lift kits for Chevy/GMC IFS 4x4s since 1988. The company's original 6"-7.5" (depending on torsion-bar adjustment) "bracket" kit is still available. While somewhat complicated by today's standards, this first-generation IFS system is well-respected for its ability to hold alignment during off-road abuse. It's all well-suited to 35"-37" tires. (Superlift doesn't recommend going larger than 37s to avoid overstressing the stock steering components.)

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For even broader appeal, Superlift created a value-leader third GM IFS system. Called the Standard Series because of its "industry standard" diff skidplate (which ties together the lower control-arm crossmembers) and kicker braces, this 6" kit combines the original system's brackets with the F.I.T.'s knuckles. The result is an impressive-performing kit at an ultra-affordable price. Applications are currently available for 1999-2006 Chevy/GMC 1/2-ton 4x4 pickups and [SUVs](#).

First-Class Features

The system's replacement knuckles allow the OE control arms and steering linkage to be retained. This combination maintains camber and toe specs during suspension cycling.

To keep the front CV shafts secure, aluminum axle spacers fit between the diff and axles. For structural integrity, two full-width/high-clearance crossmembers are made from .25"-thick steel and serve as sturdy mounts for the diff and lower A-arms. Kicker braces bolster the crossmember to the vehicle's frame. The stock front driveshaft is retained.

The rear is raised 5" to level the truck. Options for pickup applications are blocks, add-a-leaves with blocks or replacement leaf springs; [SUV](#) kits contain 5"-taller-than-stock coils. Superlift Superide shocks are standard-issue with the Standard Series system. A delete option allows customers to upgrade to Superide Select (SS) monotubes by Bilstein or Select monotubes with remote reservoir (SSR). (Dual and triple front shock mounts are other options.) Also, Superlift offers relocation brackets to retain the impressive factory Autoride electronic shocks or Air-Ride shocks.

A multitude of other options are available. The marquee performance upgrade is internally swiveling Torque Max Traction [Bars](#) (see sidebar). A steering stabilizer is another available handling-enhancer, and Superlift's TruSpeed speed sensor recalibrator restores the speedometer reading, auto-trans shift points and other powertrain issues resulting from larger tires.

Armor and appearance offerings are a front brushed-stainless skidplate, Rail Wraps frame dress-up panels and an eXtreme Ring rear differential protector. Incidentally, Superlift has return-to-stock brackets that work with theirs and other-brand lift kits should the vehicle ever need to be reset to factory height. All Superlift components are covered by a Limited Lifetime Warranty.

Tires & [Wheels](#)

Superlift recommends up to 35x12.50 (or LT315/75R) tires on 8-inch-wide wheels with a maximum 4.625" backspacing. This fitment clears the upper A-arms. Wheel diameter must be a minimum of 16" to clear the replacement knuckles. Shown here are 35x12.50R17 Pro Comp Xtreme All Terrains on 17x8 Pro Comp Xtreme Alloy Series 8089 wheels. Unlike some brands and sizes, Pro Comp's 35x12.50R17 Xtreme AT is almost its designated size: 34.9" tall. As a result, slight fenderwell trimming was necessary to keep the new rubber from rubbing. (4Wheel Parts' installation policy won't allow combining suspension and body lifts.)

The Pro Comp Series 8089 is cast from an alloy that weighs only 30 pounds in the 17x8 size but carries an impressive 2,200-lb rating. Cosmetically, the 8089 is a faux-beadlock that has black powdercoated diamond-cut accents under a clear-coat finish.

Job Overview

4Wheel Parts' Van Nuys store installed the basic Superlift Standard Series 6" kit with optional [SS](#) shocks during a normal shift. Front fenderwell clearancing and wheel alignment took an additional hour. The kit is engineered for a straightforward installation, but Superlift still recommends that it be handled by qualified professionals: cutting/welding and a specialized torsion-bar tool are required. Some major steps are shown in the photos.

The end result is a higher-profile Chevy 1/2-ton that rides close to stock. MSRP for the basic kit at time of publication was less than \$1,600; actually "street" pricing can be lower.



Superlift's Chevy 6" Standard Series System uses replacement knuckles to expedite installation. Other front components include cast aluminum axle spacers, control-arm crossmembers, kicker braces, a frame reinforcement plate and extended OE-style swaybar links.



The front suspension, axles, brakes and differential must be removed. Modifications begin by trimming the driver's side diff mount. 4Wheel Parts uses a reciprocating saw.



An included frame-reinforcement plate is welded over the newly exposed frame horn. After the metal cools, a coat of black spray paint helps inhibit rust.



The reciprocating saw is also used to remove the diff's upper



The kit's diff plate repositions the



Two full-width crossmembers stoutly mount the lower A-arms

mount. The cut doesn't go into the webbing, so the diff housing's strength isn't compromised.



Aluminum spacers compensate for the minimal track-width increase created by the replacement knuckles. These spacers keep the CV axles from sliding out of the hubs as the suspension cycles.



The kit's ductile-iron knuckles maintain CV angles and steering geometry. A stock knuckle is on the left; the Superlift knuckle (right) is now finished in black powdercoat.

and diff 5" below stock. This reduces CV wear.



The lower control arms are bolted to the Superlift crossmembers; the rear one also accommodates the factory compression stops. Unlike some aftermarket "snubbers," the factory units combat spongy ride quality, bodyroll and panic-stop nose-diving.



The Superlift knuckles are suspended by the lower control arms' balljoints.



The hub assemblies are transferred from the factory knuckles to the Superlift units.



Next, the CV axles are jockeyed into the hubs.



Securing the upper balljoints completes the knuckle installation.



The stock calipers bolt to the new knuckles. The knuckles also have mounting holes for the brake hose brackets; the instructions show proper routing for the brake hoses and ABS wires.



The Superlift diff skidplate ties together the two crossmembers.



Superlift uses longer factory-style swaybar links to prevent bar pre-load.



A popular upgrade is Select Series monotube shocks by Bilstein. (Superlift also offers ultra-premium SSR remote-reservoir monotube shocks.)



The kit includes kicker braces to reinforce the rear Superlift crossmember to the factory transfer-case member.



The kit's drop-down brackets relocate the stock torsion-bar crossmember. Four holes are drilled to sturdily mount each bracket.



The torsion bars are slid into the lower control arms and adjusters. A special tool safely puts a load on the bars and adjusters. The adjusters are fine-tuned to level the truck once it's on the ground.



The most cost-effective rear-leveling option is Superlift 4" blocks, which retain factory ride and cargo capacity. The new blocks install between the factory blocks and springs. (The optional Torque Max Traction Bar's rear bracket is visible on the U-bolt plate.)



Brackets are included for lowering the e-brake cables and rear bumpstops.



Optional Superlift Select Series (by Bilstein) rear shocks are valved specifically for the application.



4Wheel Parts aligned the truck, then trimmed the airdam and front wheelwells to fully clear the 35x12.50R17 Pro Comp Xtreme All Terrains.



Pro Comps Xtreme ATs and Series 8089 Xtreme Alloys complement the black truck well. Road ride is comparable to stock.