



INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicle's steering, driveline, and brake systems, paying close attention to the control arms and bushings, anti-sway bars and bushings, steering linkage, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. 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.**
- Front end realignment is necessary.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not install any additional components or modify this system to gain additional suspension height.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- Speedometer recalibration is recommended if a taller tire is used.
- A factory service manual should be on hand for reference.
- Use the check-off box "☐" found at each step to help you keep your place. Two "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side.

PARTS LIST ... The part number is stamped into each part or printed on an adhesive label. Identify each part and place the appropriate mounting hardware with it.

PART NO	DESCRIPTION (Qty. - if more than one)	NEW ATTACHING HARDWARE (Qty.)
66-02-40019	(2) strut spacer	(6) 7/16" Flange nut (6) 10mm Stover nut
.....Warning to Driver		
.....Superlift Decal		



NOTE: Save all factory components and hardware for reuse.

1) PREPARE VEHICLE... Place vehicle in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock the rear tires. Remove the front tires.

2) ANTI-SWAY BAR... On each side, loosen and remove the bushings and hardware attaching the anti-sway bar links to the anti-sway bar body. .

3) ABS WIRE... Unplug the ABS wire connector located on the driver side inner fender then detach the wire from the upper control arm; the ABS wire clips to the control arm at two points.

NOTE: Perform steps 4 through 9 one side at a time, starting with driver side.

4) UPPER CONTROL ARM'S BALL JOINT...

Loosen the nut to the bottom of the stud, leaving threads engaged from top to bottom of the nut. Do not remove.

Break loose the ball joint stud from the knuckle so the ball joint stud can be moved up and down within the knuckle. This can be done by tapping on the ball joint boss of the knuckle with a mallet; careful as not to damage the knuckle. Do not remove the ball joint from the knuckle.

5) TIE ROD END... Remove the nut from the outer tie rod end; then remove the tie rod from the knuckle using the correct puller. Do no damage the threads during removal.

6) LOWER CONTROL ARMS... [SEE PHOTO - STRUT REMOVAL]

Position a floor jack under the lower control arm so that it supports, but does not raise, the control arm.

An eccentric cam bolt assembly attaches each leg of the lower control to the frame; the cam bolts are also used for front end alignment. Loosen (do not remove) the cam bolts. Prior to loosening, mark the cam washers' orientation, in relation to the control arm, for later reference.



Loosen (do not remove) the bolts attaching the upper control arm-to-frame.

7) STRUT ASSEMBLY REMOVAL... [SEE PHOTO - STRUT REMOVAL]

Remove the bolt securing the strut-to-lower control arm.

Remove the three nuts securing the strut-to-frame.

Lower the floor jack supporting the lower control arm then remove the strut assembly.

8) REASSEMBLY... [SEE PHOTO – STRUT ASSEMBLY]

Using the appropriate cutting tool cut 1/2" off of the factory stud length. Clean the threads after cutting.

Position one of the supplied strut spacers (#66-02-40019) over the strut's studs. Secure the spacer-to-strut using the supplied 10mm Stover nuts. (45)

Slide the strut assembly through the upper control arm, and locate the upper end of the assembly in the frame. Loosely attach the upper end of strut using the supplied 7/16" Flange nuts.

Raise the jack supporting the lower control arm. Loosely attach the lower end of the strut-to-lower control arm using the factory hardware. Do not tighten at this time.

Tighten the upper end of the strut. (37)

Reattach the sway bar end link to the sway bar body. Tighten until bushings swell slightly.

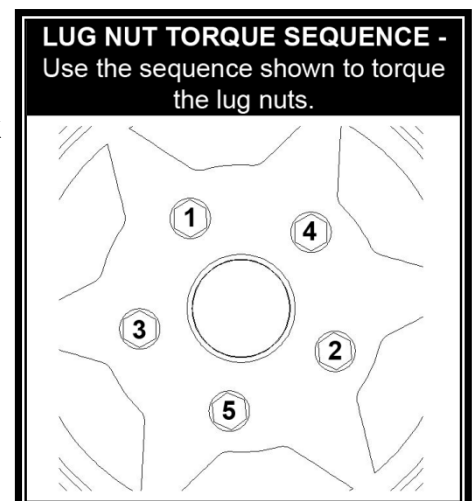
Reattach the tie rod end to the knuckle. Tighten (85).

Tighten the upper ball joint nut. (50).

9) **TIRES / WHEELS...**[SEE DIAGRAM] Tighten the lug nuts (95) in the sequence shown.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.



10) TIGHTEN HARDWARE... Lower vehicle to floor. The suspension is now supporting vehicle weight.

Prior to tightening the lower control arms eccentric cam bolts, realign the cams using the scribe marks made in step 4 during disassembly (150).

Tighten upper control arm bolts (130).

Tighten the strut-to-lower control arm bolt (155).

11) ABS ROUTING... [SEE TOP PHOTO]

Route the ABS wire as shown. Plug-in the connector at the fender. The outboard attachment clip will not be used. Snap the inboard attachment clip into the hole located on the rear leg of the Superlift® extension travel dampener bracket.

12) INITIAL CLEARANCE CHECK... Again lift the vehicle and secure a jack stand beneath each frame rail. With the suspension “hanging” at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires wheels and brake hoses, wiring, etc.

13) FINAL CLEARANCE and TORQUE CHECK... Lower vehicle to the floor. With the suspension supporting vehicle weight, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

14) HEADLIGHTS... Readjust headlights to proper setting.

15) SUPERLIFT® WARNING DECAL... Install the WARNING TO DRIVER decal on the inside of the windshield, or on the dash, within driver’s view. Review to the “Important Product Use and Safety Information / Warnings” text found at the end of instructions.

16) ALIGNMENT... Realign vehicle to factory specifications.

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.

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 warrantor is LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems (“Superlift®”).

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

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.),
- Damage to or resulting from 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 / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts 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. 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.

Important Product Use and Safety Information / Warnings

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". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; 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.

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