



SUPERLIFT[®]

S U S P E N S I O N

Superlift Part No. 4510 - 5" lift system for 2000 and Newer Dodge Ram Fullsize 1/2-Ton 4WD INSTALLATION INSTRUCTIONS

INTRODUCTION

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

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

NOTES:

- The rear lift is sold separately and includes separate installation instructions. Options are a block and add-a-leaf kit combination or new rear springs.
- A factory service manual must be on hand. The manual will contain fastener torque specs, assembly techniques and/or special tool requirements that are unique to this particular year and model vehicle.
- Do not add or fabricate any components to gain additional suspension height.
- Any welding should be done by a professional, certified welder.
- Prior to cutting, check behind the surface being cut for any wires, lines or hoses.
- Prior to operating a torch, saw, or welder, protect any heat-sensitive components located in the immediate area by covering them with a water saturated cloth. Most undercoatings are flammable, but can be extinguished using a water-filled spray bottle. Have this and an ABC rated fire extinguisher at hand.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all surfaces are free of grit, grease, undercoating, etc.,
- Front end alignment is recommended.
- A foot-pound torque rating () is given after each appropriate fastener.
- An arrow on diagrams indicates which direction is toward "front of vehicle".
- 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 if 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.- if more than one)
55-01-4505	radius arm, driver side	(1) 14mm x 120mm bolt (1) 14mm nyloc nut (1) 14mm flat washer (6) bushing half (1) bushing sleeve, 2 3/8" long (2) bushing sleeve, 2 5/8" long
55-02-4505	radius arm, passenger side	same as above
55-05-4508	bracket, front axle compression... travel bump-stop, driver side	(2) 5/16" x 1" bolt (2) 5/16" Nyloc nut (1) 5/16" flat washer (1) 3/8" lock washer (1) 3/8" standard nut (1) polyurethane bump-stop
55-06-4508	bracket, front axle compression... travel bump-stop, passenger side	same as above
55-01-1020	bracket, anti-sway bar relocation, driver side	(2) 3/8" x 1-1/4" bolt (4) 3/8" flat washer (3) 3/8" nyloc nut
55-02-1020	bracket, anti-sway bar relocation, passenger side	same as above
55-09-4505	plate, front shock absorber, driver side	(1) 1/2" x 1" bolt (1) 1/2" Nyloc nut
55-10-4505	plate, front shock absorber, passenger side	same as above
1-14-4505	(4) brace, (triangular wedge) front axle compression bump-stop	
55-01-144	coil spring, driver side	
55-01-145	coil spring, passenger side	
01-4006	pitman arm	
99195	(2) front axle extension travel limiting strap	

- 55-04-4505 brace, track bar bracket(2) 7/16" x 1" bolt
 (2) 7/16" lock washer
 (2) 9/16" x 3" bolt
 (2) 9/16" Nyloc nut
 (2) 2" x 1-7/8" square washer
 (1) 1" O.D- x 1-5/16" long sleeve

- 4502 bracket, track bar(1) 9/16" x 2-1/2" Grade 8 bolt
 (1) 9/16" thick flat washer
 (1) 9/16" stover nut
 (1) 1/8" O.D. x 1-1/2" long cotter pin

- 55-13-4505 (2) bracket, rear axle(4) 3/8" x 5" bolt
 compression bump-stop (4) 3/8" Nyloc nut
 (8) 3/8" flat washer

- 55-07-4505 rear brake hose relocation(1) 5/16" x 1" bolt
 bracket, rear (1) 5/16" flat washer
 (1) 5/16" nyloc nut

- 85304..... (2) shock absorber, front

- 85150..... (2) shock absorber, rear

- 86010..... (4) shock boot*(4) boot ties

- *(Note: Shock boots, if desired, purchased separately)**

- 0034..... Superlift name badgealcohol wipe pad

FRONT DISASSEMBLY

- 1) PREPARE VEHICLE ...**
 - With the vehicle in neutral, raise front of vehicle with a jack positioned under the front axle. Place a jack stand under each frame rail, behind the lower link attaching points, and lower vehicle onto the stands. Leave the jack under axle to support it while the suspension is disassembled.
 - Put vehicle in park (or first gear for manual transmission) and chock rear wheels to prevent any possibility of movement.

- 2) DRAG LINK...**
 - Remove the tires and wheels. Remove the retaining nut connecting the drag link-to-pitman arm.
 - Disconnect the drag link using a tie rod separator and let the linkage hang.

WARNING: Failure to use proper tool could cause damage to the seals. This tool is available from Dodge (#C-3894A). NOTE: Replace the link if any stud looseness or deformities are detected, or if you can twist the stud in it's socket with your fingers.

3) PITMAN ARM...

- Remove the pitman arm retaining nut then detach the pitman using a pitman arm puller tool.

WARNING: Failure to use the proper tool could cause damage to the pitman arm and/or the steering box. This tool is available from Dodge (#C-4150-A).

4) ANTI-SWAY BAR...

- Disconnect the anti-sway bar links where they attach to the axle on each side. Unbolt the bar body from the frame. Save all hardware for reuse.

5) TRACK BAR...

- Disconnect the track bar at the frame. We recommend using a special puller tool (Dodge #C-3894A) to dislodge the track bar ball stud from the frame mount. Let the bar hang from the axle mount.

6) FRONT SHOCK ABSORBERS...

- Put a slight load on the axle / jack to prevent the axle from moving. Raise the hood and remove the top retaining nut on the driver side shock.
- Remove the shock tower, which is attached to the coil tower via three nuts. Then screw one of the nuts back onto a stud to keep the ring from falling out when the coils are removed.
- Remove the lower shock bolt, then pull the shock up and out through the top of the spring tower.
- Repeat procedure on the passenger side shock.

7) BRAKE HOSE BRACKET...

- A brake hose bracket is bolted to each side of the front axle, just forward of where the upper link arms attach. Unbolt these brake hose brackets from the axle.

8) FRONT AXLE ELECTRICAL WIRING...

- The electrical four-wheel drive wiring must be disconnected so the axle can be lowered enough to allow coil spring removal. Simply unplug the connectors at the passenger side of the axle.

9) COIL SPRINGS...

- On each side, remove the upper link-to-axle bolt. The links fit very snugly, so you may have to work the jack / axle up and down slightly to get the links to release from their mounts.
- Lower the jack / axle and remove the coil springs. Rubber coil insulators are located between the top of the coils and their towers. Retain these insulators for reuse.

11) MARKING ECCENTRIC CAM BOLT LOCATION...

- The lower 4-link arms (one per side) attach to the axle via eccentric cam bolts. Rotating these bolts changes the front axle alignment. It is important that the eccentrics be reinstalled in exactly the same position. To ensure this, use a metal marker to scribe a line across the eccentric washers and the flanges they contact. Steps 12 through 14 are performed one side at a time. Start at driver side.

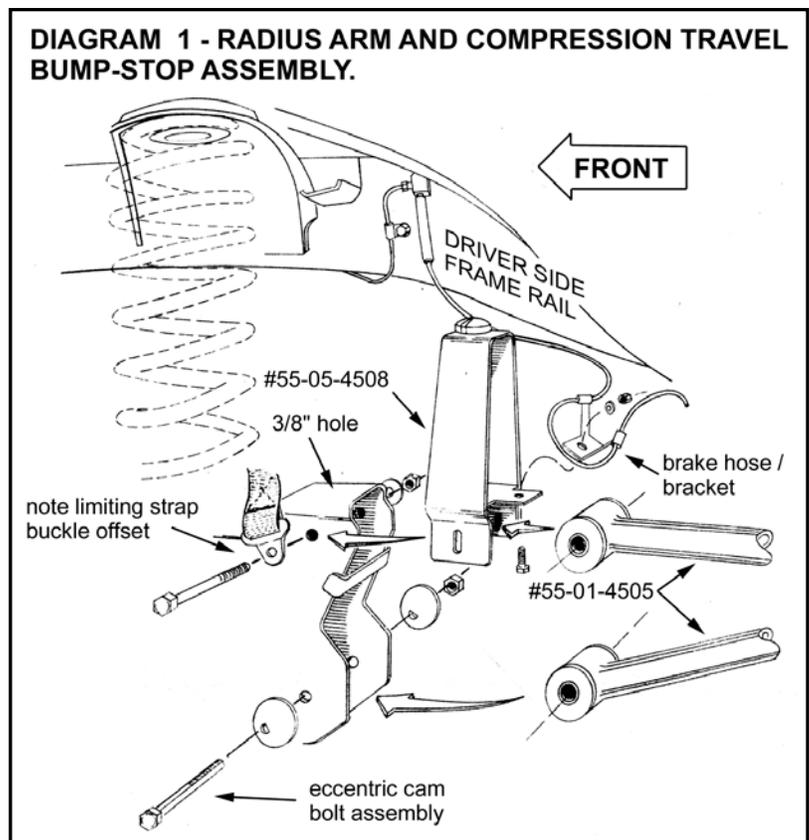
11) 4-LINK ARMS...

- Remove the lower link arm-to-frame bolt, and dislodge the link from it's mount.
- Remove the eccentric cam bolt assembly that connects the lower link-to-axle, and remove link from vehicle.
- Remove the upper link-to-frame bolt. Shift the jack / axle forward approximately 1" to allow clearance for link removal.

FRONT ASSEMBLY**12) RADIUS ARMS...****DRIVER SIDE, #55-01-4505****PASSENGER SIDE, #55-02-4505**

NOTE: [DIAGRAM 1] At this time, all DRIVER SIDE radius arm-to-frame and axle nuts are hand tightened only. They are torqued in a later step.

- Install the bushings and sleeves into the Superlift radius arm's three eye rings. Note that the front / top eye takes the 2-3/8" long sleeve while the other two eyes take the longer 2-5/8" sleeves. Prelube the rear eye since this pivot point sees quite a bit of movement. Use a light, water resistant, Lithium based grease.
- Use the stock eccentric cam bolt to connect the arm's front / bottom eye to the axle.
- Pivot the rear of the radius arm up until the front / top eye is captured by it's mount; the eye bolt is not installed until the next step. **NOTE:** Be sure the brake hose is routed above the top leg of the Superlift radius arm (DIAGRAM 4).



- Manipulate the jack / axle as necessary to mate the arm's rear eye with it's mount. Reuse the factory eye bolt.

13) COMPRESSION TRAVEL BUMP-STOP BRACKET...

DRIVER SIDE, #55-05-4508

PASSENGER SIDE, #55-06-4508

- Bolt the polyurethane bump-stop to the Superlift bump-stop bracket using a 3/8" standard nut and lock washer.
- [DIAGRAM 1] Position the Superlift bump-stop bracket as shown. Temporarily install the supplied 14mm x 160mm bolt through the bump-stop bracket, axle mount, and top/front radius arm eye. Using the bump-stop bracket as a template, mark the location for the hole in the top of the axle mount. Remove the bumpstop bracket and drill the marked location to 3/8."
- Reinstall the bump-stop bracket using the supplied 14mm x 160mm eye bolt through the limiting strap, the new bump-stop bracket, and top/front radius arm eye. Secure with the supplied 14mm Nyloc nut and flat washer; hand tighten only.
- Install the supplied 3/8" x 1-1/4" bolt through the hole drilled previously and secure using the supplied flat washers and Nyloc nut (23).
- Attach the factory brake hose bracket to the Superlift bump-stop bracket with the supplied 5/16" x 1" bolt and Nyloc nut (13).

14) COIL SPRINGS, #01-144 DRIVER SIDE, #01-145 PASSENGER SIDE...

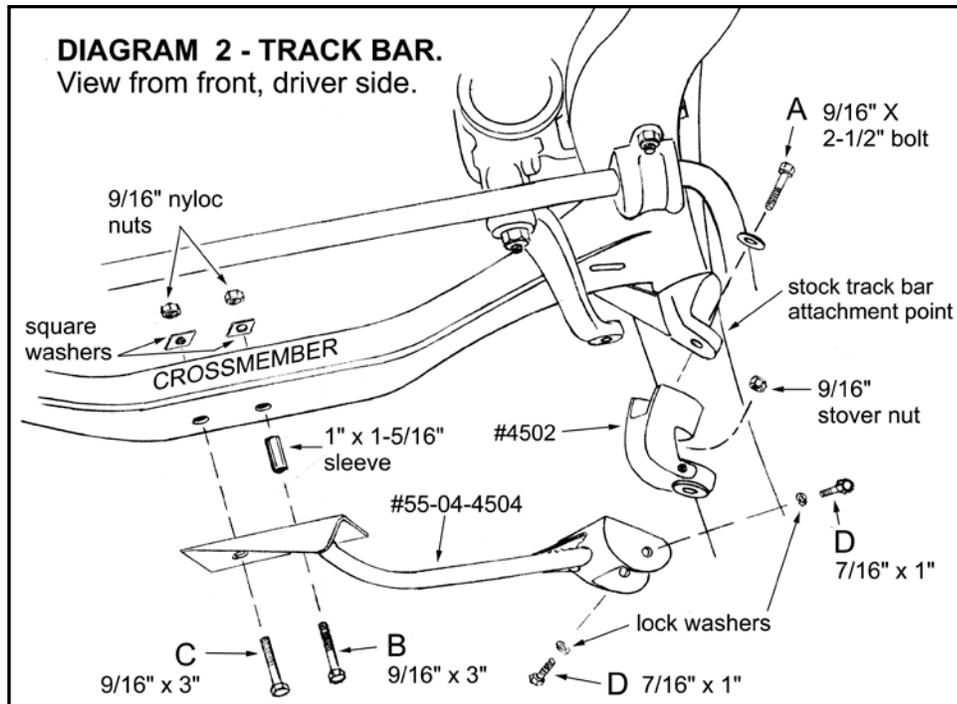
- The coil springs are side-specific. A metal band on each spring denotes the part number. Identify which coil goes on which side of the vehicle.
- Lower the jack / axle, place the stock rubber coil spring insulators on top of the coils, and install them onto truck. Keep a slight load on the jack / axle to hold the coils in place.

15) TRACK BAR BRACKET BRACE, #55-04-4505, TRACK BAR RELOCATION CASTING, #55-01-4502...

- Position and check-fit the track bar relocation casting #4502 against the existing track bar frame attachment point as shown in Diagram 2. The bracket must fit flush against the existing attachment point; often there are irregularities in the factory piece that prevent a perfectly flush fit. Grind the factory piece as necessary to gain a proper fit.

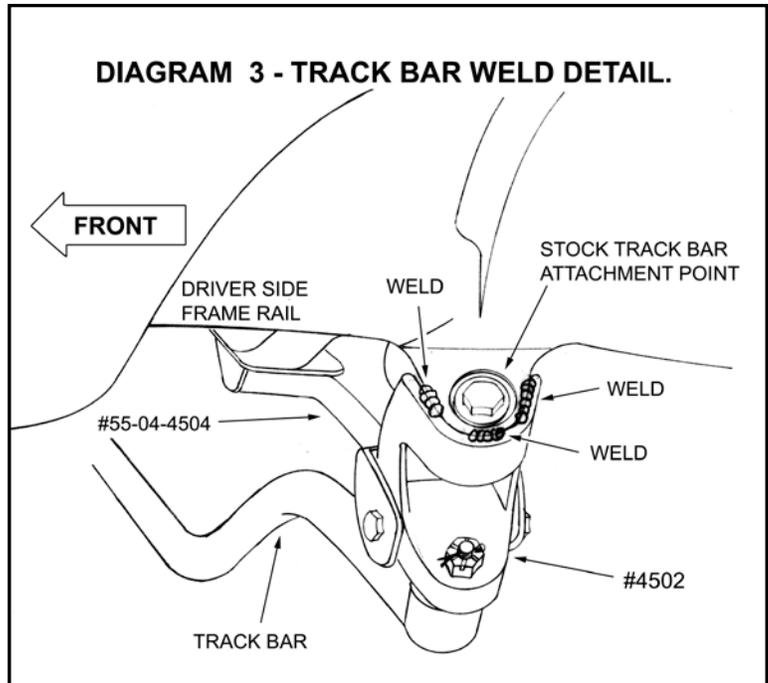
NOTE: If the #4502 bracket does not fit flush against the factory track bar attachment point, popping and creaking during turns and normal suspension cycling will occur once the installation is complete.

- [Diagram 2] Insert the supplied 1" x 1-5/16" sleeve into the large hole in the center of the frame crossmember, located under the engine. The sleeve must be forcefully driven into the hole for the first 1/4" or so.



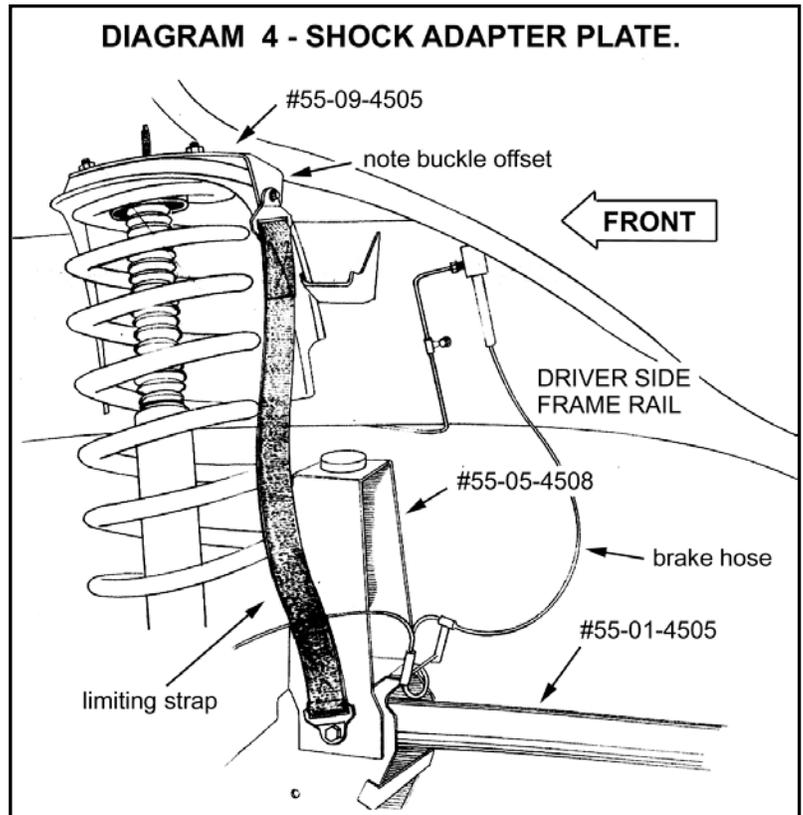
- Loosely attach the Superlift track bar brace (#55-04-4504) to the Superlift track bar relocation casting with two 7/16" x 1" bolts and lock washers.
- Place the taper of the track bar relocation bracket into the factory bracket. Insert the 9/16", x 2-1/2" Grade 8 bolt with a thick flat washer from the top, through the stock track bar attaching point and Superlift casting as shown in Diagram 2. Secure using the supplied Stover nut. Do not torque yet.
- Insert, from the bottom, a 9/16" x 3" bolt into the driver side hole of the track bar brace. Install the 2" x 1-7/8" square washer and 9/16" Nyloc nut; hand tighten only.
- Place the other 9/16" x 3" bolt into the passenger side hole, again from the bottom, and install a 2" x 1-7/8" square washer and 9/16" Nyloc nut; hand tighten only.
- Torque these bolts in this sequence (Diagram 2):
 - 1) Bolt "A" - track bar relocation casting 1 bolt (115)
 - 2) Bolt "B" - bracket-to-crossmember 1 bolt
NOTE: Use an impact and tighten bolt "B" until the track bar bracket and crossmember mate flush. There is an inner lip on the crossmember that has to be collapsed between the supplied square washer and sleeve.
 - 3) Bolt "C" - bracket-to-crossmember 1 bolt (70)
WARNING: Do not over tighten Bolt "C" or you will deform the crossmember.
 - 4) Bolt "D" - brace-to-casting; 2 bolts (50)
- Shift the jack/ axle as necessary to install the track bar into the Superlift extension bracket. Torque the nut (62) and install new cotter pin.

- ❑ [Diagram 3] Thoroughly clean the areas to be welded, as shown. Skip weld using an E6011 rod. Stick is preferred over MIG due to its superior penetration. If professional on-site welding is not available, the truck can carefully driven to a welding shop as long as the track bar bracket / brace assembly is properly torqued.
- ❑ Re-torque the track bar relocation casting bolt (115) after the welded assembly has cooled.
- ❑ Clean the welded area and paint or undercoat the exposed metal surfaces.



**16) SHOCK ADAPTER PLATE...
DRIVER SIDE, #55-09-4505
PASSENGER SIDE, #55-10-4505**

- ❑❑ Extend the shock to its on-vehicle running length of approximately 21" (measured from the center of bottom eye to the end of the stem). Install shock boot and decal.
- ❑❑ Install the shock from the top through the coil spring tower. Attach the shock to the axle using the stock hardware (100).
- ❑❑ Place the washer and bottom bushing half onto the shock stem.
- ❑❑ [DIAGRAM 4] The shock adapter plate mates to the top of the spring tower as shown. But, first place the 1/2" x 1" limiting strap bolt, pointing outward, through it's hole in the shock plate. The bolt must be installed now because there is not enough room for installation with the plate in place. Now tighten the three factory stud nuts.



- Insert the shock stem through the adapter plate, install the remaining shock bushing hardware and tighten (26).
- Place the upper end of the limiting strap onto the 1/2" x 1" bolt and tighten (57) Be sure the buckle offset angles away from the shock plate.

17) AXLE WIRING...

- Reconnect axle electrical wiring.

18) PITMAN ARM, #4006...

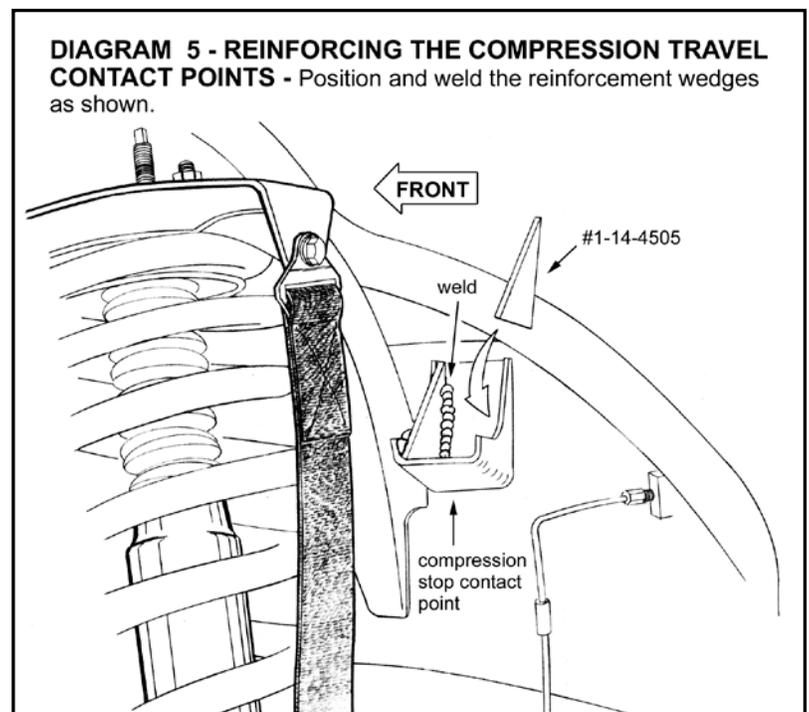
- The Superlift pitman arm is indexed to fit on to the Dodge steering output shaft. Align these teeth, thread factory nut onto the sector shaft and torque (185).
- Loosen the drag link adjustment sleeve clamps and rotate the drag link end 180 degrees. Insert drag link end into pitman arm and tighten nut (65).
- Position the adjustment sleeve clamps so the clamp bolts are parallel with the floor and tighten (40).

19) RADIUS ARM TORQUE SEQUENCE...

- Reinstall the tires / wheels and lower the vehicle to floor. The radius arms are tightened with the suspension supporting the vehicle's weight. Realign the eccentric cam bolts with the marks made in step 11 and tighten (110).
- Tighten top radius arm bolt (89).
- Tighten rear radius arm bolt (62).
- Lubricate the radius arms rear eyes via their grease fittings.

20) FRONT ANTI-SWAY BAR RELOCATION BRACKETS... DRIVER SIDE, #55-02-1020 PASSENGER SIDE, #55-01-1020

- Attach the relocation bracket to the frame using the factory hardware. Do not tighten at this time.
- Attach the anti-sway bar to the relocation bracket using the supplied 3/8" x 1-1/4" bolts, using Nyloc nuts and flatwashers on both sides. Make sure that the anti-sway bar is "square" in relation the vehicle's frame. Shift the anti-sway bar as far forward in the slots as possible and tighten all hardware (28-33).



Reconnect the anti-sway bar end links to the axle mounts using the factory hardware (27).

21) COMPRESSION TRAVEL BUMP-STOP REINFORCEMENT WEDGES, #1-11-4505...

[DIAGRAM 5] On each side, the stock frame bump-stop contact point is strengthened by welding in 2 triangular shaped wedges. Start on driver side.

Paint or undercoat all exposed metal surfaces.

Repeat procedure on the passenger side.

22) REAR AXLE COMPRESSION TRAVEL BUMP-STOP LOWERING BRACKETS, #55-13-4505...

NOTE: The Superlift brackets will work on either side of the truck.

The stock stops are rubber units that bolt to the bottom of the frame rails directly above the rear axle. Unbolt the stops from the frame.

The stock nuts are welded to the frame. Drill these out to 13/32".

Position the Superlift lowering brackets between the stock stops and the frame rails. Attach the Superlift bracket and stock stops to the frame rails using 3/8" x 5" bolts, Nyloc nuts, and flat washers (30). The flat washers are used on the nut side.

23) REAR BRAKE HOSE RELOCATION BRACKET #55-07-4508...

A bracket secures the rear hose (where it attaches to the metal line) to the frame. Detach the bracket from the frame and save the hardware for reuse.

The brake hose relocation bracket #55-07-4508 has two holes on one end and one hole on the other. Attach the end of the bracket with the single hole to the frame in the same location as the factory brake hose bracket. Reuse the factory hardware.

Carefully bend the metal brake line as necessary so the factory brake hose bracket can attach to the end of the "07" bracket. Line up the indexing tab with the "07" bracket and secure using the supplied 5/16" x 1" bolt, washer, and Nyloc nut.

24) REAR LIFT...

Install rear lift (purchased separately) per separate instructions. If rear lift blocks are used, proceed to the next step.

25) REAR BLOCK KIT...

Use a floor jack positioned under the rear axle to raise the vehicle.

Place jackstands under the framrails a few inches in front of the forward hanger for the rear springs.

Ease the jack down until the frame is resting on the stands but keep a slight load on the jack.

Chock the front tires to prevent the possibility of vehicle movement.

- Remove the tires, U-bolts, and shocks.
- Lower the axle by carefully easing down the jack. **Do not overextend the brake lines and axle vent hoses.**
- Make sure the top of the spring perches and the bottom of the springs are clean and free of any debris. Position the Superlift blocks on top of the factory block. Notice that the top of the blocks are tapered; place the tall end of the taper facing rearward.
- Install the supplied U-bolts and plates, then torque the bolts in an "X" pattern to the following specifications.

SUPERLIFT U-BOLT TORQUE GUIDE

NOTE: Torque specifications apply to Superlift U-bolts only

DESCRIPTION	PLATED (lb-ft)	PLAIN FINISH (lb-ft)
½" dia., up to 13" long	57	92
9/16" dia., up to 13 ½" long	82	131
9/16 dia., 13 ½" and longer	106	185
5/8" dia., up to 14 ½" long	112	181
5/8" dia., 14 ½" and longer	145	256

- Install new shocks #85150 and tires, then lower the vehicle to the floor.

26) CLEARANCES AND TORQUE CHECK...

- Raise the front of the vehicle with a bumper jack and let the suspension hang. Cycle steering lock to lock, and inspect steering, suspension and driveline systems for tightness, proper operation, and adequate clearances.
- Lower the truck to the floor and repeat the inspection procedure.

Retorque all fasteners.

27) TURNING RADIUS STOP ADJUSTMENT...

Steps are performed one side at a time. Start at driver side.

NOTE: When a different width tire and/or different offset wheel is used, the stop bolts must be adjusted. The stop bolts are located on the front axle knuckles.

- On driver side, loosen the jam nut and screw the bolt all the way in. Either the end of the sector's turning radius or tire-to-spring contact will stop the turning.
- Adjust the stop bolt out until the bolt limits turning at least 1/2" before tire contact or the end of the sector radius.

Repeat procedure on passenger side.

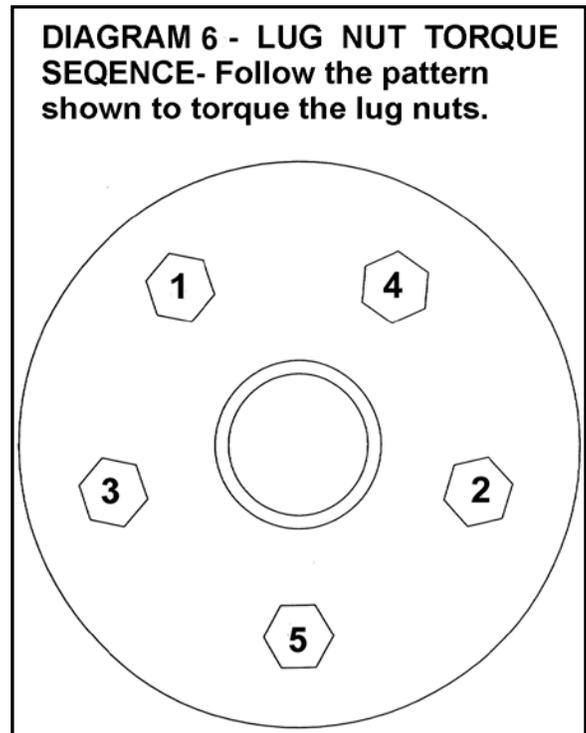
NOTE: The amount of adjustment may differ slightly. Longer bolts may be needed. If a tire makes contact with the radius arm, tire damage may occur. This can also increase the possibility of vehicle roll-over. If the steering sector is at full lock and receives a blow (rut, curb, etc.), steering linkage and/or steering sector main shaft failure may occur.

28) TIRES / WHEELS...

- [DIAGRAM 6] Tighten the lug nuts to factory specifications in the sequence shown.

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

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



29) FINAL CLEARANCE and TORQUE CHECK...

- With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

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

31) HEADLIGHTS...

- Readjust headlights to proper setting.

32) SUPERLIFT NAME BADGE AND WARNING DECAL...

The system includes one 2" x 5" name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. We suggest putting the badges on the front fenders, tailgate, or rear window. The badge mounts by means of factory applied, double-backed tape. Follow these instructions to ensure that badge sticks properly:

- Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.

- Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.
- Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.
- Press firmly on the badge face and hold a few seconds to seat mounting tape. A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.
- Install the WARNING TO DRIVER decal on the inside of the windshield, or on the dash, within driver's view. Refer to the "NOTICE TO DEALER AND VEHICLE OWNER" section below.

33) ALIGNMENT...

Realign vehicle to factory specifications.

IMPORTANT PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after winter / hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of roll over possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performances and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift product purchased. Mixing component brands is not recommended.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. It is the owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance.

Superlift makes no claims regarding lifting devices and excludes any and all implied claims. Superlift will not be responsible for any altered product or any improper installation or use of our products.

We will be happy to answer any questions concerning the design, function, and correct use of our products.

IMPORTANT MAINTENANCE INFORMATION

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with a Superlift lifting device must have the enclosed "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash, within driver's view. The "Warning to Driver" decal is to act as a constant safety reminder for whoever may be operating the vehicle. The WARRANTY IS VOID unless this decal is in place. **INSTALLING DEALER...** It is your responsibility to install warning decal and forward these installation instructions to the vehicle owner for review of warnings, product use and maintenance information. Replacement warning decals are available free upon request. These instructions are to be kept with the vehicle registration papers and owners manual for the service life of the vehicle.

SUPERLIFT LIMITED LIFETIME WARRANTY

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.

SUPERLIFT SUSPENSION SYSTEMS

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