2011-2018 GM 2500HD 3" INSTALLATION INSTRUCTIONS

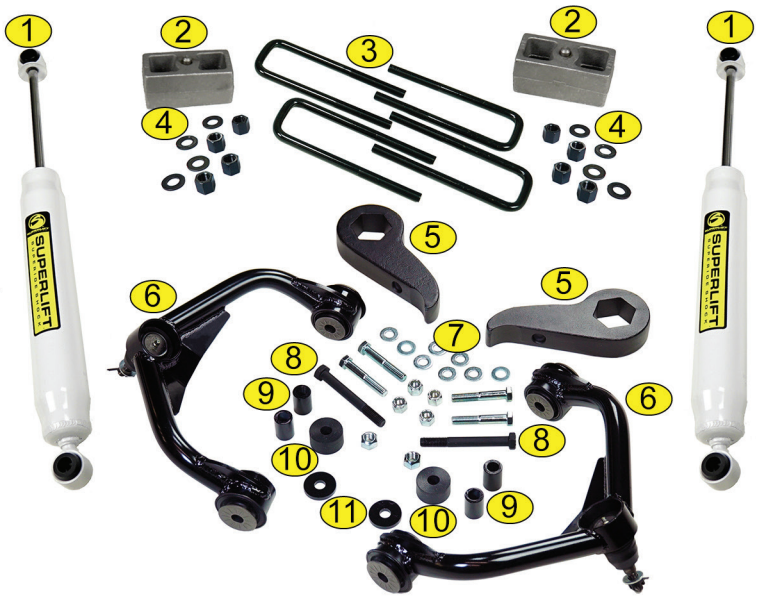
Engineered for Both 2WD & 4WD models
2011-2018 Chevrolet Silverado 2500HD
& 2011-2018 GMC Sierra 2500HD
2011-2018 Chevrolet Silverado 3500HD (Non-Dually)
& 2011-2018 GMC Sierra 3500HD (Non-Dually)

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

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

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

1. Shocks, Rear
2. Lift Blocks, Rear
3. 5/8" U-Bolts
4. 5/8" U-Bolt Nuts & Washers
5. Torsion Bar Keys, DR. & PA.
6. Upper Control Arm, DR. & PA.
7. Shock Spacer Hardware, Front, DR. & PA.
8. Differential Spacer Hardware, Rear
9. Shock Spacer, Front, DR. & PA.
10. Differential Spacer, Front, DR. & PA.
11. Differential Spacer, Rear, DR. & PA.



How to Read the Kit Breakdown Charts:

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

K KIT BREAKDOWN

Kit Part Number K1010

Part Number	Qty.	Part Description
3340	1	Kit Box - Front
3341	1	Kit Box - Rear

KIT BREAKDOWN

Kit Part Number 3340

Part Number	Qty.	Part Description
55-01-3340	2	Control Arm, Driver & Passenger
66-01-40025	2	Torsion Bar Keys, Driver & Passenger
77-3340	1	Hardware Bag, Spacers
77-3340A	1	Hardware Bag, Nuts and Bolts

Kit Part Number 3341

Part Number	Qty.	Part Description
018	2	1.5" Lift Block
58X314X12UB	4	5/8" x 3-1/4" x 12" U-Bolt, Square Bend
77-1505	1	Hardware Bag, U-Bolt Nuts and Washers
01-85150	2	Shock Cylinder, Rear
77-80033	1	Hardware Bag, Shocks

HARDWARE BAG BREAKDOWN

Kit Part Number 77-3340

Part Number	Qty.	Part Description
55-02-3340	4	Shock Spacer, Front, Top
55-03-3340	2	Differential Spacer, Rear (Metal)
55-04-3340	2	Differential Spacer, Front (Thick UHMW Plastic)

Kit Part Number 77-80033

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

Kit Part Number 77-3340A

Part Number	Qty.	Part Description
14Mx2x120CS	2	14mm x 120mm Bolt, 2.0 Pitch
14MLN	2	14mm Lock Nut, 2.0 Pitch
14MFW	2	14mm Flat Washer
12MX1.75X80CS	4	12mm x 80mm, 1.75 Pitch
12MFW	4	12mm Flat Washer
12MN	4	12mm Standard Nut, 1.75 Pitch

Kit Part Number 77-1505

Part Number	Qty.	Part Description
1511-B10	8	5/8" U-Bolt Nut, Fine Thread
58CW	8	5/8" U-Bolt Washer

Step	Part Number	Qty. per Kit	Description	New Attaching Hardware	Qty. per Bracket	Hardware Bag Number
6	55-04-3340	2	Differential Spacer, Front (Thick UHMW Plastic)	14mm x 120mm Bolt, 2.0 Pitch	1	77-3340A
				14mm Lock Nut, 2.0 Pitch	1	
				14mm Flat Washer	1	
6	55-03-3340	2	Differential Spacer, Rear (Metal)			
15	55-01-3340	2	Control Arm, Driver and Passenger			
17	55-02-3340	4	Shock Spacer, Front, Top	12mm x 80mm, 1.75 Pitch	2	77-3340A
				12mm Flat Washer	2	
				12mm Standard Nut, 1.75 Pitch	2	
20	66-01-40025	2	Torsion Bar Keys, Driver and Passenger			
	PARTS BELOW ARE OPTIONAL					
28	018	2	1.5" Lift Block	58X314X12UB - 5/8" x 3-1/4" x 12" U-Bolt, Square Bend	2	
				5/8" U-Bolt Nut, Fine Thread	4	77-1505
				5/8" U-Bolt Washer	4	
29	01-85150	2	Shock Cylinder, Rear	01-60418 - Hourglass Bushing	2	77-80033
				39-3480 - 0.75" OD x 0.563" ID x 1.68" Long Sleeve	2	
				3/4" SAE Washer	2	

2011-2018 GM 2500HD 3” 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.
- 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 18" Wheels Will Fit back on the vehicle once this suspension system is installed. Stock 17" Wheels Will NOT Fit.

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

RECOMMENDED TIRE SIZE SPECIFICATIONS			
Tire	**Wheel**	**Backspacing (INCH)**	**Offset (MM)**
295/70R18	Stock 18	0	0
33 x 12.50	18 x 9	5.50-5.75	12
33 x 12.50	20 x 9	5.50-5.75	12

TOOLS & TECH...

TOOLS				
Miscellaneous Tools		**Wrenches / Socket Sizes**		
Floor Jacks	Jack Stands	Standard	Metric	
Ball-Peen Hammer	Chisel	11/16"	13mm	22mm
Adjustable Pliers	Vice Grips	3/4"	15mm	24mm
Torque Wrench	Pry Bar	15/16"	18mm	27mm
Screwdrivers - Flathead & Phillips			21mm	
Plastic Fastern Removal Tool		Swivel / Wobble Extension		
GM Torsion Bar Puller Tool #CH48809		Socket Extensions - Various Lengths		

CAUTION: SUPERLIFT engineered this lift system to work specifically with the supplied SUPERLIFT torsion bar 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 1.5" rear blocks.

⚠NOTE: Use the check-off box ☐ found at each step to help you keep your place. Two ☐☐ denotes that one check-off box is for the Driver Side (Left) and one is for the Passenger Side (Right). Unless otherwise noted, always start with the Driver Side.

FRONT DISASSEMBLY

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

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

☐ Disconnect the battery.

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

Illustration 1

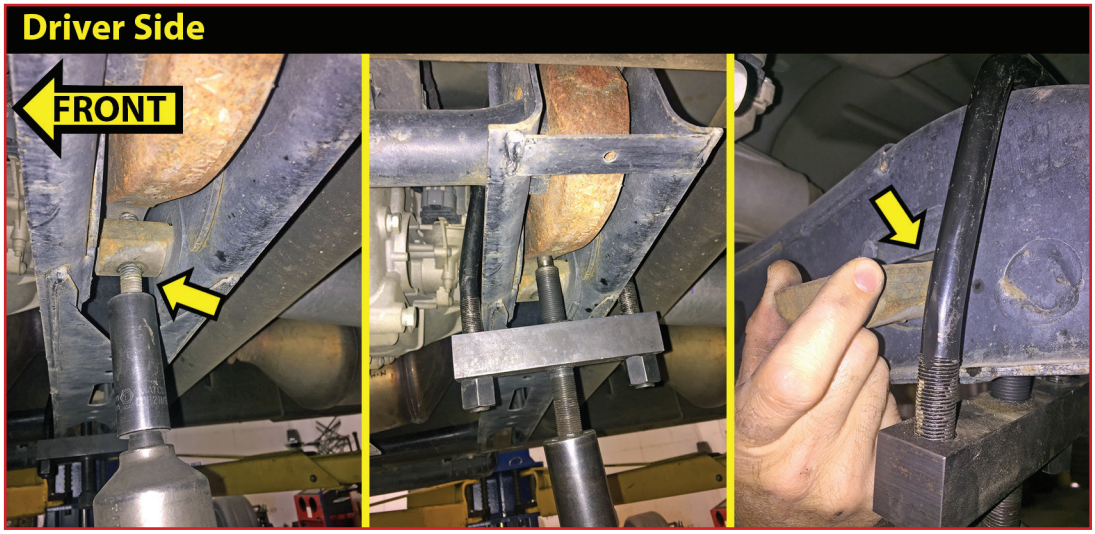
UNLOADING THE TORSION BARS...

2. [Illustration 2A] Remove and Save the torsion bar adjuster bolt. {21mm}

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

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

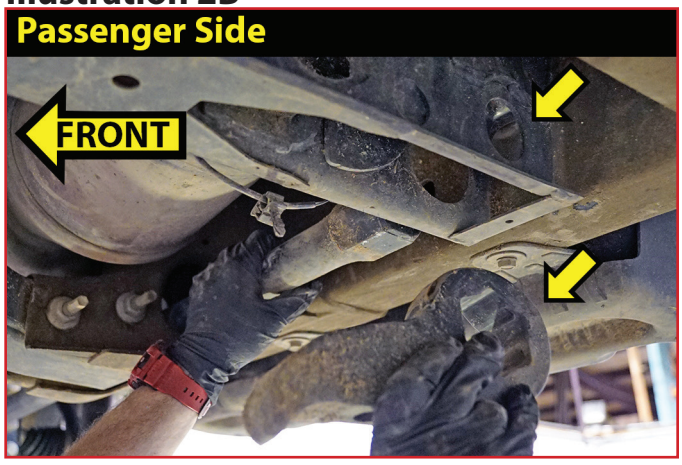
Illustration 2A



⚠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.

☐☐ 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 2B



☐☐ Unload the torsion bars but Do Not Remove torsion bar. {21mm} Remove the puller tool.

☐☐ Remove and Save Adjuster Block.

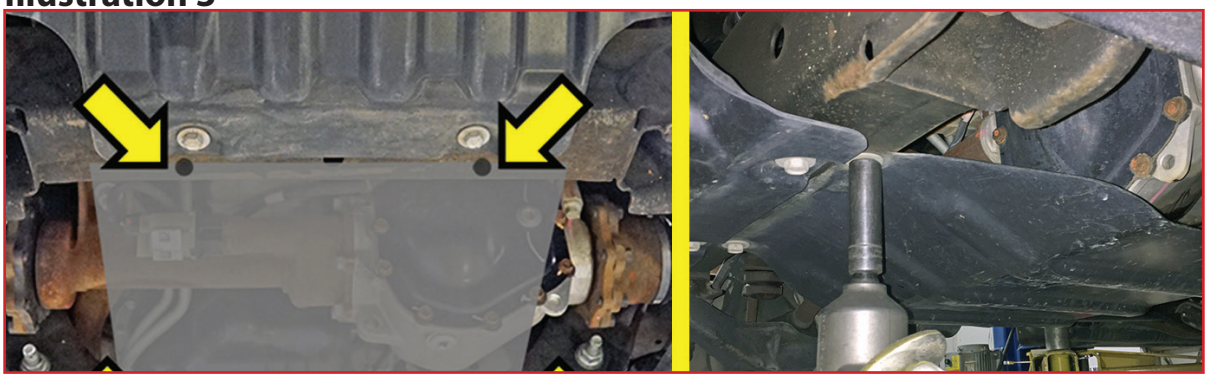
☐☐ [Illustration 2B] Remove the torsion bar adjuster arm/torsion key by pushing the torsion bar forward to allow the key to drop free. On some vehicles this will require using a hammer/punch or air hammer. Access the end of the torsion bar through the hole in the back of the torsion bar crossmember and 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. Do Not Remove from vehicle.

REMOVE FACTORY BELLY PAN…

☐ 3. [Illustration 3] If equipped, remove the four bolts mounting the factory belly pan to the frame. {15mm} The factory belly pan will be reused.

Illustration 3

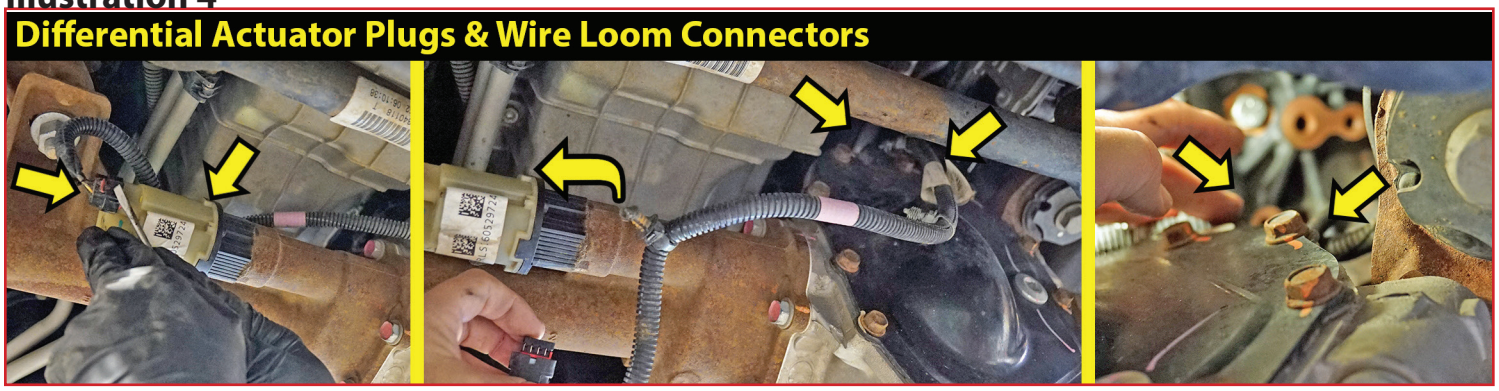


DISCONNECT DIFFERENTIAL ELECTRICAL…

☐ 4. [Illustration 4] Disconnect the electrical connector from the front differential actuator. {flathead screw driver or pick tool}

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

Illustration 4



LOWER DIFFERENTIAL…

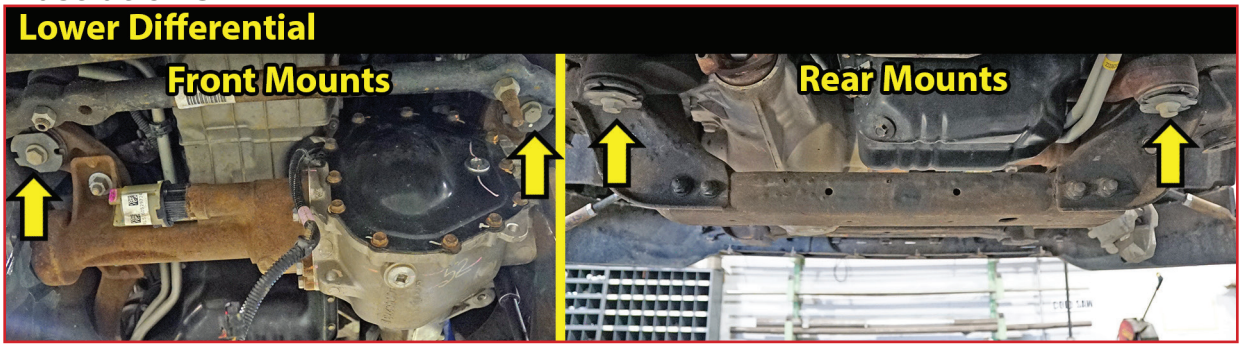
☐☐ 5. [Illustration 5] Place a jack or jack stand under the differential to support the weight of the differential.

Locate the Differential-To-Frame mounts. There are two (2) mounts in front of the differential and two (2) in the rear behind the rear crossmember.

Using a 21mm socket, remove these bolts. Once the bolts are removed, the differential will need to be lowered to install the new differential spacers.

Retain the rear hardware. The front bolts will be replaced.

Illustration 5



INSTALL DIFFERENTIAL SPACERS…

☐☐ 6. [Illustration 6] Locate the SUPERLIFT Hardware Bag #77-3340. Locate the (2) Differential Spacer, Front (Thick UHMW Plastic) #55-04-3340 and the (2) Differential Spacer, Rear (Metal) #55-03-3340.

Locate the SUPERLIFT Hardware Bag #77-3340A. Find hardware for #55-04-3340 Front (Thick) Diff Spacers. PER Side: (1) 14mm x 120mm Bolt, 2.0 Pitch, (1) 14mm Lock Nut, 2.0 Pitch and (1) 14mm Flat Washer.

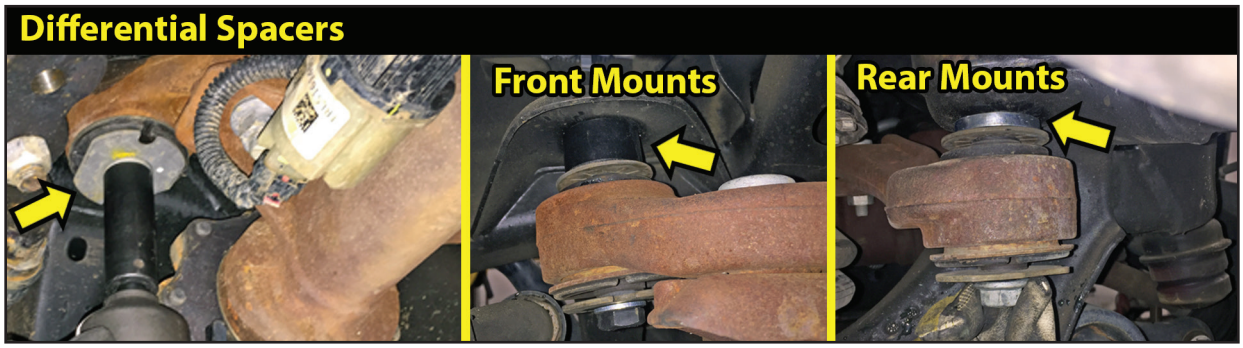
Lower the differential enough to install the new spacers. (Two (2) Front (Thick-UHMW Plastic) #55-04-3340 and (2) Rear (Thin-Metal Spacer) #55-03-3340.)

Use the supplied 14mm bolts, washer & nuts in the front differential locations with the thick spacers.

Install the smaller spacers in the rear mounts with the factory bolts.

Tighten all four (4) differential bolts. {Front - 22mm, Rear - 21mm}

Illustration 6



RECONNECT DIFFERENTIAL ELECTRICAL…

☐ 7. [Illustration 7] Reconnect the electrical connector from the front differential actuator. {flathead screw driver or pick tool}

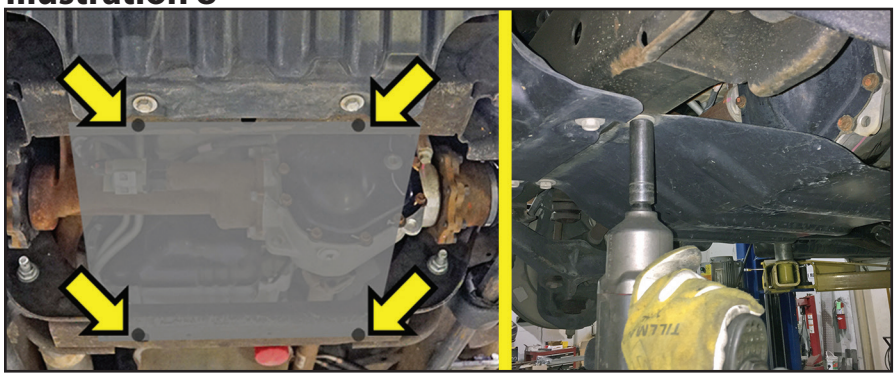
Reattach the 3 plastic wire loom retainer plugs from the differential. One (1) Behind the Actuator. Two (2) are Above the Differential Cover on Top of the Differential.

Illustration 7

REINSTALL FACTORY BELLY PAN…

☐ 8. [Illustration 8] Reinstall the factory bell pan with the four (4) factory mounting hardware bolts mounting. {15mm}

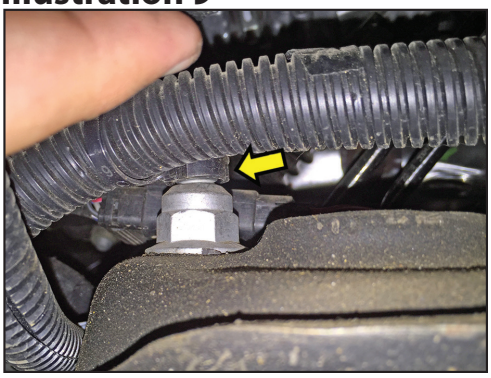
Illustration 8



DISCONNECT ABS BRAKE PLUG & BRAKE LINE BRACKET…

☐☐ 9. [Illustration 9] Disconnect the ABS wire clip located on the top of the shock stud.

Illustration 9



DISCONNECT ABS BRAKE PLUG & BRAKE LINE BRACKET…

☐☐ 10. [Illustration 10] 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}

☐☐ 11. [Illustration 11] Disconnect the rubber brake hose bracket from the steering knuckle. Remove bolt and retain hardware. {10mm}

Illustration 10

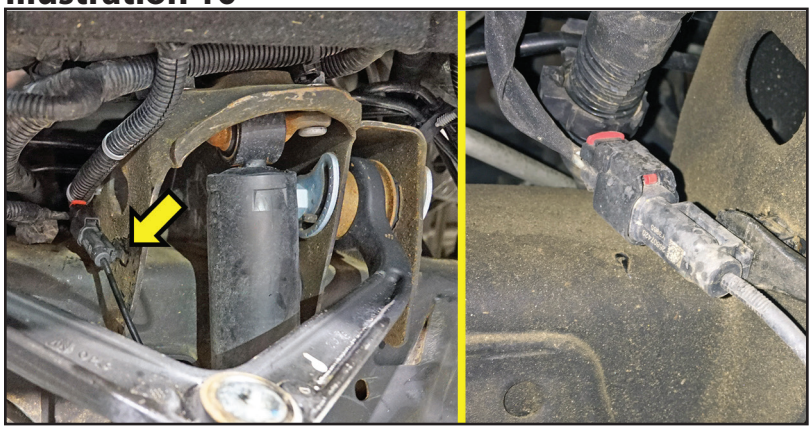
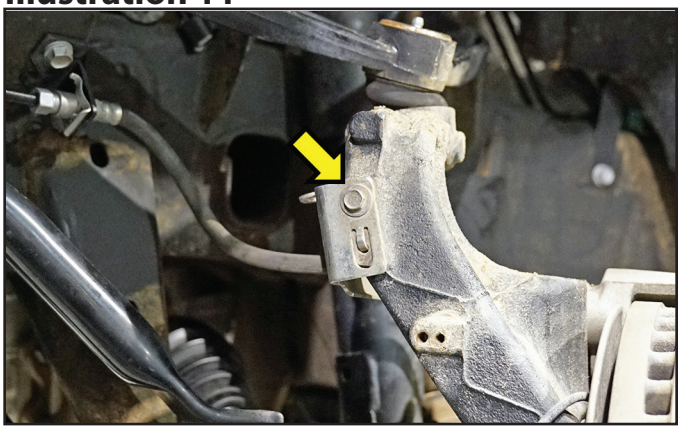


Illustration 11



DISCONNECT UPPER BALL JOINT…

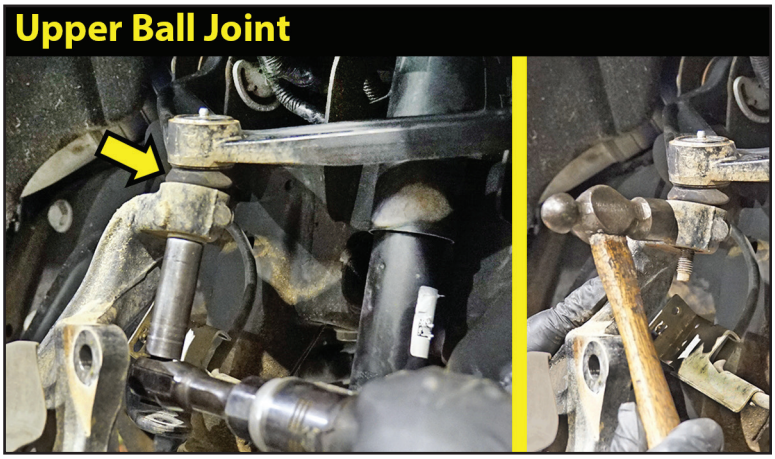
☐☐ 12. [Illustration 12] Remove the upper ball joint nut. Reinstall the nut a couple of turns by hand. {18mm}

Use a Ball Joint Puller Separator to separate the ball joint from the knuckle. ⚠**WARNING:** Be careful. Do not let the knuckle fall to the side abruptly. It could cause damage to the ABS wires or brake lines.

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 nut and save for re-install.

Illustration 12

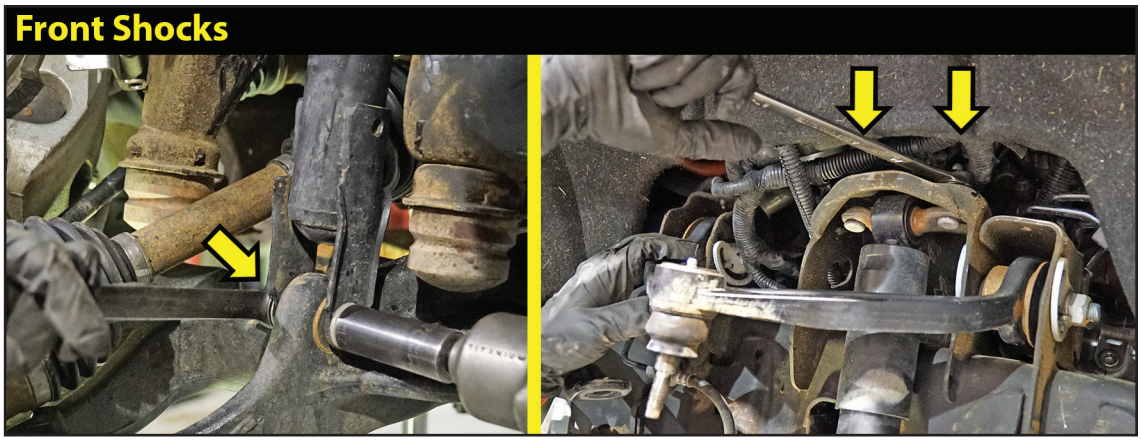


DISCONNECT FRONT SHOCKS…

☐☐ 13. [Illustration 13] 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 lower shock mount hardware. New upper hardware will be supplied.

Illustration 13



REMOVE UPPER CONTROL ARM…

☐☐ 14. [Illustration 14] Unbolt the upper control arm from the frame. {24mm}

⚠NOTE: Use caution not to damage alignment pins.

Remove the cam bolts and remove the upper control arm.

Illustration 14

Remove Upper Control Arms

INSTALL UPPER CONTROL ARM…

☐☐ 15. [Illustration 15] Locate the SUPERLIFT Control Arms - # 55-01-3340. The control arms are not side specific.

Insert supplied Grease Fitting into the upper control arm ball joint. {5/16"} **⚠WARNING: Note that the new ball joints Do Not Have Grease at this time. Grease Must Be Installed BEFORE vehicle is Driven.**

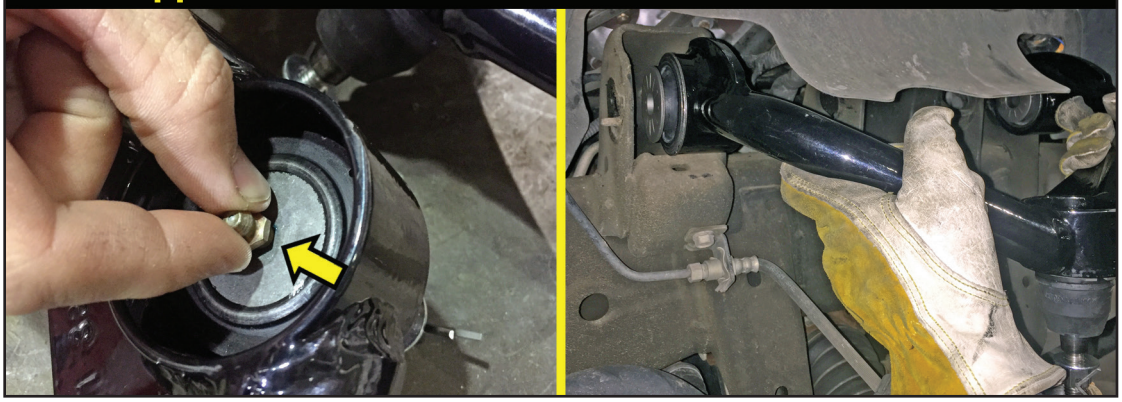
Using the factory hardware, install the upper control arm into the factory position.

⚠NOTE: Note the proper cam bolt placement and use caution not to damage alignment pins.

Snug tighten only. Leave hardware loose. (These bolts will be torqued with the weight of the vehicle on the suspension.) {24mm}

Illustration 15

Install Upper Control Arm



ATTACH KNUCKLE TO UPPER CONTROL ARM...

☐☐ 16. [Illustration 16] Position a jack or jack stand under the knuckle assembly. The assembly is heavy and you may need to lift or lower to attach the knuckle.

Connect the upper ball joint to the knuckle and secure using the supplied nut. Tighten the upper nut (37) {11/16"}

Illustration 16

FRONT SHOCK INSTALL...

☐☐ 17. [Illustration 17] Locate the front factory shocks. The factory shock studs must be removed. Using a vise or table top, support the shock bar pin. Using a ball peen hammer, strike and drive the stud down and out of the bar pin.

Locate the SUPERLIFT hardware in Bag #77-3340. PER Side: (2) #55-02-3340 Shock Spacer, Front, Top.

Locate the SUPERLIFT hardware in Bag #77-3340A. PER Side: (2) 12mm x 80mm, 1.75 Pitch, (2) 12mm Flat Washer, (2) 12mm Standard Nut, 1.75 Pitch.

On the upper shock mount, attach 12mm Washer to 12mm Bolt. Insert through bar pin. Add Shock Spacer and insert into the factory frame mount. Attach 12mm Nut. Snug tighten only. {3/4"}

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 17

Front Shock Install

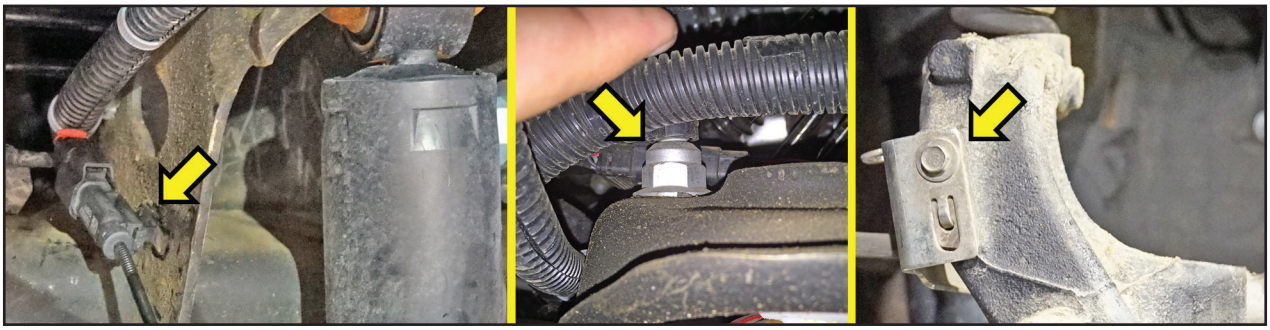
REATTACH ABS PLUGS AND BRAKE LINE...

☐☐ 18. [Illustration 18] 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.

☐☐ Attach the ABS wire clip located on the top of the shock stud.

☐☐ Reconnect the rubber brake hose bracket to the steering knuckle with factory. bolt. {10mm}

Illustration 18



TIGHTEN & TORQUE...

☐☐ 19. Now tighten and torque everything up... (All Except the upper control arm mounts & the lower shock mount.)

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

LOAD TORSION BARS...

☐☐ 20. [Illustration 20] Locate the SUPERLIFT Torsion Bar Keys, Driver and Passenger - #66-01-40025. The keys are not side specific.

Locate the GM Torsion Bar puller tool. Locate the factory Retainer Block & Adjuster Bolt.

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

⚠WARNING: Be extremely careful when loading and unloading the torsion bars; there is a tremendous

amount of energy stored in them. Keep your hands and body clear of the adjuster arm assembly and the puller tool in case anything slips or breaks.

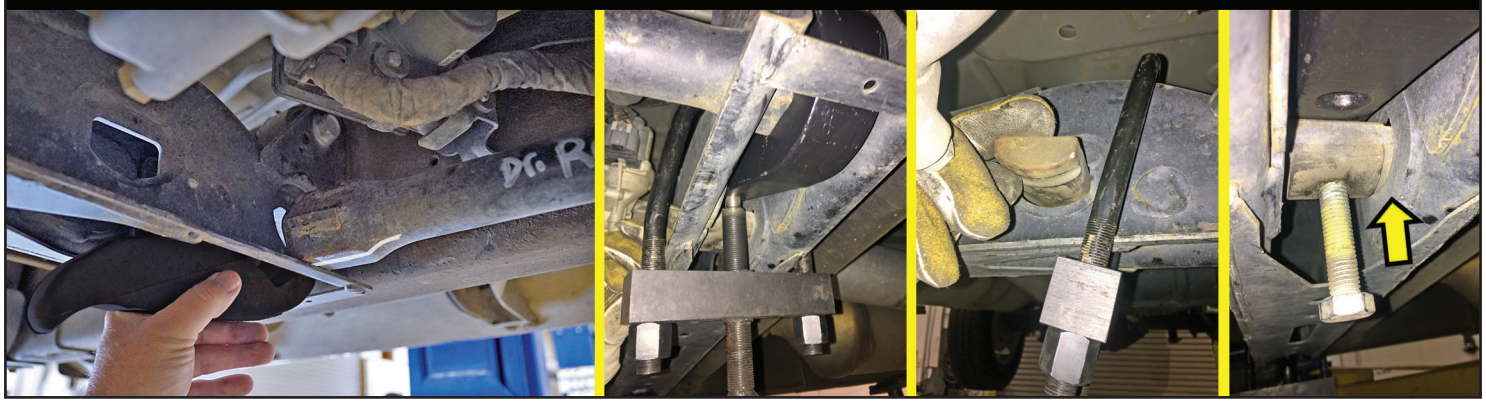
TECH TIP: Apply a light lubricating grease to the threads and the tip of the adjuster bolt to help with install.

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.

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

Illustration 20

LOAD TORSION BARS



FRONT TIRES / WHEELS...

☐☐ 21. [Illustration 21] Install the front tires & wheels. {Lug Nuts 22mm} (140) Lower the vehicle to the ground.

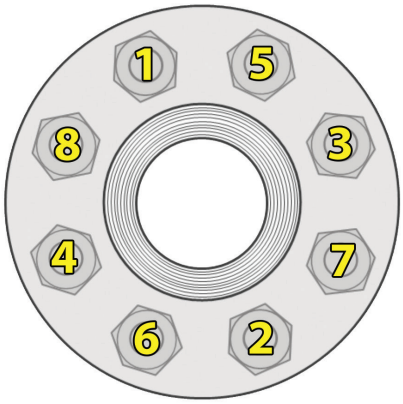
⚠WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting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

☐ Reconnect the battery.

Illustration 21

LUG NUT TORQUE SEQUENCE

Use the sequence shown to torque the lug nuts.



FRONT CLEARANCE CHECK...

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

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

REAR INSTALLATION

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

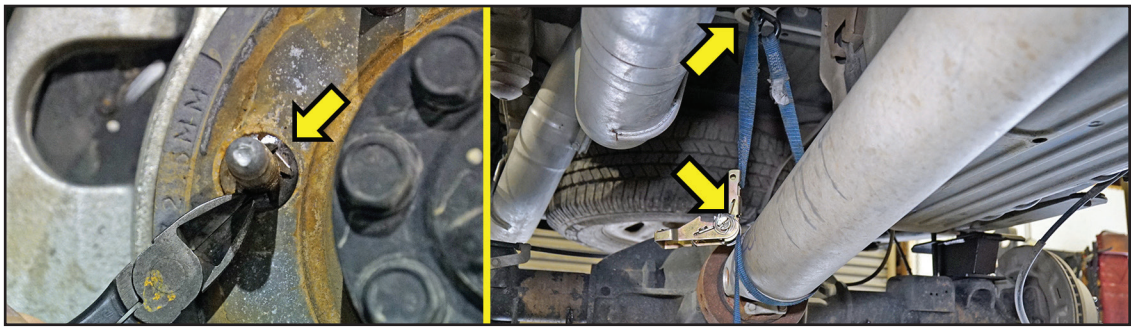
23. **PREPARE VEHICLE FOR REAR...**

☐☐ 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 23]

☐ 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 23]

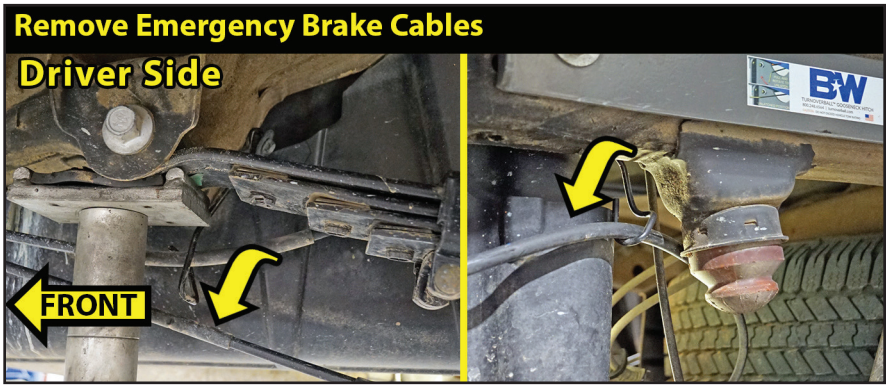
Illustration 23



REMOVE PARKING / EMERGENCY BRAKE CABLE FROM HANGERS...

☐ 24. [Illustration 24] Remove the parking/emergency brake cable that goes to the Driver side from the hanger near the rear spring front hanger. Remove same brake cable from the hanger near the rear bump stop mount.

Illustration 24



REMOVE ABS CLIPS...

☐☐ 25. [Illustration 25] On the back of the rear axle, locate the ABS connection just to the inside of the rear Driver side leaf spring mount. Disconnect the ABS brake wire plastic retainer connector from the axle mount metal tab. {Plastic Fastener Removal Tool} Unplug ABS connector at plug. {Screw driver or Pick Tool} Repeat process on the Passenger Side.

REMOVE REAR SHOCKS...

☐☐ 26. [Illustration 26] Use a 21mm wrench and 21mm socket to remove the lower shock hardware. The upper shock mount has the nut attached to the shock mount. {21mm}. Remove the rear shocks. Save hardware.

Illustration 25

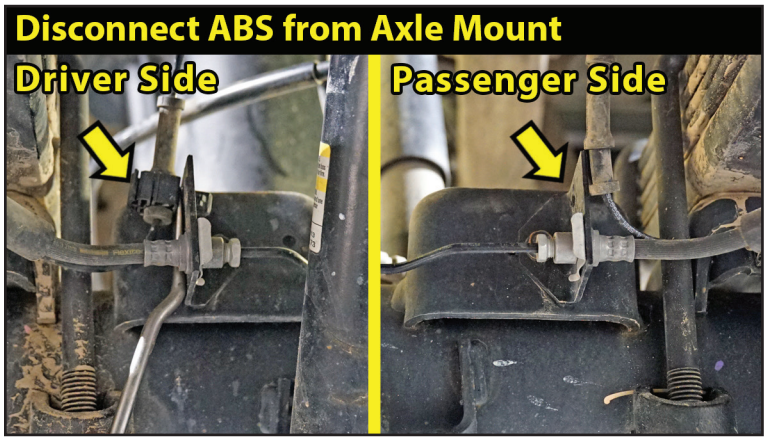
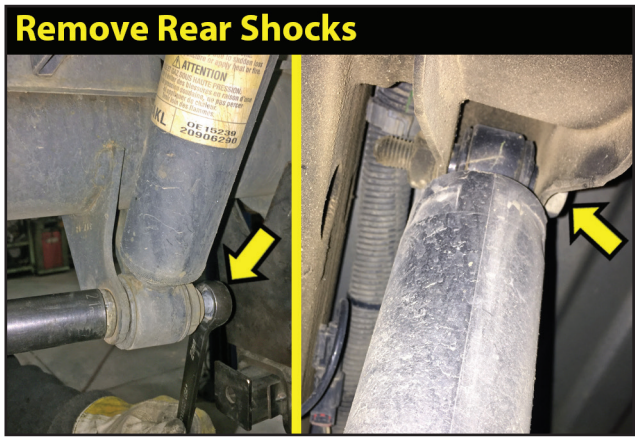


Illustration 26



REMOVE FACTORY U-BOLTS...

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

INSTALL BLOCKS & U-BOLTS...

☐☐ 28. [Illustration 28] Locate the SUPERLIFT (2) 1.5" Rear Blocks #018 and (4) U-Bolts - 5/8" x 3-1/4" x 12", Square Bend. Locate the hardware in Bag #77-1505. PER Side: (4) 5/8" U-Bolt Nut/ Hi-Nut & (4) 5/8" U-Bolt Washer.

Lower the axle and install the SUPERLIFT rear blocks.

⚠NOTE: Make sure the locating pins are seated correctly.

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

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

Repeat rear block installation on Passenger side.

REAR SHOCK INSTALL...

☐ 29. [Illustration 29] Locate the SUPERLIFT (2) SUPERIDE Shocks # 01-85150. Locate the hardware in Bag #77-80033. PER Side: (2) #01-60418 - 3/4" ID Bushing, (2) 3/4" SAE Washer & (2) #39-3480 - Sleeve, 0.750" OD x 0.563" ID x 1.68" Long.

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

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

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

REINSTALL PARKING / EMERGENCY BRAKE CABLE INTO HANGERS...

☐ 30. [Illustration 30] Reinsert the Driver side cable into the hanger near the rear spring front hanger. Reinsert same brake cable into the hanger near the rear bump stop mount.

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

Illustration 27

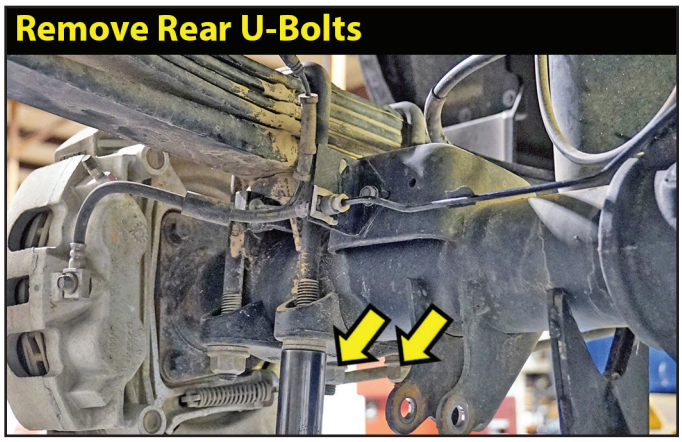


Illustration 28

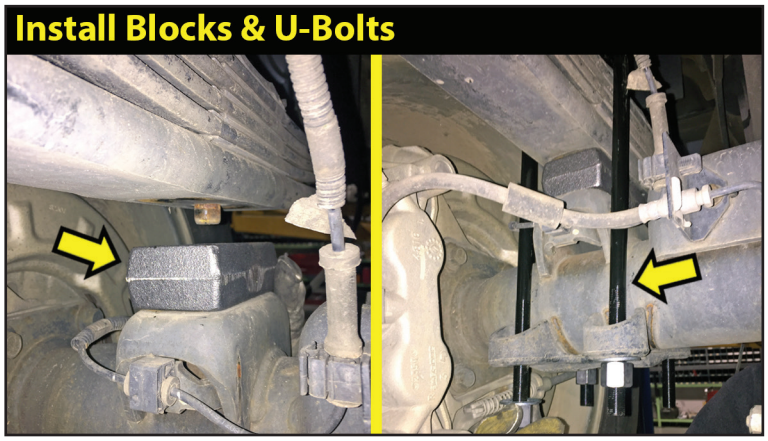


Illustration 29

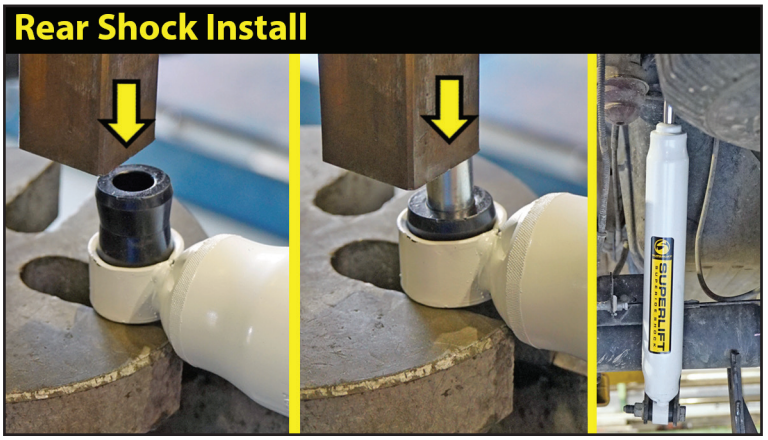
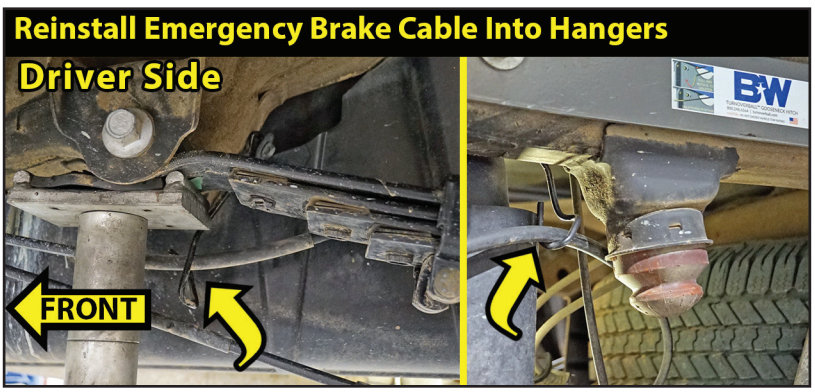


Illustration 30



REATTACH ABS CLIPS...

☐☐ 31. [Illustration 31] On the back of the rear axle, locate the ABS connection just to the inside of the rear Driver side leaf spring mount. Reconnect the ABS brake wire plastic retainer connector to the axle mount metal tab. Plug ABS connector at plug.

Repeat process on the Passenger Side.

REAR TIRES / WHEELS...

☐☐ 32. [Illustration 32] 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

☐☐ 33. [Illustration 33A] **CAUTION: SUPERLIFT engineered this lift system to work specifically with the supplied SUPERLIFT 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 1.5" rear 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 33B] With the vehicle on flat, level ground measure the ride height from Front-To-Rear. Check how much you need to 'unload' the torsion bars to get close to 'Level'. Make the adjustment to the torsion bar adjuster. Roll the vehicle forward and back and 'bounce' the front to settle the suspension.

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

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

Illustration 31

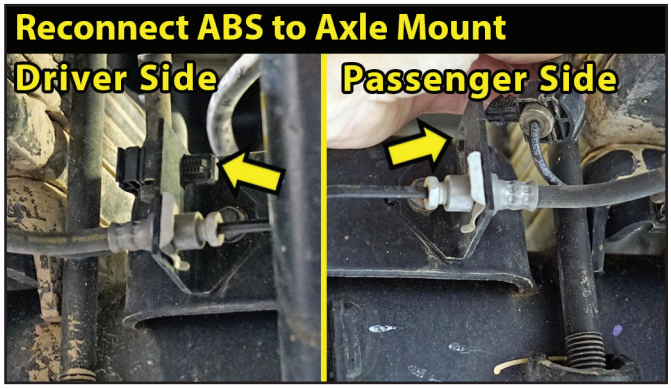


Illustration 32

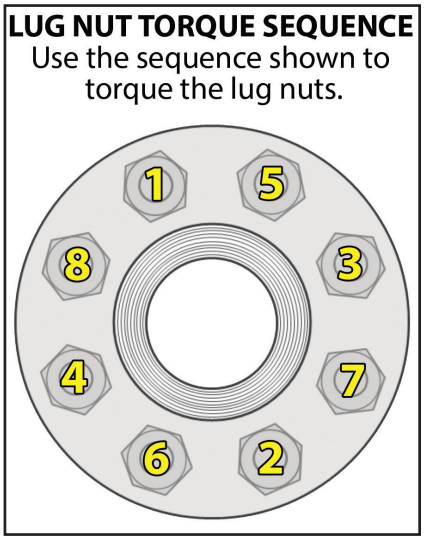


Illustration 33A

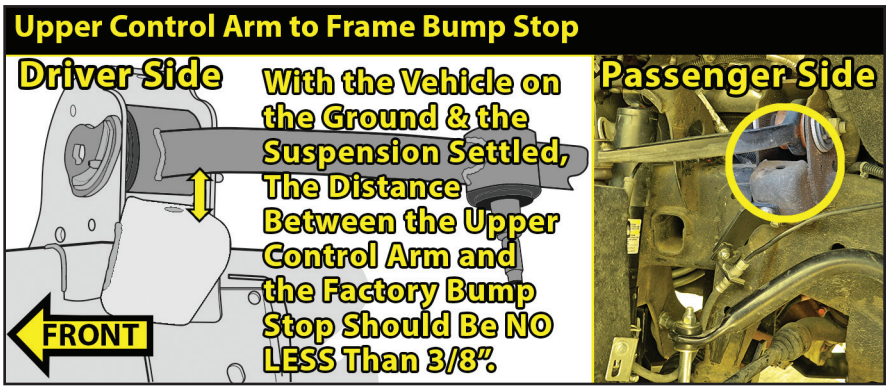


Illustration 33B

TIGHTEN UPPER CONTROL ARMS & SHOCKS...

☐☐ 34. Bounce the front end to settle the suspension.

Torque the upper control arm bolts. {27mm wrench / 27mm socket} (250)

Torque the lower shock mount. {21mm wrench/21mm socket} (85)

ADD GREASE TO BALL JOINTS IN UPPER CONTROL ARMS...

☐☐ 35. ⚠WARNING: **Note that the new ball joints Do Not Have Grease at this time. Grease Must Be Installed BEFORE vehicle is Driven.**

⚠NOTE: Failure to add grease to the ball joints Will Void Your Limited Lifetime Warranty.

Using a standard manual powered grease gun, attach hose coupler fitting to zerk fitting. Press down squarely until you feel the 'snap' of the adapter grabbing the zerk.

Watch the dust boot and slowly give the grease gun a few good pumps until you see the boot begin to swell STOP as soon as you boot begins to swell. Detach the coupler from the zerk fitting.

Wipe any excess grease away from the zerk and dust boot.

FINAL CHECKS

CLEARANCE CHECK...

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

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

WHEEL ALIGNMENT...

☐ 37. 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...

☐☐ 38. 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...

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

SUPERLIFT WARNING DECAL...

☐ 40. Install the **WARNING TO DRIVER** decal on the inside of the windshield, sun visor 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.

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.