



SUPERLIFT®
S U S P E N S I O N

SUPERLIFT® 4" Lift Kit for 2014 RAM 2500 INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. 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 alignment is necessary.
- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- 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, file smooth any burrs and sharp edges.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- 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. Unless otherwise noted, always start with the driver 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.

| | | |
|------------------------------|------|------------------------|
| Kit Part Number K124 | | |
| Part Number | Qty. | Description |
| 240 | 1 | coil spring kit, front |
| 4687 | 2 | kit box, rear |
| 4690 | 2 | kit box, front |
| OR | | |
| Kit Part Number K124B | | |
| Part Number | Qty. | Description |
| 240 | 1 | coil spring kit, front |
| 4687 | 2 | kit box, rear |
| 4690B | 2 | kit box, front |

| | | | | | |
|---------------------------------|------|--|---------------------------------|------|-----------------------------------|
| Kit Part Number 240 | | | Kit Part Number 77-4683B | | |
| Part Number | Qty. | Description | Part Number | Qty. | Description |
| 01-240 | 2 | coil spring, front | 12SW | 1 | 1/2" SAE washer |
| Kit Part Number 4687 | | | 12X114C5CS | 1 | 1/2" x 1-1/4" coarse thread bolt |
| Part Number | Qty. | Description | 14MFW | 2 | 14mm flat washer |
| 55-06-4683 | 1 | brakeline bracket, rear | 14MLN | 1 | 14mm stover nut |
| 55-09-4683 | 2 | bump stop bracket, rear | 14MX2X110CS | 1 | 14mm x 110mm bolt |
| 55-10-4683 | 2 | sway bar bracket, rear | 38C5NN | 12 | 3/8" Nyloc nut |
| 55-25-4683 | 2 | coil spring spacer, rear | 38SW | 20 | 3/8" SAE washer |
| 55-16-4683 | 2 | shock relocation bracket, rear | 38X1C5CS | 8 | 3/8" x 1" coarse thread bolt |
| 55-17-4683 | 1 | track bar bracket, rear | 38X114C5CS | 4 | 3/8" x 1-1/4" coarse thread bolt |
| 77-4683B | 1 | hardware bag, rear | 516C5NN | 2 | 5/16" Nyloc nut |
| 77-4683D | 1 | hardware bag, rear sl | 516SW | 4 | 5/16" SAE washer |
| Kit Part Number 4690 | | | 516X34C5CS | 2 | 5/16" x 3/4" coarse thread bolt |
| Part Number | Qty. | Description | 716C5NN | 2 | 7/16" Nyloc nut |
| 55-01-4683 | 1 | track bar, front | 716SW | 3 | 7/16" SAE washer |
| 55-03-4683 | 2 | radius arm drop | 716C8SN | 1 | 7/16" stover nut |
| 01-4620 | 2 | poly bump stop, front | 716X1C5CS | 2 | 7/16" x 1" coarse thread bolt |
| 55-12-4683 | 1 | sway bar bracket, passenger's side | 716X4C5CS | 1 | 7/16" x 4" coarse thread bolt |
| 55-13-4683 | 1 | sway bar bracket, driver's side | 916SW | 2 | 9/16" SAE washer |
| 55-23-4683 | 1 | brake line bracket, driver's side front | 916C8SN | 2 | 9/16" stover nut |
| 55-24-4683 | 1 | brake line bracket, passenger's side front | 916X3C5CS | 2 | 9/16" x 3" coarse thread bolt |
| 01-4012 | 1 | pitman arm | Kit Part Number 77-4683D | | |
| 01-88510 | 2 | shock cylinder, front | Part Number | Qty. | Description |
| 01-88520 | 2 | shock cylinder, rear | 08-4683 | 2 | rear track bar sleeve |
| 77-4688A | 1 | hardware bag | 55-12-4540 | 1 | rear track bar tab nut |
| 77-4690 | 1 | hardware bag | 05-4682 | 2 | shock bracket sleeve |
| 77-4684D | 1 | hardware bag, shocks | Kit Part Number 77-4688A | | |
| 88-4690 | 1 | instruction bag | Part Number | Qty. | Description |
| OR | | | 12SW | 7 | 1/2" SAE washer |
| Kit Part Number 4690B | | | 12C8SN | 1 | 1/2" stover nut |
| Part Number | Qty. | Description | 12X114C5CS | 2 | 1/2" x 1-1/4" coarse thread bolt |
| 55-01-4683 | 1 | track bar, front | 12X134C5CS | 3 | 1/2" x 1-3/4" coarse thread bolt |
| 55-03-4683 | 2 | radius arm drop | 12X1C5CS | 1 | 1/2" x 1" coarse thread bolt |
| 01-4620 | 2 | poly bump stop, front | 12C5NN | 3 | 1/2" Nyloc nut |
| 55-12-4683 | 1 | sway bar bracket, passenger's side | 18MFW | 6 | 18mm flat washer |
| 55-13-4683 | 1 | sway bar bracket, driver's side | 18MLN | 3 | 18mm stover nut |
| 55-23-4683 | 1 | brake line bracket, driver's side front | 18MX2.5X130CS | 2 | 18mm x 130mm bolt |
| 55-24-4683 | 1 | brake line bracket, passenger's side front | 18MX2.5X80CS | 1 | 18mm x 80mm bolt |
| 01-4012 | 1 | pitman arm | 716C5NN | 4 | 7/16" Nyloc nut |
| BE5-6646-H5 | 4 | shock cylinder, ss front and rear | 716SW | 4 | 7/16" SAE washer |
| 77-4688A | 1 | hardware bag | 716X114C5CS | 4 | 7/16" x 1-1/4" coarse thread bolt |
| 77-4690 | 1 | hardware bag | Kit Part Number 88-4690 | | |
| 88-4690 | 1 | instruction bag | Part Number | Qty. | Description |
| Kit Part Number 77-4690 | | | 0034 | 2 | badge |
| Part Number | Qty. | Description | 00461 | 1 | warning to driver decal |
| 55-11-4683 | 2 | radius arm tab nut | 0046 | 1 | decal, superide shock |
| Kit Part Number 77-4684D | | | 0047 | 1 | decal, superide shock ss |
| Part Number | Qty. | Description | Form#4690 | 1 | instruction form |
| 02-2210 | 4 | shock eye sleeve | Kit Part Number 77-4684D | | |
| 142731 | 4 | shock stem bushing and washer pack | Kit Part Number 77-4684D | | |
| 01-60419 | 4 | shock eye bushing | Kit Part Number 77-4684D | | |

ITEMS HIGHLIGHTED IN GREY ARE NOT USED IN THIS KIT.

| Step | Part Number | Qty. per Kit | Description | Qty. per Bracket | New Attaching Hardware | Hardware Bag Number |
|------|------------------|--------------|--|------------------|------------------------------------|---------------------|
| 5 | 55-01-4683 | 1 | track bar bracket, front | 1 | 18mm x 80mm bolt | 77-4688A |
| | | | | 2 | 18mm flat washer | |
| | | | | 1 | 18mm stover nut | |
| | | | | 1 | 1/2" x 1-3/4" coarse thread bolt | |
| | | | | 1 | 1/2" stover nut | |
| | | | | 1 | 1/2" SAE washer | |
| 6 | 55-03-4683 | 2 | radius arm drop bracket, front | 1 | 1/2" x 1-1/4" coarse thread bolt | 77-4688A |
| | | | | 1 | 1/2" SAE washer | |
| | | | | 1 | 18mm x 130mm bolt | |
| | | | | 2 | 18mm flat washer | |
| | | | | 1 | 18mm stover nut | |
| | | | | 1 | 55-11-4683 tab nut | |
| 7 | 01-4620 | 2 | polyurethane bump stop, front | | | |
| 10 | 01-4012 | 1 | pitman arm | | | |
| 8 | 01-88510 | 2 | shock cylinder, front | 1 | shock eye sleeve | 77-4684D |
| | | | | 1 | shock eye bushing | |
| | | | | 1 | shock stem bushing and washer pack | |
| 9 | 01-240 | 2 | coil spring, front | | | |
| 10 | 55-12-4683 | 1 | sway bar drop bracket, front passenger | 2 | 7/16" x 1-1/4" coarse thread bolt | 77-4688A |
| | | | | 2 | 7/16" SAE washer | |
| | | | | 2 | 7/16" Nyloc nut | |
| 10 | 55-13-4683 | 1 | sway bar drop bracket, front driver | 2 | 7/16" x 1-1/4" coarse thread bolt | 77-4688A |
| | | | | 2 | 7/16" SAE washer | |
| | | | | 2 | 7/16" Nyloc nut | |
| 11 | 55-23-4683 | 1 | brake line bracket, front driver | 1 | 1/4" x 3/4" coarse thread bolt | 77-4688A |
| | | | | 1 | 1/4" SAE washer | |
| | | | | 1 | 1/4" Nyloc nut | |
| 11 | 55-24-4683 | 1 | brake line bracket, front passenger | 1 | 1/4" x 1" coarse thread bolt | 77-4688A |
| | | | | 1 | 1/4" x 3/4" coarse thread bolt | |
| | | | | 2 | 1/4" SAE washer | |
| | | | | 2 | 1/4" Nyloc nut | |
| 19 | 55-25-4683 | 2 | coil spring spacer, rear | 2 | 3/8" x 1-1/4" coarse thread bolt | 77-4683B |
| | | | | 4 | 3/8" SAE washer | |
| | | | | 2 | 3/8" Nyloc nut | |
| 20 | 55-10-4683 | 2 | sway bar bracket, rear | 1 | 3/8" x 1" coarse thread bolt | 77-4683B |
| | | | | 1 | 3/8" SAE washer | |
| | | | | 1 | 3/8" Nyloc nut | |
| | | | | 1 | 7/16" x 1" coarse thread bolt | |
| | | | | 1 | 7/16" SAE washer | |
| | | | | 1 | 7/16" Nyloc nut | |
| 21 | 01-88520 | 2 | shock cylinder, rear | 1 | shock eye sleeve | 77-4684D |
| | | | | 1 | shock eye bushing | |
| | | | | 1 | shock stem bushing and washer pack | |
| 22 | 55-09-4683 | 2 | bump stop bracket, rear | 2 | 3/8" x 1" coarse thread bolt | 77-4683B |
| | | | | 4 | 3/8" SAE washer | |
| | | | | 2 | 3/8" Nyloc nut | |
| 23 | 55-17-4683 | 1 | track bar bracket, rear | 2 | 08-4683 sleeve | 77-4683D |
| | | | | 1 | 55-12-4540 tab nut | |
| | | | | 1 | 14mm x 110mm bolt | 77-4683B |
| | | | | 2 | 14mm flat washer | |
| | | | | 1 | 14mm stover nut | |
| | | | | 1 | 1/2" x 1-1/4" coarse thread bolt | |
| | | | | 1 | 1/2" SAE washer | |
| | | | | 1 | 7/16" x 4" coarse thread bolt | |
| | | | | 1 | 7/16" SAE washer | |
| 1 | 7/16" stover nut | | | | | |
| 24 | 55-06-4683 | 1 | brakeline bracket, rear | 2 | 5/16" x 3/4" coarse thread bolt | 77-4683B |
| | | | | 4 | 5/16" SAE washer | |
| | | | | 2 | 5/16" Nyloc nut | |

FRONT DISASSEMBLY

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

1) PREPARE VEHICLE...

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

2) ANTI-SWAY BAR BODY, TRACK BAR, DRAG LINK and PITMAN ARM...

Disconnect the anti-sway bar body from the frame and axle.

Disconnect the track bar from the frame and loosen at the axle.

Disconnect the drag link at the pitman arm.

Note the orientation of the pitman arm in relation to the steering sector, then remove the nut securing the pitman arm to the steering sector shaft. Using the appropriate puller tool, detach the pitman arm from the sector shaft.

3) BRAKE LINE BRACKET, DRIVESHAFT and SHOCK ABSORBERS...

Remove the brake line bracket from its attachment point on the frame

Disconnect the driveshaft at the axle.

Remove the shock absorbers and discard.

4) VENT HOSE and COIL SPRINGS....

Disconnect the vent hose from the frame.

Lower the axle with a jack and remove the factory coil springs. Push down the alignment pin on the spring isolator and remove. Discard coil springs

FRONT ASSEMBLY

5) TRACK BAR BRACKET...

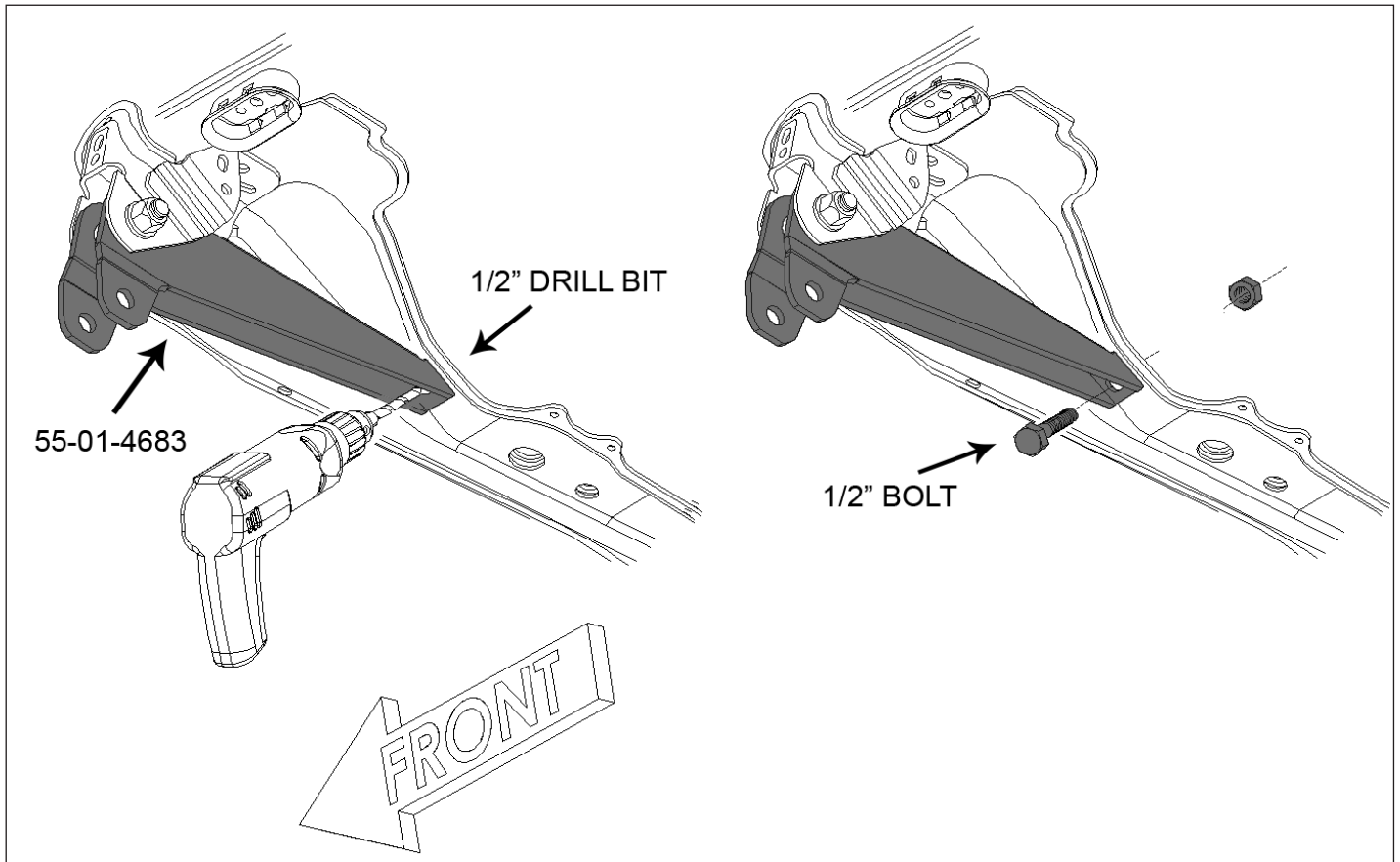
[Illustration 1] Position the new track bar bracket (55-01-4683) inside the factory bracket. Holding the new bracket tightly against the frame crossmember, insert the factory bolt and hardware. Tighten (170).

Using the new bracket as a guide, drill a 1/2" hole through the frame crossmember. **Extra care must be taken to not drill into the oil pan. Place a block of wood or steel plate on top of the crossmember to help protect the oil pan when drilling.**

Once the hole has been drilled. Position the step washer (55-20-4683) on top of the frame crossmember. Install the supplied 1/2" bolt through the new bracket, crossmember, step washer, and Stover nut. Tighten (65).

Do not install the track bar at this time.

Illustration 1



6) RADIUS ARM DROP BRACKETS...

- Start on the driver's side, place the jack under the passenger side arm and remove the driver's side radius arm bolts at the frame.
- Remove the top bolt and loosen the bottom bolt at the axle. Move the arm out of the way to allow room to drill the new mounting hole.
- Position the new radius arm drop bracket (55-03-4683) in place and secure with the factory hardware. Tighten (250). Mark the hole in the top of the bracket on the frame and drill a 1/2" hole.
- Install the tab nut (55-11-4683) into the frame through the hole located in front of the new bracket. Install the supplied 1/2" bolt, washer, through the new bracket and frame and into the tab nut. Tighten (65).
- Install the upper radius arm bolt at the axle. Install the arm into the new bracket and secure with the supplied 18mm bolt, washers, and Stover nut. Tighten (170). Do not tighten axle hardware at this time.
- Move to the passenger side, remove the jack.
- Remove the top bolt and loosen the bottom bolt at the axle. Move the arm out of the way to allow room to drill the new mounting hole.
- Position the new radius arm drop bracket (55-03-4683) in place and secure with the factory hard-

ware. Tighten (240). Mark the hole in the top of the bracket on the frame and drill a 1/2" hole.

- Install the tab nut (55-11-4683) into the frame through the hole located in front of the new bracket. Install the supplied 1/2" bolt, washer, through the new bracket and frame and into the tab nut. Tighten (85).
- Install the upper radius arm bolt at the axle. Install the arm into the new bracket and secure with the supplied 18mm bolt, washers, and Stover nut. Tighten (170). Do not tighten axle hardware at this time.

7) REPLACEMENT BUMP STOPS...

- On each side, press a new bump stop (01-4620) in the factory bump stop cups. Be sure the lip of the cup is fully engaged in the recess of each bump stop.

8) SHOCK ABSORBERS...

- Install the supplied bushings and sleeves into the shock cylinders (01-88510).
- Install the shocks into the upper mount on the vehicle using the supplied upper stem bushing and washer pack; the lower mount will be attached in a later step.

9) COIL SPRINGS...

- Place the coil spring isolator on the new springs (01-240) and insert coil springs.
- Raise the axle and attach the shock absorber to the lower mount with the factory hardware. Tighten (110).

10) DRIVESHAFT, ANTI-SWAY BAR BODY, PITMAN ARM and DRAG LINK...

- Reattach the driveshaft, tighten (45).
- Install the anti-sway bar body drop brackets on the frame (55-12-4683 passenger side and 55-13-4683 driver side) using the factory hardware (50). Reattach the anti-sway bar body to the new brackets using the supplied 7/16" x 1-1/4" bolts, washers, and Nyloc nuts; tighten (50).
- Align the indexing splines of the new pitman arm with the steering sector shaft then secure using the factory hardware. Tighten (117).
- [Illustration 2] The threaded body end of the drag link end must be trimmed before it can be flipped and attached to the new pitman arm. Mark the end of the adjuster sleeve on both ends for reference. Cut the tab using a cutoff wheel or other appropriate tool. Do not damage any threads when trimming this tab.
- Once the tab has been trimmed, thread the drag link back into the adjuster to the previous location and install into the pitman arm. (65)

11) BRAKE LINE BRACKET...

- [Illustration 3] Install the new driver's side brake line bracket (55-23-4683) to the frame using the factory hardware. Tighten (9). VERY CAREFULLY reform the brake line to fit into the new bracket. DO NOT KINK THE LINE. Attach factory brake line bracket to the new bracket using supplied 1/4" x 3/4" bolt, washer and Nyloc nut. Tighten (8)

Illustration 2

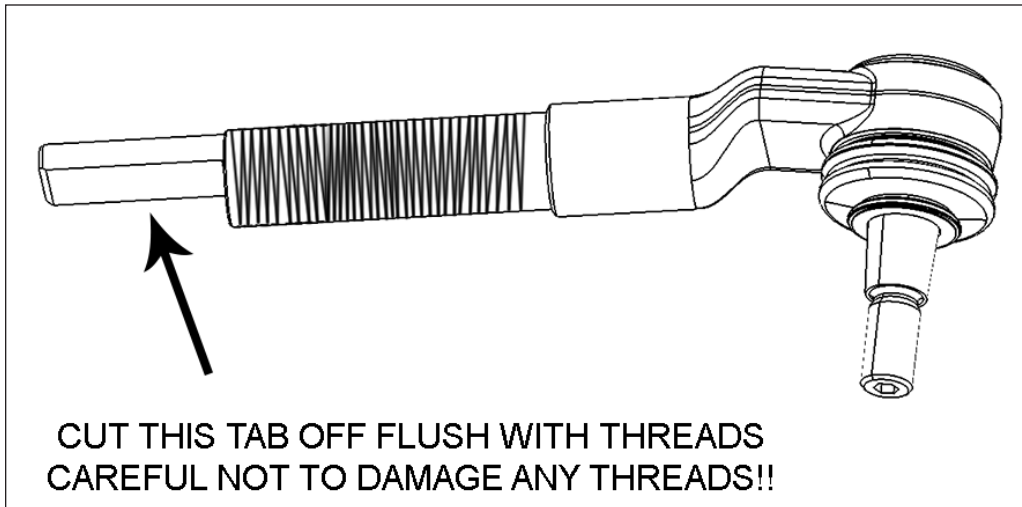


Illustration 3

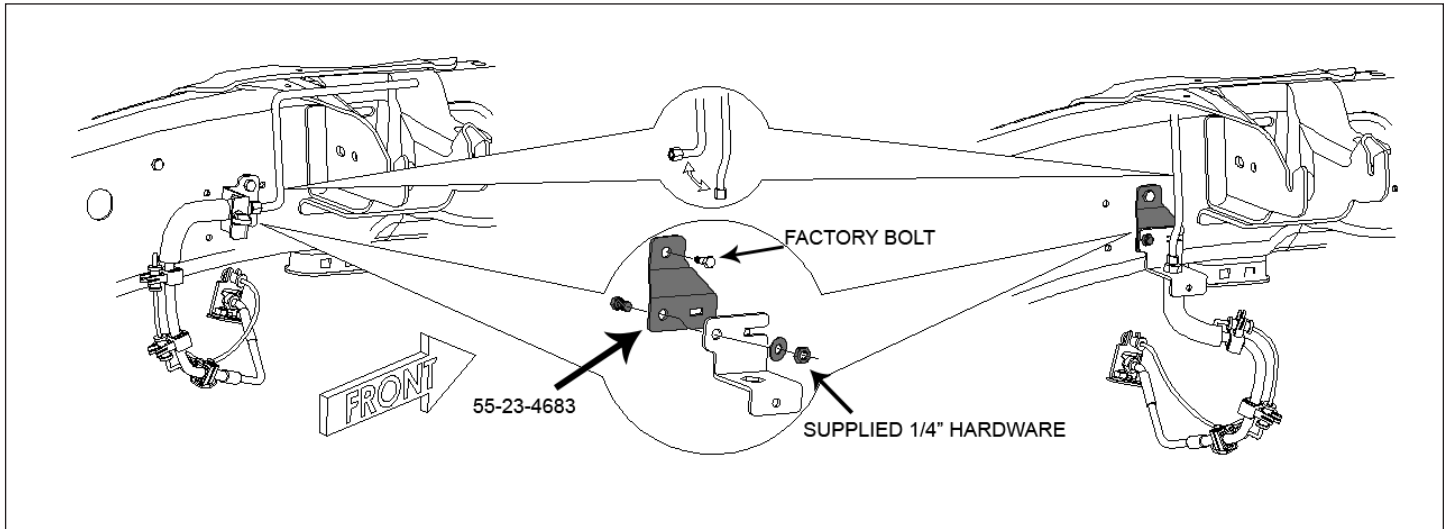
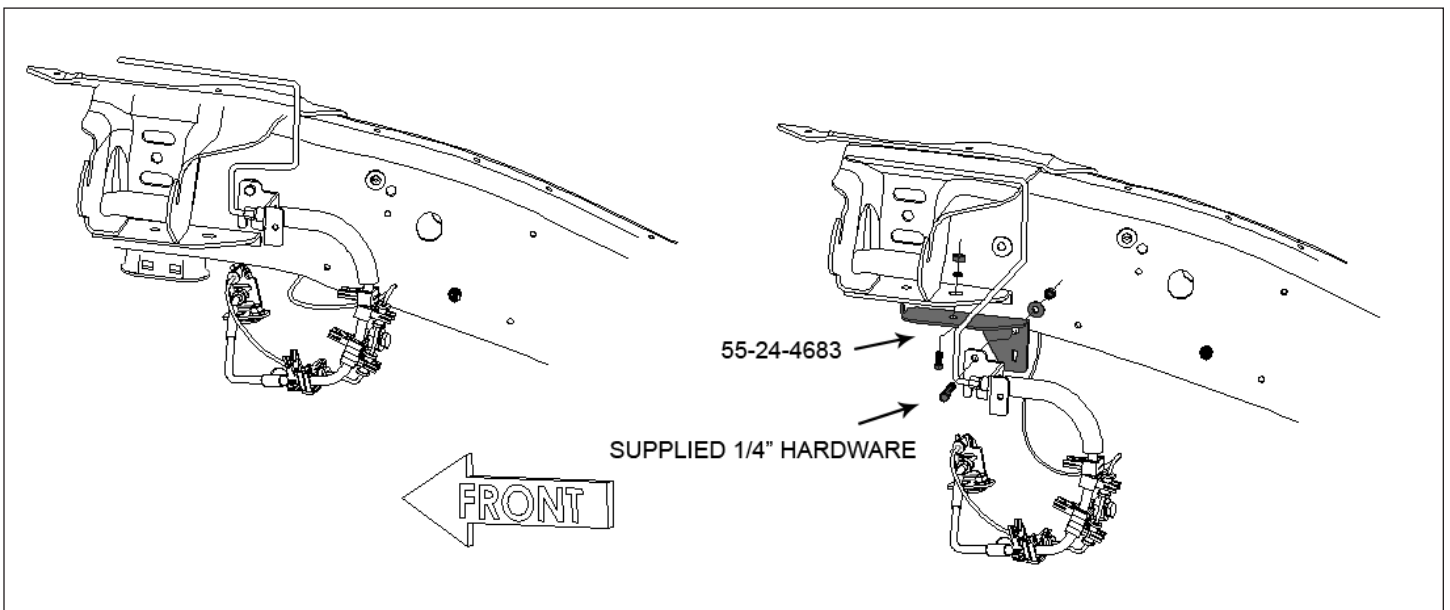


Illustration 4



[Illustration 4] Install new passenger's side brake line bracket (55-24-4683) to the frame using supplied 1/4" x 1" bolt, washer, and Nyloc nut. Tighten (8). CAREFULLY extend factory brake line down allowing factory bracket to attach to the new bracket. Tighten (8).

12) TIRES / WHEELS...

[Illustration 5] Reinstall the tires and wheels. 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.

13) INITIAL CLEARANCE CHECK...

With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, check all components for proper operation and clearances. Pay special attention to clearance between the tires / wheels and brake hoses, driveshaft, etc.

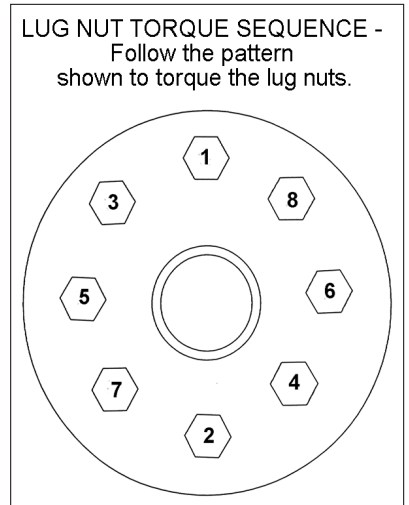
Lower vehicle to the floor.

14) FRONT TRACK BAR and RADIUS ARMS...

Reattach the front track bar to the new bracket using the supplied 18mm bolt, washers, and Stover nut. Tighten (170).

Tighten all radius arm bolts (240).

Illustration 5



REAR DISASSEMBLY

15) PREPARE VEHICLE...

Place vehicle in neutral. Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail, in front of the rear link arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Place jack under axle and raise. Remove rear tires.

16) ANTI-SWAY BAR LINKS and TRACK BAR...

Disconnect the anti-sway bar links from the frame.

Unbolt the brake line bracket at the axle.

Unclip the vent hose from the frame on the driver's side.

Unbolt the track bar from the frame and loosen at the axle.

17) EMERGENCY BRAKE LINE BRACKET and LINK ARMS...

- Remove the emergency brake cable bracket from the LCA and cable line. Discard bracket.
- Disconnect the emergency brake bracket from the frame.
- Loosen both the upper and lower link arms at the axle and the frame.

18) SHOCK ABSORBERS and COIL SPRINGS...

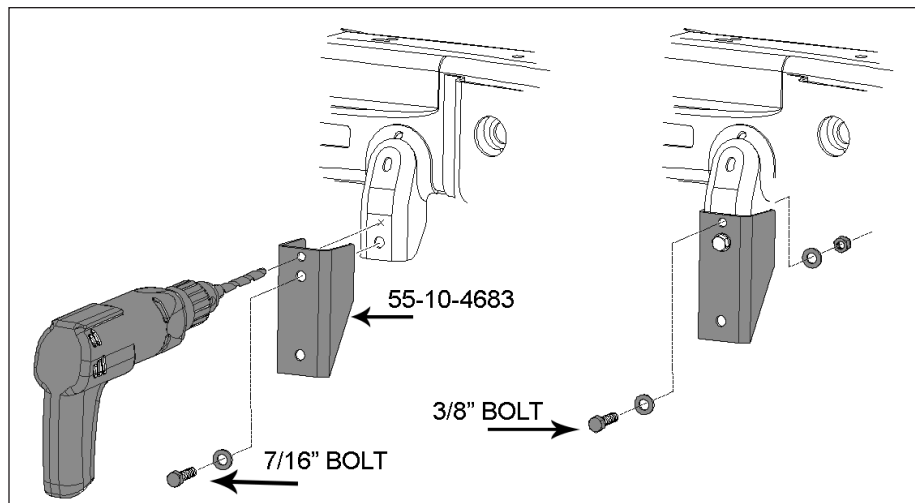
- Lower the axle with a jack and remove the factory coil springs. Remove spring isolator. Discard coil springs. Remove and discard shock absorbers; retain hardware.

REAR ASSEMBLY**19) COIL SPRING SPACERS...**

- Place the new coil spring spacers (55-25-4683) on the axle coil seat. Align the holes in the new bracket with the ones in the axle seat. Secure using the supplied 3/8" bolts, washers, and Nyloc nuts. Tighten (30).

20) ANTI-SWAY BAR LINK DROP BRACKETS...

- [Illustration 6] Place the new anti-sway bar drop bracket (55-10-4683) over the factory bracket. Mark the location of the top hole in the new bracket on the frame and drill to 3/8".
- Secure using the supplied 3/8" bolt, washers, and Nyloc nut in the top hole and the supplied 7/16" bolt, washers, and Nyloc nut in the middle hole. Do not connect the anti-sway bar links at this time.

Illustration 6**21) SHOCK ABSORBERS..**

- Install the supplied bushings and sleeves into the shock cylinders (01-88520).
- Install the shocks into the upper mount on the vehicle using the supplied upper stem bushing and washer pack.

- Attach the shock absorber to the lower mount with the factory hardware. Tighten (110).

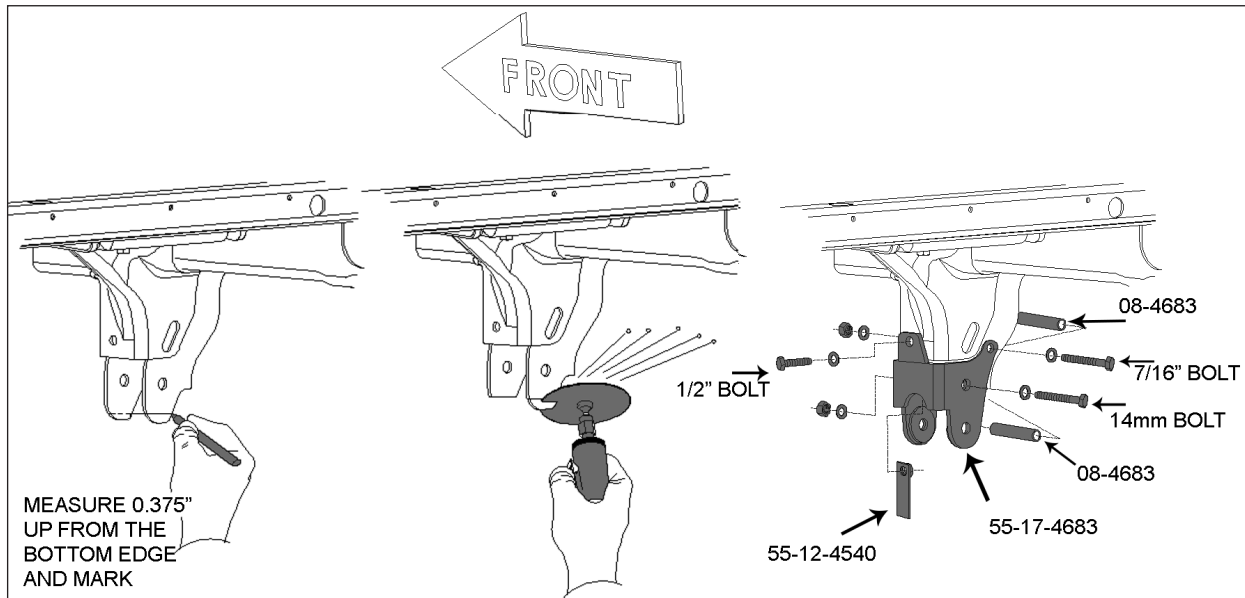
22) BUMP STOPS...

- Remove the factory bump stops from the frame.
- Position the new bump stop drop brackets (55-09-4683) on the frame in the factory location and secure using the factory hardware. Tighten (45).
- Place the factory bump stop on the new bracket and secure using the supplied 3/8" bolts, washers, and Nyloc nuts. Tighten (30).

23) TRACK BAR BRACKET...

- [Illustration 7] Measure 3/8" up from the bottom edge of the factory mount and cut straight cross both the front and back legs of the factory mount.
- Position the new track bar mounting bracket (55-17-4683) over the factory bracket as shown with the top tab on the outside. Insert the supplied 14mm bolt and 1/2" bolt to hold bracket in place. Using the bracket as a template mark the top hole. Remove bracket and drill marked hole to 7/16".
- Reposition the new track bar mounting (55-17-4683) over the factory bracket as shown with the top tab on the inside. Insert the supplied sleeve (08-4683) inside the bracket, centered with the 14mm bolt hole. Install the supplied 14mm x 110mm bolt, washers, and stover nut. Tighten (115).
- Install the second sleeve (08-4683) inside the bracket, centered with the 7/16" bolt hole. Install the supplied 7/16" x 4" bolt, washer, and stover nut. Tighten (50).
- Insert with the supplied 1/2" bolt, washer, and tab nut (55-12-4540) through the top hole. Tighten (65).

Illustration 7



24) BRAKE LINE BRACKET...

- Place the new brake line bracket (55-06-4683) over the factory brake line bracket mounting studs and secure with the factory hardware. Tighten (9).
- Position the factory brake line bracket over the top holes in the new bracket and secure using the supplied 5/16" bolts, washers, and nuts. Tighten (17).
- Reinstall the emergency brake bracket at the frame. Tighten (23).

25) TIRES / WHEELS...

- [Illustration 8] Reinstall the tires and wheels. 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.

26) CLEARANCE CHECK...

- With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.
- Lower vehicle to the floor.

27) REAR TRACK BAR, ANTI-SWAY BAR LINKS, and LINK ARMS...

- Reattach the rear track bar to the new bracket using the factory hardware. Tighten (120).
- Tighten the upper and lower link arms at the frame and the axle. (405).
- Reattach the anti-sway bar links to the new brackets using the factory hardware. (55).

28) FOUR WHEEL DRIVE...

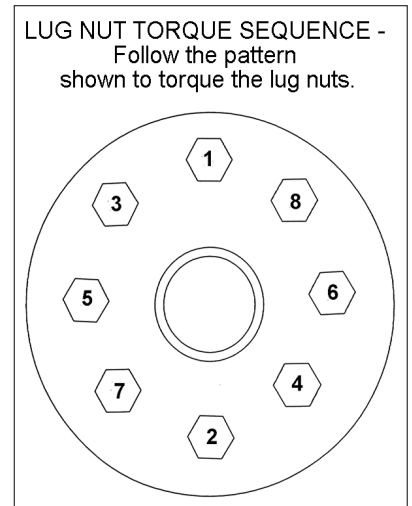
- Activate four wheel drive system and check front hubs for engagement.

29) HEADLIGHTS...

- Readjust headlights to proper setting.

30) SUPERLIFT WARNING DECAL...

- The WARNING TO DRIVER decal installs on the inside / top / center of the windshield frame, just below the windshield frame's tie-down loop. Prior to installation, pre-clean the surface with the supplied alcohol cleaning pad.

Illustration 8

31) SUPERLIFT BADGES...

- This kit is packaged with a Superlift badge. Prior to installation, use the supplied alcohol pad to eliminate all soap and or other non-adhering residues that may impair adhesion, thoroughly clean the entire area of placement.

- Remove the adhesive back and place small badge in the desired location. The adhesive on our badges is pressure sensitive and must be applied using pressure on all areas of the graphic. Like any PSA (pressure sensitive adhesive), it can take up to 72 hours for the adhesive to fully cure. Once the badge is in place do not peel it up, this will diminish the adhesive properties and could result in damaging the badge itself

- To keep your Superlift badge in “like new” appearance keep the badge free/clear of solvents and chemicals that could cause the adhesive to dry or dissolve. This includes gasoline, diesel fuel, paint thinner, and alcohol. Soap and water is all that is needed for cleaning. Degreasers can be used sparingly and hand wiped/applied if needed, although not suggested.

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 warrantor 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.

Superlift, LLC, Satisfaction Guarantee

We want you to purchase our product with confidence and be 100% satisfied with the end result. If you have any legitimate issue, and Superlift® cannot rectify it to your satisfaction, Superlift® will take back the Superlift® brand product and refund the customer 100% of the product purchase price.

The details:

- Offer valid to the original retail consumer for six months after product purchase.
- May require a Superlift® dealer's participation in order to assist in "troubleshooting" the issue.
- Any costs related to labor, freight, incidental or consequential are not refunded.
- Refund will not exceed Superlift's® published retail price.

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"; 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.