

**SUPERLIFT SUSPENSION SYSTEMS**

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**Superlift 4" lift system for
 FORD 1 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:

- 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 operating a torch or saw, protect any heat-sensitive components located in the immediate area by covering them with a water-saturated cloth. Most undercoating are flammable but can be extinguished using a water-filled spray bottle. Have a spray bottle and an ABC rated fire extinguisher on hand.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, 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.

FRONT PROCEDURE

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 lower control arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

2) FRONT DISASSEMBLY...

- Remove and discard the shocks. Disconnect the track bar from the frame bracket.
- Remove the spring U-bolts.
- Remove front and rear spring eye bolts. Ease down the jack and remove the stock springs. Because the axle will be more or less balancing on the jack, you need to place a jack stand or block under the hub assembly so not to over extend the brake hoses.

NOTE: Inspect the condition of the spring eye bolts. If they show signs of rust or excessive wear, replace them with quality Grade 8 hardware of the same dimensions.

3) FRONT INSTALLATION...

- Position the Superlift springs with the long end toward the rear of the vehicle. Bolt up the rear eye using the factory hardware. Do not tighten.
- Align the front spring eye with the shackle and insert the factory bolt and nut, do not torque.
- Before bolting the springs to the axle, be sure the spring tie bolt heads seat in the axle holes. Torque new U-bolts in an "X" pattern (131 ft. lbs.)
- Remove stock Trac-Bar bracket and discard. Install the new bracket using the furnished 7/16 x 1 1/4" bolts, flatwashers and locking nuts. Torque (58 ft. lbs.). Use the stock 9/16 bolt to attach Trac-Bar to new bracket.

4) TIRES / WHEELS...

- Install new shocks and tires.
- Tighten the lug nuts.

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.

- Remove jack stands, and lower vehicle to ground.

5) FINAL PROCEDURES...

- With the full weight of the vehicle on the ground, torque the rear spring eye (120-150) and the front spring eye (150-210). Torque the track bar bolt (153).
- If a drop pitman arm is to be used, install it now (SEE SEPARATE INSTRUCTIONS).

REAR PROCEDURE

6) REAR DISASSEMBLY...

- Use a floor jack positioned under the rear axle to raise the vehicle.
- Place jackstands under the frameroads 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.

7) REAR INSTALLATION...

- Lower the axle by carefully easing down the jack. **Do not overextend the brake lines and axle vent hoses.**

NOTE: The spring perches are prone to collapse or warp where the leaf springs or blocks seat on the axle, especially towards the ends. Without a perfectly flat mounting surface, the block may fail and “roll” out off of the perches. Very bad things happen when this occurs. If the perches are not flat, fix them by welding on a piece of ¼” plate (or something similar) or replace the perches completely.

- 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 in between the leaf springs and the spring perches. 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

NOTE: If Add-A-Leafs are being used in conjunction with the lift blocks see separate instructions.

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

8) TIRES / WHEELS...

- Tighten the lug nuts to factory specifications.

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.

9) 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.

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

11) HEADLIGHTS...

- Readjust headlights to proper setting.

12) 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.

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.