



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.

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	55-20-4683 step washer	77-4683C
				1	18mm x 80mm bolt	77-4683A
				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	55-11-4683 tab nut	77-4683C
				1	1/2" x 1-1/4" coarse thread bolt	77-4683A
				1	1/2" SAE washer	
				1	18mm x 130mm bolt	
				2	18mm flat washer	
				1	18mm stover nut	
7	01-4620	2	polyurethane bump stop, front			
11	01-4012	1	pitman arm			
8	55-14-4683	2	shock relocation bracket, front	1	05-4682 sleeve	77-4683C
				1	3/8" x 1" coarse thread bolt	77-4683A
				1	3/8" SAE washer	
				1	3/8" Nyloc nut	
				1	9/16" x 3" coarse thread bolt	
				2	9/16" SAE washer	
				1	9/16" stover nut	
9	55-05-4683	1	coil spring spacer, front driver	driver side		
				1	55-03-4682 tab nut	77-4683C
				1	3/8" x 1-1/4" coarse thread bolt	77-4683A
				2	3/8" SAE washer	
				2	7/16" x 1-1/4" coarse thread bolt	
				4	7/16" SAE washer	
				2	7/16" stover nut	
10	55-04-4683	1	coil spring spacer, front passenger	passenger side		
				1	3/8" x 1-1/4" coarse thread bolt	77-4683A
				2	3/8" SAE washer	
				1	3/8" Nyloc nut	
				2	7/16" x 1-1/4" coarse thread bolt	
				4	7/16" SAE washer	
				2	7/16" stover nut	
11	55-12-4683	1	sway bar drop bracket, front passenger	2	7/16" x 1-1/4" coarse thread bolt	77-4683A
				2	7/16" SAE washer	
				2	7/16" Nyloc nut	
11	55-13-4683	1	sway bar drop bracket, front driver	2	7/16" x 1-1/4" coarse thread bolt	77-4683A
				2	7/16" SAE washer	
				2	7/16" Nyloc nut	
12	55-23-4683	1	brake line bracket, front driver	1	1/4" x 3/4" coarse thread bolt	77-4683A
				1	1/4" SAE washer	
				1	1/4" Nyloc nut	
12	55-24-4683	1	brake line bracket, front passenger	1	1/4" x 1" coarse thread bolt	77-4683A
				1	1/4" x 3/4" coarse thread bolt	
				2	1/4" SAE washer	
				2	1/4" Nyloc nut	
20	55-15-4683	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	
21	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	
22	55-16-4683	2	shock relocation bracket, rear	1	05-4682 sleeve	77-4683D
				1	3/8" x 1" coarse thread bolt	77-4683B
				1	3/8" SAE washer	
				1	3/8" Nyloc nut	
				1	9/16" x 3" coarse thread bolt	
				1	9/16" SAE washer	
				1	9/16" stover nut	
23	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	

Step	Part Number	Qty. per Kit	Description	Qty. per Bracket	New Attaching Hardware	Hardware Bag Number
24	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	
25	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	

TOOLS REQUIRED:					
Ratchets	3/8" drive			Standard Wrenches	7/16"
	1/2" drive				1/2"
					9/16"
Metric Sockets	3/8" drive	13mm			5/8"
		10mm			7/8"
		15mm			15/16"
	1/2" drive	18mm			1-3/8"
		21mm			1-5/8"
		27mm			
		30mm		Metric Wrenches	18mm
					21mm
Standard Sockets	3/8" drive	1/2"		Allen Wrenches	6mm
		9/16"			
		5/8"		Drill	
		13/16"			
	1/2" drive	3/4"		Drill Bit	3/8"
		1-1/16"			7/16"
		1-13/16"			1/2"
				Breaker Bar	1/2"

Kit Part Number 4683			Kit Part Number 77-4683B		
Part Number	Qty.	Description	Part Number	Qty.	Description
01-4012	1	pitman arm	12SW	1	1/2" SAE washer
01-4620	2	polyurethane bump stop, front	12X114C5CS	1	1/2" x 1-1/4" coarse thread bolt
55-01-4683	1	track bar bracket, front	14MFW	2	14mm flat washer
55-03-4683	2	radius arm drop bracket, front	14MLN	1	14mm stover nut
55-04-4683	1	coil spring spacer, front passenger	14MX2X110CS	1	14mm x 110mm bolt
55-05-4683	1	coil spring spacer, front driver	38C5NN	12	3/8" Nyloc nut
55-12-4683	1	sway bar drop bracket, front passenger	38SW	20	3/8" SAE washer
55-13-4683	1	sway bar drop bracket, front driver	38X1C5CS	8	3/8" x 1" coarse thread bolt
55-14-4683	2	shock relocation bracket, front	38X114C5CS	4	3/8" x 1-1/4" coarse thread bolt
55-23-4683	1	brake line bracket, front driver	516C5NN	2	5/16" Nyloc nut
55-24-4683	1	brake line bracket, front passenger	516SW	4	5/16" SAE washer
77-4683A	1	hardware bag, front	516X34C5CS	2	5/16" x 3/4" coarse thread bolt
77-4683C	1	hardware bag, front sl	716C5NN	2	7/16" Nyloc nut
88-4683	1	instruction bag	716SW	3	7/16" SAE washer
			716C8SN	1	7/16" stover nut
Kit Part Number 4687			716X1C5CS	2	7/16" x 1" coarse thread bolt
			716X4C5CS	1	7/16" x 4" coarse thread bolt
Part Number	Qty.	Description	916SW	2	9/16" SAE washer
55-06-4683	1	brakeline bracket, rear	916C8SN	2	9/16" stover nut
55-09-4683	2	bump stop bracket, rear	916X3C5CS	2	9/16" x 3" coarse thread bolt
55-10-4683	2	sway bar bracket, rear			
55-15-4683	2	coil spring spacer, rear	Kit Part Number 77-4683C		
55-16-4683	2	shock relocation bracket, rear			
55-17-4683	1	track bar bracket, rear	Part Number	Qty.	Description
77-4683B	1	hardware bag, rear	05-4682	2	shock bracket sleeve
77-4683D	1	hardware bag, rear sl	55-03-4682	1	coil spacer tab nut
			55-11-4683	2	radius arm tab nut
Kit Part Number 77-4683A			55-20-4683	1	step washer
Part Number	Qty.	Description	Kit Part Number 77-4683D		
14X1C5CS	1	1/4" x 1" coarse thread bolt			
14X34C5CS	2	1/4" x 3/4" coarse thread bolt	Part Number	Qty.	Description
14C5NN	3	1/4" SAE washer	05-4682	2	shock bracket sleeve
14SW	3	1/4" Nyloc nut	08-4683	2	rear track bar sleeve
12SW	3	1/2" SAE washer	55-12-4540	1	rear track bar tab nut
12C8SN	1	1/2" stover nut			
12X114C5CS	2	1/2" x 1-1/4" coarse thread bolt	Kit Part Number 88-4683		
12X134C5CS	1	1/2" x 1-3/4" coarse thread bolt			
18MFW	6	18mm flat washer	Part Number	Qty.	Description
18MLN	3	18mm stover nut	0034	2	badge
18MX2.5X130CS	2	18mm x 130mm bolt	00461	1	warning to driver decal
18MX2.5X80CS	1	18mm x 80mm bolt	00467	1	U.S.A. flag decal
38C5NN	3	3/8" Nyloc nut	Form#4683	1	instruction form
38SW	5	3/8" SAE washer			
38X1C5CS	2	3/8" x 1" coarse thread bolt			
38X114C5CS	2	3/8" x 1-1/4" coarse thread bolt			
716C5NN	4	7/16" Nyloc nut			
716SW	12	7/16" SAE washer			
716C8SN	4	7/16" stover nut			
716X114C5CS	8	7/16" x 1-1/4" coarse thread bolt			
916SW	4	9/16" SAE washer			
916C8SN	2	9/16" stover nut			
916X3C5CS	2	9/16" x 3" coarse thread bolt			

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.

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 and SHOCK ABSORBERS...

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

Remove the lower bolt from the shock absorbers.

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.

FRONT ASSEMBLY

5) TRACK BAR BRACKET...

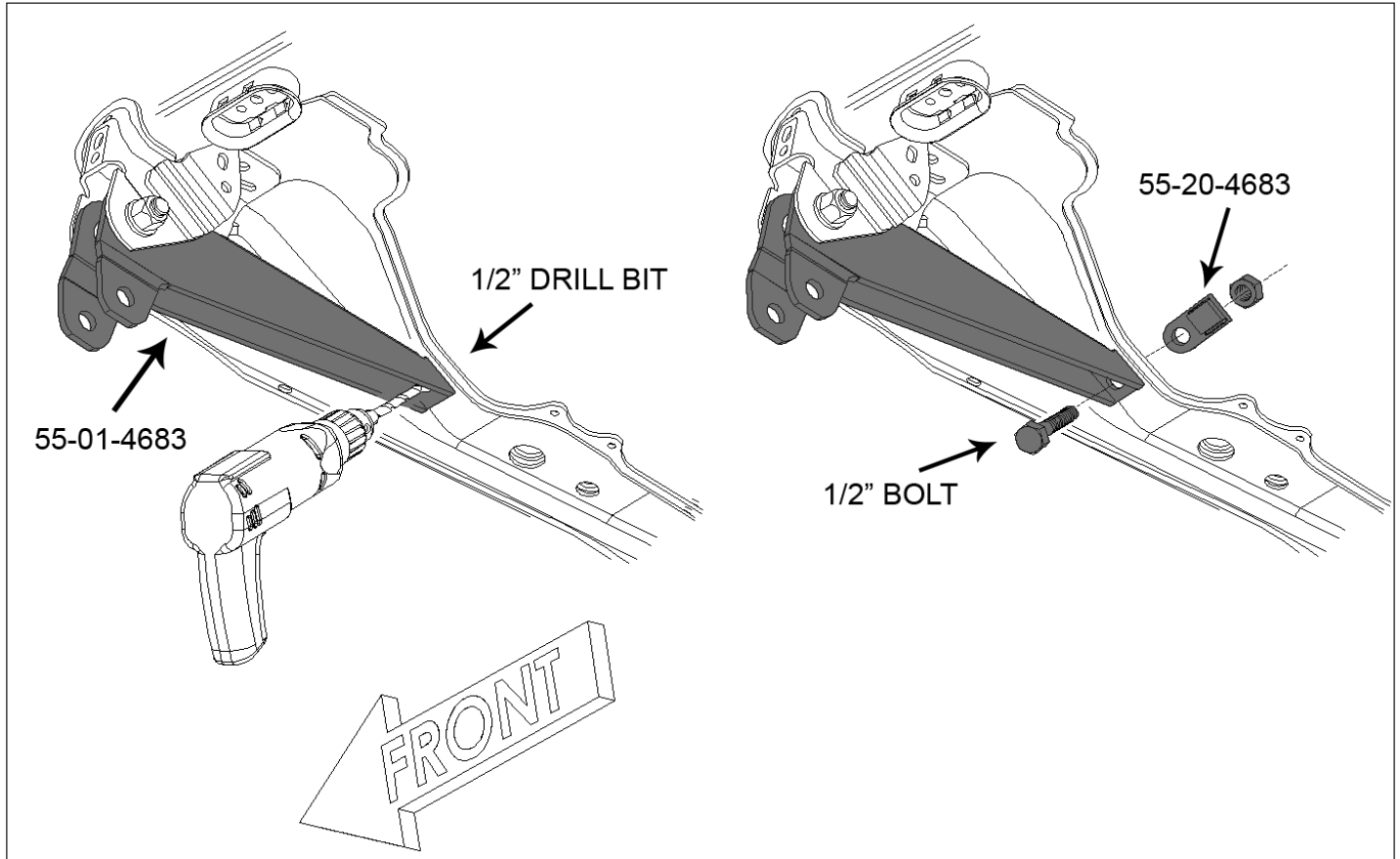
[Illustration 1] Position the new track bar bracket (55-01-4683) inside the factory bracket. Holding the new bracket tightly against the frame crossmember, insert the factory bolt and hardware. Tighten (170).

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 hardware. 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 ABSORBER RELOCATION...

NOTE: If optional shocks were ordered install at this time, using the factory hardware.

- [Illustration 2] Place the narrow end of new shock relocation bracket (55-14-4683) inside of the factory lower shock mount.

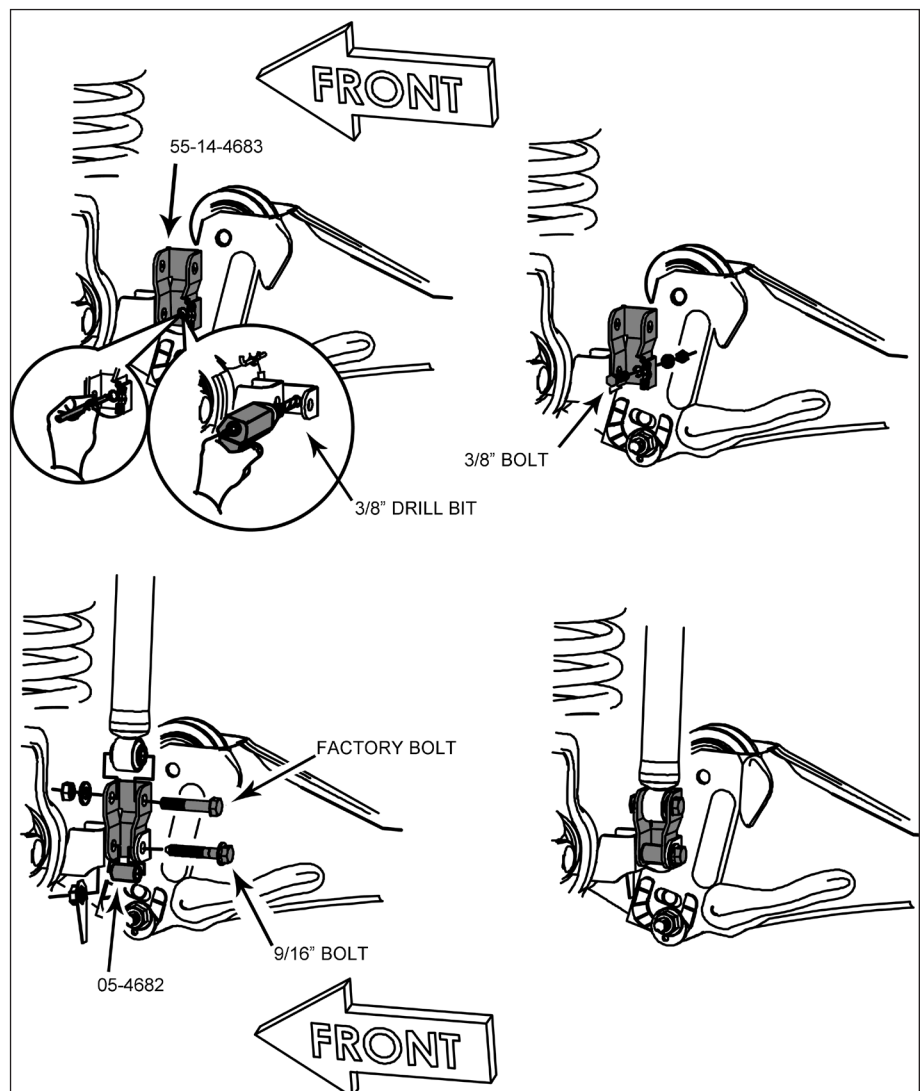
- Insert the supplied 9/16" bolt through the factory shock mount and the new relocation bracket. Mark the lower hole for drilling. Remove the bolt and the bracket and drill a 3/8" hole.

- Re-insert the new shock relocation bracket (55-14-4683) inside the factory lower mount. Insert the supplied 3/8" x 1-1/4" bolt through the "14" bracket and the newly drilled hole. Fasten with a washer and nyloc nut. Tighten (30).

- Insert the supplied 9/16" x 3" bolt with a washer at the head of the bolt, through the factory bracket, the new "14" bracket, the new supplied sleeve (05-4682) and fasten with a washer and stover nut. Tighten (95).

9) DRIVER SIDE COIL SPRING MOUNT...

Illustration 2

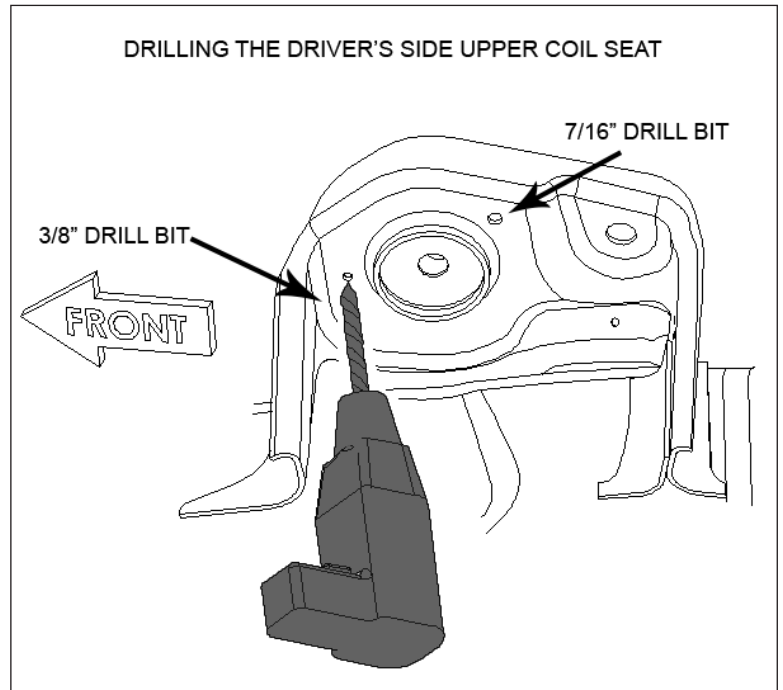


□ [Illustration 3] Drill out the forward most hole in the upper coil spring mount to 3/8". The ABS is located on top of the driver side coil spring mount, DO NOT MAKE CONTACT WITH ANY OF THE ABS COMPONENTS.

NOTE: Some 3500 models do not have the forward most hole. The spacer will need to be placed in position and the hole marked and drilled. The rearward hole will need to be drilled out to 7/16" on these models as well.

□ [Illustration 4] Place the new coil spring spacer (55-05-4683) in the upper coil spring mount and secure the front side using the supplied 3/8" x 1-1/4" bolt, washer, and tab nut (55-03-4682). Secure the rear side with the supplied 7/16" x 1-1/4" bolt, washers (bolt head and nut side), and Nyloc nut. Snug but do not torque.

Illustration 3



□ [Illustration 4] Mark the hole on the side of the front face of the upper coil spring mount using the coil spring spacer as a template. Remove the bracket and drill a 7/16" hole.

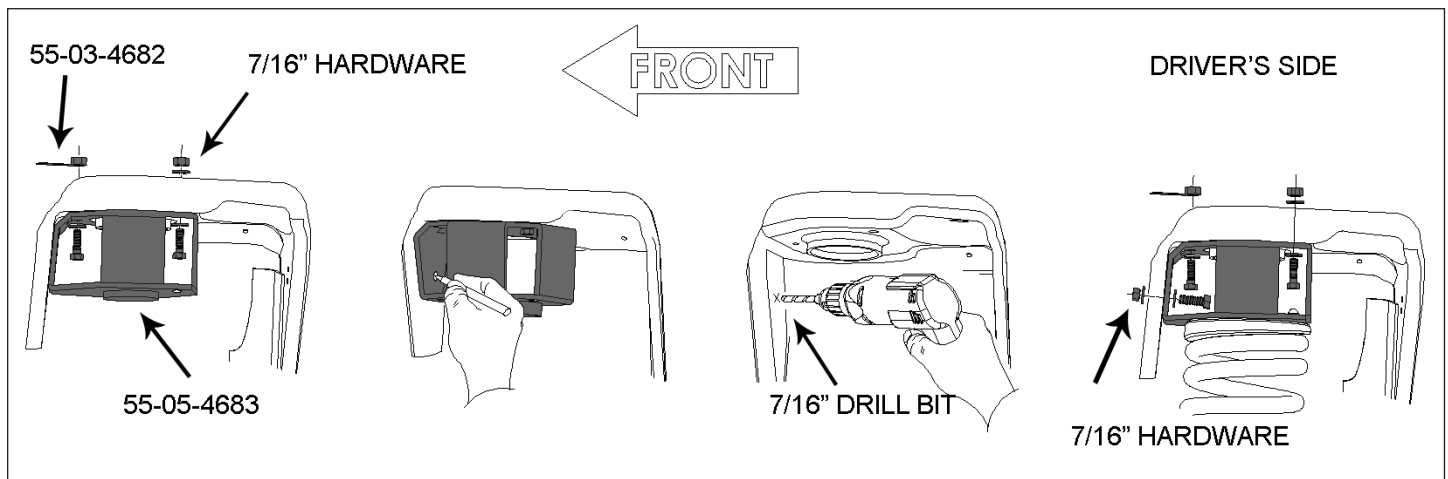
□ Bolt the coil spring spacer back in place using the 3/8" x 1-1/4" bolt, washer, and tab nut in the top front hole and the 7/16" x 1-1/4" bolt, washers (bolt head and nut side), and Nyloc nut in the remaining holes. Tighten 3/8" (30); 7/16" (50).

□ Place the coil spring isolator on the spacer and insert coil spring.

10) PASSENGER SIDE COIL SPRING MOUNT...

□ [Illustration 3 reference only (driver's side is shown)] Drill out the forward most hole in the upper coil spring mount to 3/8" and the rear hole to 7/16".

Illustration 4



- [Illustration 4 reference only (driver's side is shown)] Place the new coil spring spacer (55-04-4683) in the upper coil spring mount and secure the front side using the supplied 3/8" x 1-1/4" bolt, washers (bolt head and nut side), and Nyloc nut (**Note: passenger side does not use tab nut**). Secure the rear side with the supplied 7/16" x 1-1/4" bolt, washers (bolt head and nut side), and Nyloc nut. Snug but do not torque.
- [Illustration 4 reference only (driver's side is shown)] Mark the hole on the side of the front face of the upper coil spring mount using the coil spring spacer as a template. Remove the bracket and drill a 7/16" hole.
 - Bolt the coil spring spacer back in place using the 3/8" x 1-1/4" bolt, washers (bolt head and nut side), and Nyloc nut in the top front hole and the 7/16" x 1-1/4" bolt, washers (bolt head and nut side), and Nyloc nut in the remaining holes. Tighten 3/8" (30); 7/16" (50).
- Place the coil spring isolator on the spacer and insert coil spring.
- Raise the axle and attach the shock absorber to the new relocation bracket with the factory hardware. Tighten (110).

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

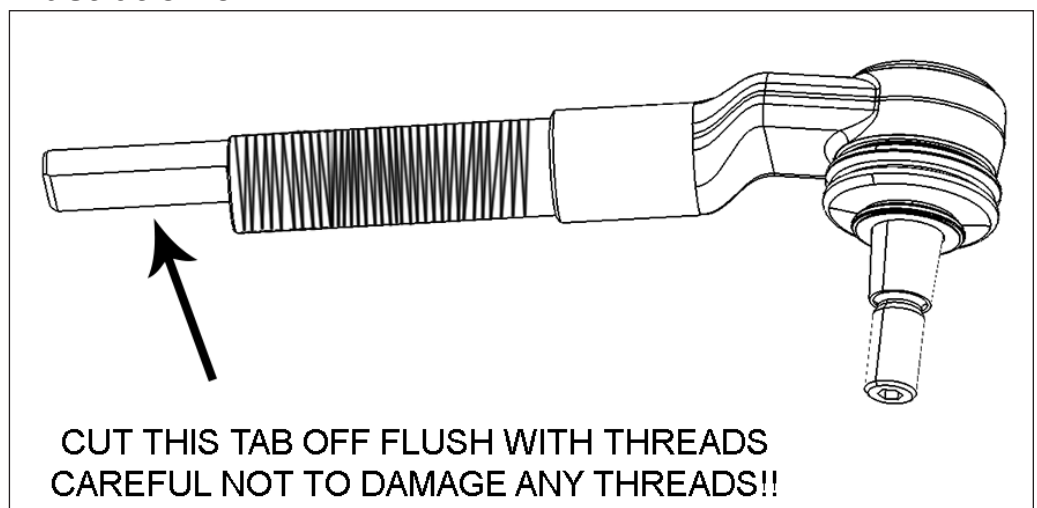
- Reattach the driveshaft, tighten (45).
- Install the anti-sway bar body drop brackets on the frame (55-12-4683 passenger side and 55-13-4683 driver side) using the factory hardware (50). Reattach the anti-sway bar body to the new brackets using the supplied 7/16" x 1-1/4" bolts, washers, and Nyloc 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 5] 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)

12) BRAKE LINE BRACKET...

- [Illustration 6] Install the new driver's side brake line bracket (55-23-4683) to the frame using the factory hardware. Tighten (9). VERY CAREFULLY reform

Illustration 5



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 7] 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).

Illustration 6

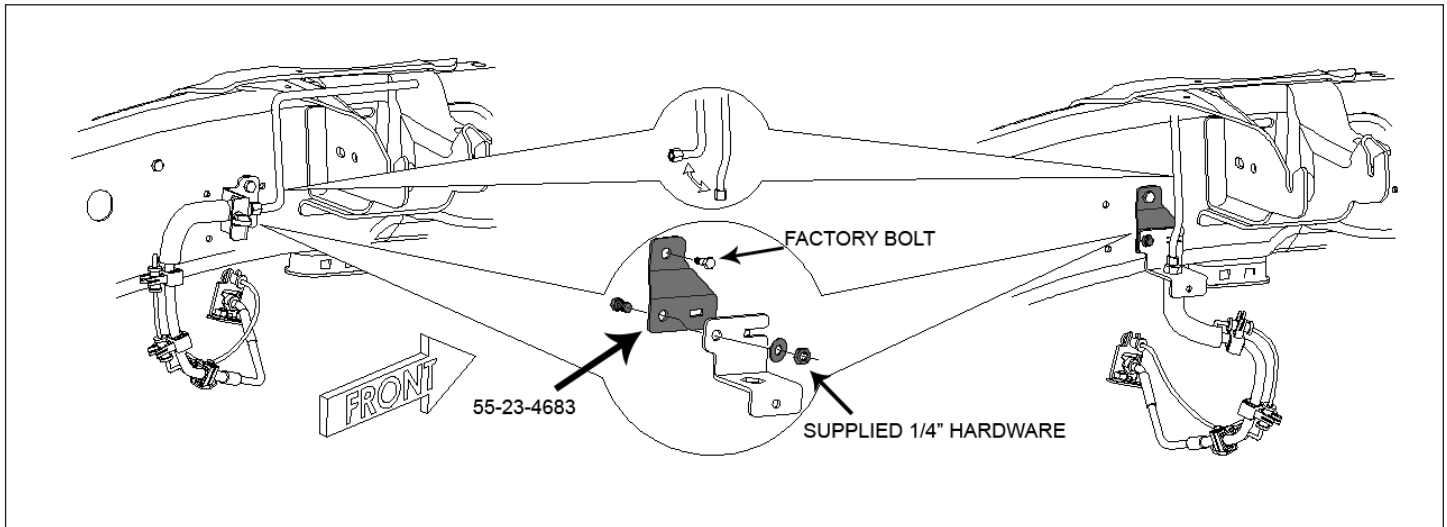
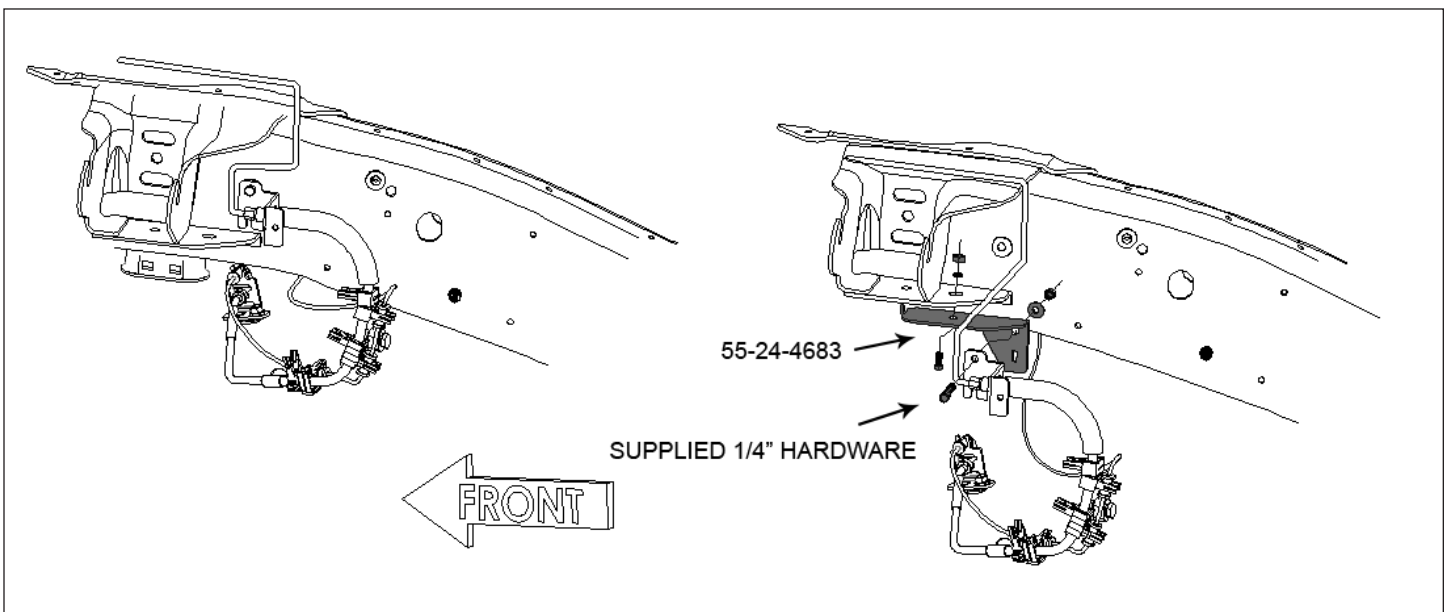


Illustration 7



13) 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 loos-

ened. Failure to do so could cause wheels to come off while vehicle is in motion.

14) 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.

15) 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).

REAR DISASSEMBLY

16) 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.

17) 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.

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

Remove the emergency brake cable bracket from the LCA and cable line. Discard bracket.

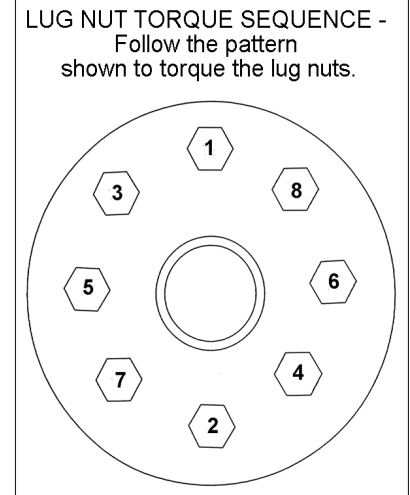
Disconnect the emergency brake bracket from the frame.

Loosen both the upper and lower link arms at the axle and the frame.

19) COIL SPRINGS...

Lower the axle with a jack and remove the factory coil springs. Remove spring isolator.

Illustration 8



REAR ASSEMBLY

20) COIL SPRING SPACERS...

Place the new coil spring spacers (55-15-4683) 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).

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

[Illustration 9] 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.

22) SHOCK ABSORBER RELOCATION...

NOTE: If optional shocks were ordered install at this time, using the factory hardware.

Position the new relocation bracket (55-16-4683) inside the factory bracket and secure using the provided 3/8" and 9/16" hardware. The 3/8" bolt, washer, and Nyloc nut is placed in the bottom of the bracket. Tighten (30).

Insert the supplied 9/16" x 3" bolt with a washer at the head of the bolt, through the factory bracket, the new "16" bracket, the new supplied sleeve (05-4682) and fasten with a washer and stover nut. Tighten (95).

Attach the shock absorber to the new relocation bracket with the factory hardware. Tighten (110).

23) 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).

24) TRACK BAR BRACKET...

[Illustration 10] 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. Us-

Illustration 9

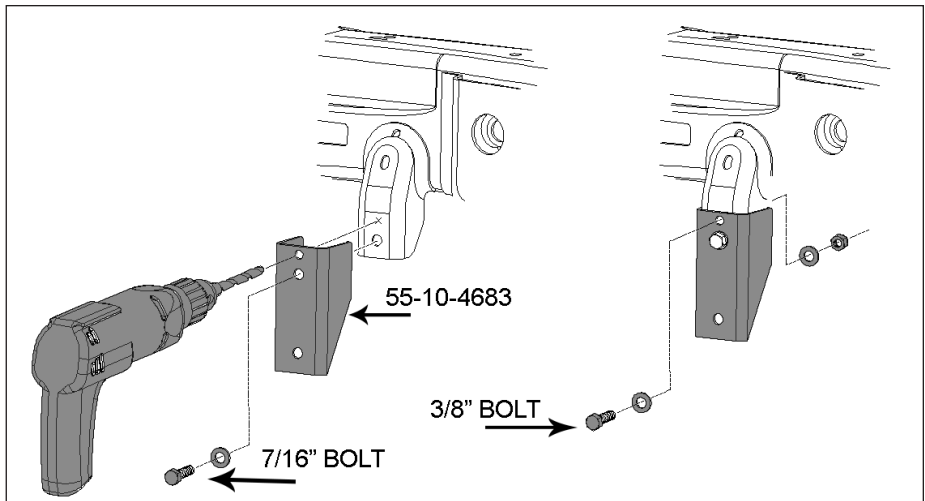
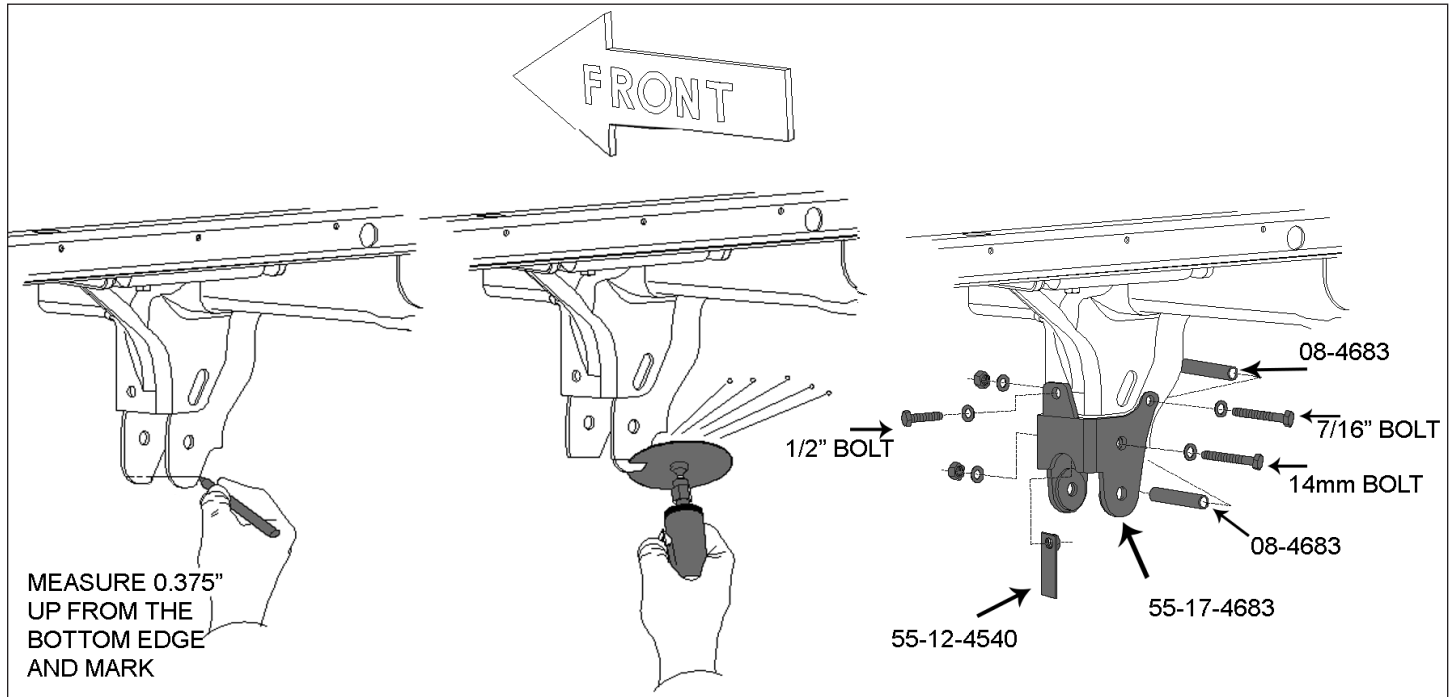


Illustration 10

ing 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).

25) 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).

26) 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.

27) 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.

28) 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).

29) FOUR WHEEL DRIVE...

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

30) HEADLIGHTS...

- Readjust headlights to proper setting.

31) 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.

32) 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.