

2019-2020 GM 1500 PICKUP 4WD 3 Inch UCA Lift Kit INSTALLATION INSTRUCTIONS

Engineered for 4WD Models ONLY.

Fits: 2019-2020 Chevrolet Silverado 1500 4WD
2019-2020 GMC Sierra 1500 4WD

NOTE: Does NOT Fit 2019 "Classic" Models (2018 Body Style)
Does NOT Fit Chevy Silverado Trail Boss Models
Does NOT Fit GMC Sierra AT4 Package Equipped Models
Does NOT Fit Models with Adaptive Ride Control



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 SUPERLIFT Shocks, DR. & PA. Side
- 2 Ubolts, Square Bend, DR. & PA. Side
- 3 Rear Blocks, DR. & PA. Side
- 4 Ubolt High Nut & Washers
- 5 Upper Control Arm, PA. Side
- 6 Steel Preload Spacer, DR. & PA. Side
- 7 Strut Spacer, DR. & PA. Side
- 8 Upper Control Arm Temporary Spacer
- 9 Preload Spacer, DR. & PA. Side
- 10 Upper Control Arm, DR. Side



NOTE: 3900 Shown with SUPERLIFT Rear Shocks

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.

KIT BREAKDOWN		
Kit Part Number	3610	
Part Number	Qty.	Description
55-01-3610	1	Upper Control Arm, Driver Side
55-02-3610	1	Upper Control Arm, Passenger Side
55-10-3610	2	Strut Spacer, 1-1/16"
55-11-3610	2	Preload Spacer
55-07-3610	2	Steel Preload Spacer
019	2	Rear Blocks, 1.5"
10422	4	9/16" x 2.5" x 8.5" Ubolts, Square Bend
77-3610	1	Hardware Bag, Kit
77-1509	1	Hardware Bag, Hi-Nut & Ubolt Flat Washers
77-80033	1	Hardware Bag, Shocks
01-85140	2	SUPERLIFT Shock Cylinder, Rear

HARDWARE BAG BREAKDOWN		
Kit Part Number	77-3610	
Part Number	Qty.	Description
55-12-3610	2	55-12-3610 - UCA Temporary Spacer
10MX1.5X70C5	6	10mm x 70mm Bolt, 1.5 Pitch
Kit Part Number	77-3610A	
Part Number	Qty.	Description
14x34C5CS	2	1/4" X 3/4" Bolt, Coarse Thread, Grade 5
14C5NN	2	1/4" Nut, Nyloc Coarse Thread
14SW	4	1/4" Flat Washer, SAE
Kit Part Number	77-1509	
Part Number	Qty.	Part Description
1511-B09	8	9/16" High Nut, Fine Thread
1509	8	9/16" Ubolt Washer
Kit Part Number	77-80033	
Part Number	Qty.	Description
01-60418	4	Shock Eye Bushing
34SW	4	3/4" SAE washer
39-3480	4	Shock Eye Sleeve

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
	55-01-3610	1	Upper Control Arm, Driver Side	12mm Flange Serrated Nut, 1.25 Pitch 55-12-3610 - UCA Temporary Spacer	1 1	77-3610
	55-02-3610	1	Upper Control Arm, Passenger Side	12mm Flange Serrated Nut, 1.25 Pitch 55-12-3610 - UCA Temporary Spacer	1 1	77-3610
	55-07-3610	2	Steel Preload Spacer			
	55-11-3610	2	Preload Spacer			
	55-10-3610	2	Strut Spacer, 1-1/16"	10mm x 70mm Bolt, 1.5 Pitch 10mm Flat Washer	3 3	77-3610
	019	2	Rear Blocks, 1.5"	10422 - 9/16" x 2.5" x 8" Ubolt, Square Bend 9/16" High Nut, Fine Thread 9/16" Ubolt Washer	2 4 4	77-1509
	01-85140	2	SUPERLIFT Shock Cylinder, Rear	01-60418, Hourglass Bushing 39-3480, 0.75" OD x 0.5630" ID x 1.68" L, Sleeve 3/4" SAE Washer	2 2 2	77-80033

THANK YOU FOR CHOOSING SUPERLIFT FOR ALL YOUR SUSPENSION NEEDS!!

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:

- **The Upper Control Arm Ball Joints DO NOT Have Grease Installed. They MUST Be Greased Prior to Driving.**
- 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 ultimately the 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.

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.

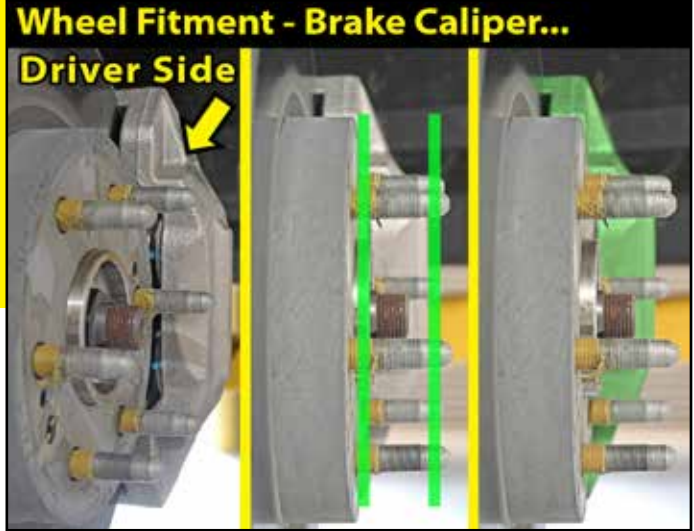
⚠ NOTE: Stock 18", 20" & 22" Wheels Will Fit back on the vehicle once this suspension system is installed.

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

TIRE SIZE SPECIFICATIONS			
Tire Size	Wheel	Backspacing (INCH)	Offset (MM)
285/65R18	18x9	4.5	-12mm
33x10.50R20	20x9	4.5	-12mm
295/55 R20	20x9	4.5	-12mm
33x11.50R20	20x9	4.5	-12mm
285/60 R20	20x9	4.5	-12mm
285/50R22	22x9	4.5	-12mm
305/45R22	22x9	4.5	-12mm

Maximum BS/Offset Listed

CAUTION: The 2019 and Newer Chevy Silverado & GMC Sierra have a Larger Brake Caliper that extends or sticks out past the mounting surface of the wheel. Your choice of aftermarket wheels must be specifically for the 2019 & Newer GM models. Backspacing is still crucial, but the wheel's design must state it fits these newer brake caliper models.




NOTE: ALL Tire & Wheel Combinations Should Be Test Fit Prior to Installation. * Some Minor Trimming Maybe Required. Some minor trimming will be required with certain wheel/tire combinations. This is normal with most aftermarket tire/wheel fitments on 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.

IMPORTANT DISCLAIMER: The provided tire/wheel fitments are approximate. Actual dimensions of a given tire size can vary considerably from one brand to another. Manufacturers' wheel offset and backspacing measurement points are not always consistent. Backspacing greatly impacts tire-to-fender clearance when turning. Wheel width and backspacing influence whether the tires protrude past the fenders, and to what extent. Considering these important factors, we recommend that you fit-check your tire/wheel selection prior to purchasing. The provided tire/wheel fitments are approximate.

TOOLS & TECH...

The chart is a listing of the main tools need to install this lift kit system.

We have also included a **Tech Tip** noted by this icon  to help if we have found a quicker or easier way to accomplish a task in the steps.

Tools			
Miscellaneous Tools		Wrench / Socket Sizes	
Floor Jacks	Jack Stands	Standard	Metric
Adjustable Pliers	Torque Wrench	7/8"	6mm
Flathead Screwdriver	Ball Peen Hammer		10mm
C-Clamp or Vise Grip C-Clamps	Plastic Fastener Removal Tool		13mm
Tie Rod Puller Tool			15mm
			18mm
			19mm
			21mm
			22mm

Torque Specifications					
STANDARD			METRIC		
Size	Grade 5	Grade 8	Size	Grade 8.8	Grade 10.9
5/16"	15 ft/lbs.	20 ft/lbs.	6mm	5 ft/lbs.	9 ft/lbs.
3/8"	30 ft/lbs.	35 ft/lbs.	8mm	18 ft/lbs.	23 ft/lbs.
7/16"	45 ft/lbs.	60 ft/lbs.	10mm	32 ft/lbs.	45 ft/lbs.
1/2"	65 ft/lbs.	90 ft/lbs.	12mm	55 ft/lbs.	75 ft/lbs.
9/16"	95 ft/lbs.	130 ft/lbs.	14mm	85 ft/lbs.	12 ft/lbs.
5/8"	135 ft/lbs.	175 ft/lbs.	16mm	130 ft/lbs.	165 ft/lbs.
3/4"	185 ft/lbs.	280 ft/lbs.	18mm	170 ft/lbs.	240 ft/lbs.

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...

WARNING: [Illustration 1] To properly support the 2019+ Silverado 1500 & Sierra 1500 trucks, wider lift pad adapters are required because the frame is wider than the previous trucks in the area where the front hoist arm lift pads need to be positioned.

Chock rear tires and place transmission in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands and place transmission in park.

Raise the hood and disconnect the battery. [10mm]

Remove front tires and wheels. [Lug Nuts 22mm]

2) SWAY BAR LINKS...

[Illustration 2] On each side, disconnect the sway bar link from the lower control arm. [18mm]

TECH TIP When you remove a factory nut, like the sway bar link nut, put it back on the sway bar link for safe keeping. You will not have to look or sort through removed hardware to find the proper nut. Same with brake line & ABS bracket bolts, tie rod ends, knuckle ball joints, brake caliper bolts, etc.

[Illustration 1]



[Illustration 2]



NOTE: Perform Steps 3-6 One Side At A Time. Start on the Driver Side & Complete Steps 3-6. THEN go to the Passenger Side & Complete Steps 3-6.

3) STEERING TIE ROD END...

[Illustration 3] Remove the nut from the tie rod end [21mm] Reinstall the nut a couple of turns by hand. Use a Tie Rod Puller to separate the tie rod from the knuckle. Remove the tie rod nut and save for re-install.

TECH TIP If you do not have a puller, you can use the method of striking the tie rod boss of the knuckle near the ball joint end to dislodge from the knuckle. Do Not strike the tie rod end, brake rotor or dust shield: Strike the knuckle portion only. Remove the tie rod nut and save for re-install.

[Illustration 3]



4) REMOVE ABS & BRAKE LINE BRACKETS FROM KNUCKLE...

[Illustration 4-A] Above the tie rod boss on the knuckle, remove the ABS line from the knuckle. [10mm]

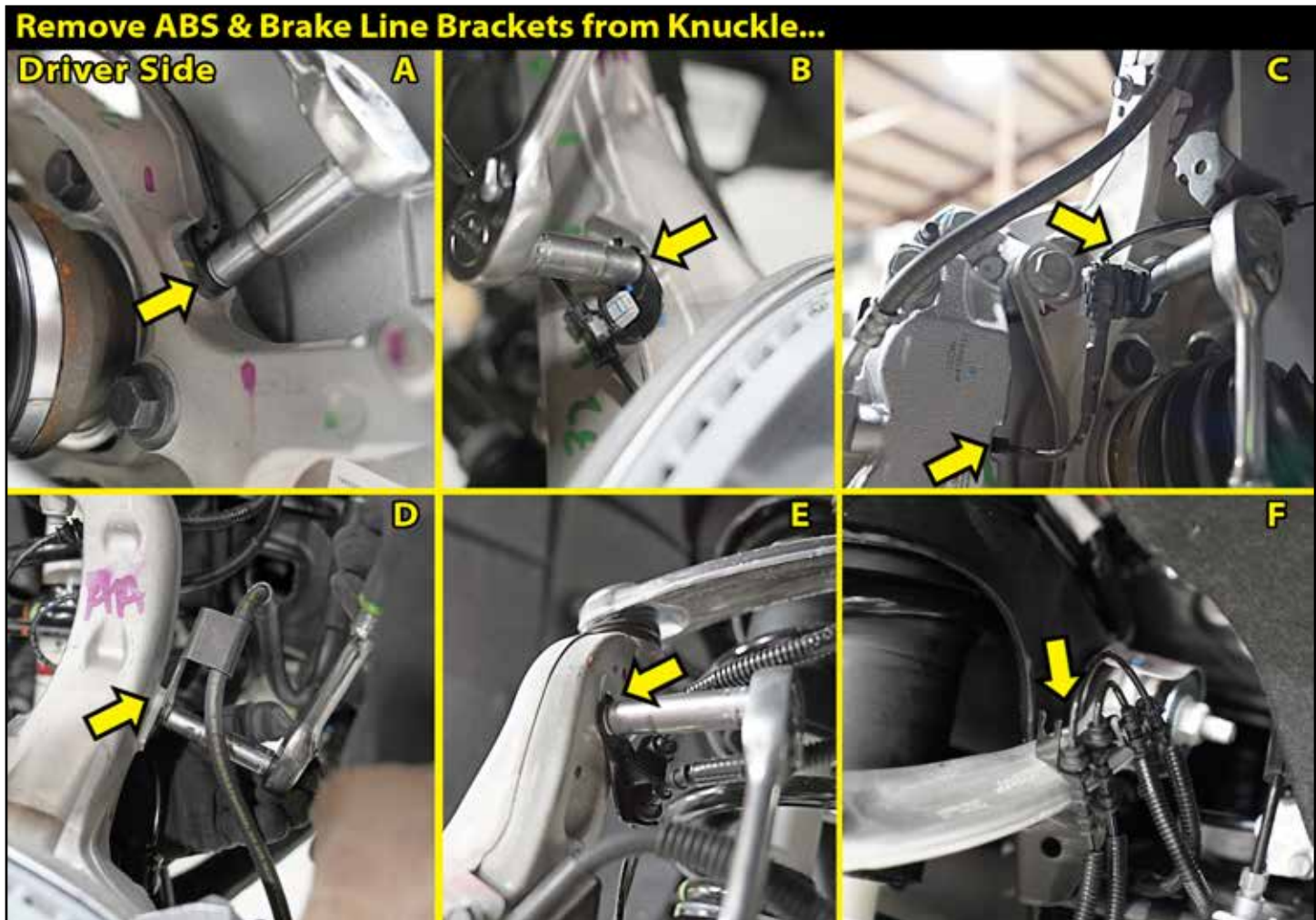
[Illustration 4-B] Follow the ABS line up the front of the knuckle and remove the ABS line bracket from the knuckle. [10mm]

[Illustration 4-C] On the rear side of the knuckle, unplug the brake pad wear sensor from the brake caliper. Follow the line up and remove the brake pad wear sensor bracket from the knuckle. [10mm]

[Illustration 4-D] Unbolt the brake line bracket from the rear side of the knuckle. [10mm]

[Illustration 4-E] Unbolt the ABS/brake pad wear sensor bracket from the inward side of the knuckle. [10mm]

[Illustration 4-F] Unbolt the ABS/brake pad wear sensor bracket from the upper control arm. [10mm]

[Illustration 4]**5) DISCONNECT BALL JOINT FROM KNUCKLE...**

Using a jack, slightly lift the Lower Control Arm (LCA) & knuckle assembly to prevent the arms from being at full droop.

[Illustrations 5] Remove the nut from the Upper Ball Joint (UBJ) [18mm], then using the appropriate puller tool, disconnect the ball joints from the knuckle. **TECH TIP** If you do not have a puller tool, you can use a hammer by very carefully striking the ball joint boss' of the knuckle; do not strike the ball joints.

WARNING: Be careful. Do not let the CV axle shaft dislodge from the CV cup or 'pull out' at the differential.

WARNING: Be careful. Do not let the knuckle fall to the side abruptly. It could cause damage to the ABS wires or brake lines.

Lower the jack to allow the removal of the knuckle assembly from the UBJ. Lean the knuckle outward and to the rear to allow access to the strut. **TECH TIP** Secure the knuckle to the frame with a bungee strap to prevent movement.

[Illustration 5]

Disconnect Ball Joint from Knuckle... Driver Side



6) STRUT REMOVAL...

NOTE: Before you completely remove the strut, 'Mark' the Alignment of the upper strut mount, upper isolator & spring seat. Also Mark 'DR.' & 'PA.' Side.

☐☐ [Illustration 6-A] Remove the two bolts securing the strut to the lower control arm; allow the lower control arm to hang, while you move to the upper strut mount. [15mm]

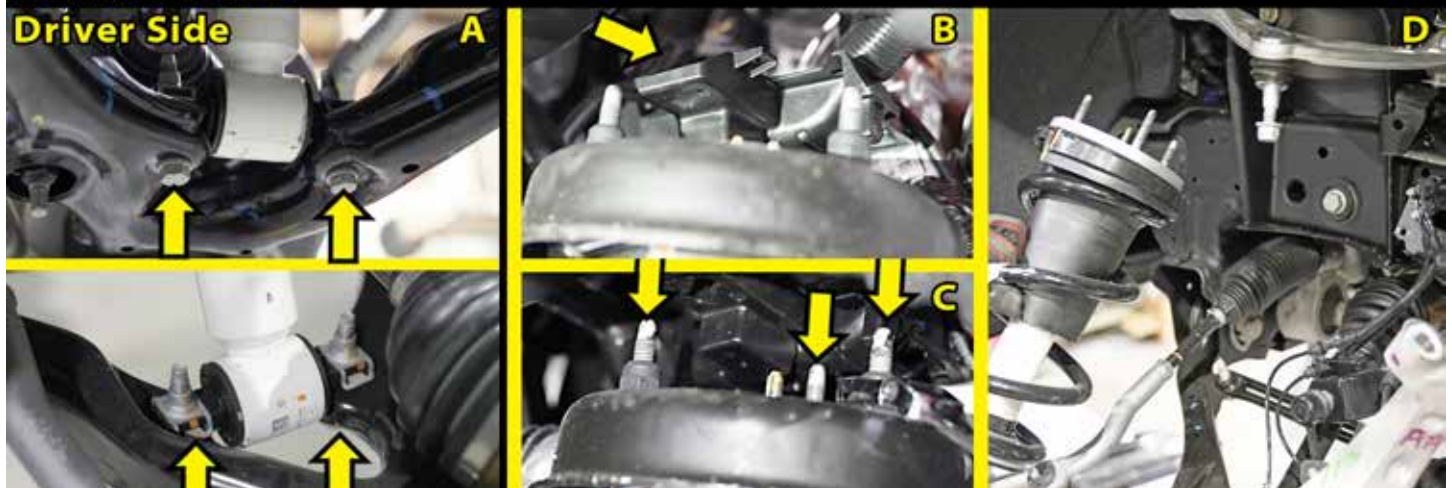
☐☐ [Illustration 6-B] Unclip the wire clips located on the top of the studs. [plastic fastener removal tool]

☐☐ [Illustration 6-C] Remove three nuts securing the strut to the frame then remove the strut. [18mm]

☐☐ [Illustration 6-D] Remove the strut from the vehicle.

[Illustration 6]

Remove Strut...



Repeat steps 3 through 6 on the Passenger Side.

7) REMOVE UPPER CONTROL ARM...

☐☐ [Illustration 7-A] With the lower control arm still supported with a jack, remove the upper control bolts. [21mm] Remove the upper control arm from the vehicle.

[Illustration 7]

Remove Factory Upper Control Arm...



FRONT ASSEMBLY

8) INSTALL SUPERLIFT UPPER CONTROL ARMS...

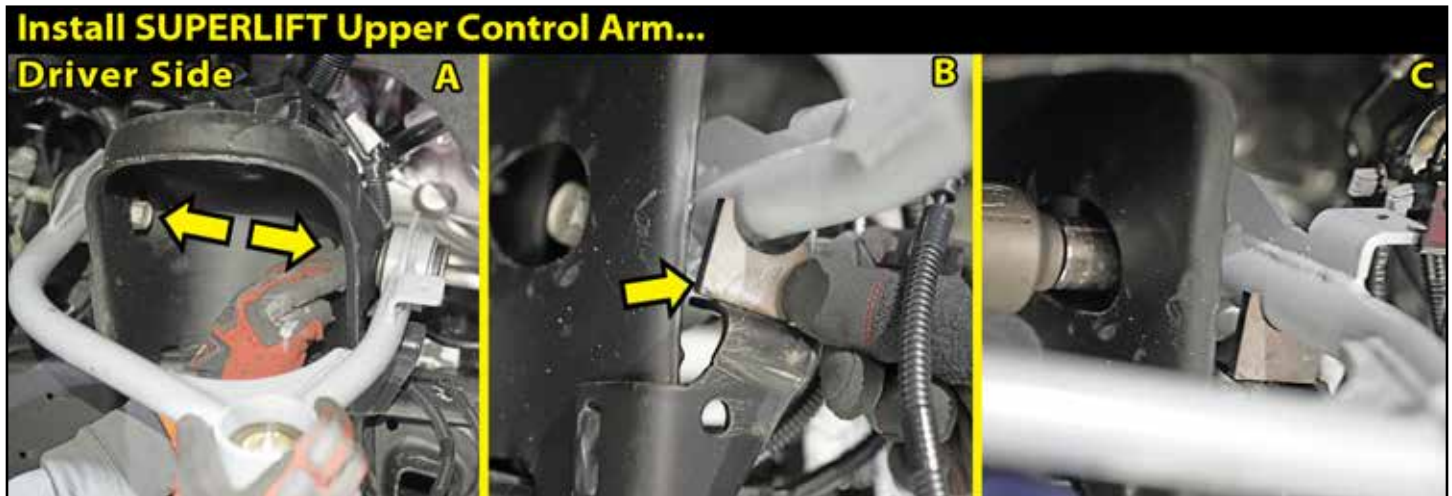
Locate the (2) SUPERLIFT upper control arms: (#55-01-3610) Driver Side & (#55-02-3610) Passenger Side. Locate Hardware Bag #77-3610. Hardware PER Side: (1) (#55-12-3610) - UCA Temporary Spacer.

NOTE: The upper control arms are 'side specific'. [Illustration 8-A] Using the factory hardware, install the SUPERLIFT upper control arm. Attach the nut, do not tighten. The brake tab bracket goes to the rear of the vehicle.

[Illustration 8-B] Insert the UCA Temporary Spacer in between the factory bump stop bracket and the rear leg of the upper control arm. Roll the upper control arm downward until it rests firmly on the spacer.

[Illustration 8-C] Tighten the upper control arm into position. [21mm] Remove the UCA Temporary Spacer.

[Illustration 8]



WARNING: Note that the SUPERLIFT UCAs Must Be Greased BEFORE Vehicle is Driven.

NOTE: Failure to add grease to the UCA Ball Joint Will Void the UCA Warranty.

[Illustration 8-D] Using a standard manual powered grease gun, attach hose coupler fitting to grease fitting. Press down squarely until you feel the 'snap' of the adapter grabbing the grease fitting.

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 grease fitting.



9) ASSEMBLE AND INSTALL STRUT SPACERS...

Locate the (2) SUPERLIFT pre-load strut spacers (#55-11-3610), (2) steel pre-load spacers (#55-07-3610) & (2) strut spacers (#55-10-3610). Locate Hardware Bag #77-3610. Hardware PER Side: (3) 10mm x 70mm Bolts & (3) 10mm Flat Washers.

Disassemble strut using a suitable coil spring compressor. Compress the coil spring until the strut body has approximately 3/8" of free movement. **⚠ WARNING:** The coil is under extreme pressure and severe bodily injury may occur if the coil spring is disassembled without using a suitable coil spring compressor.

[Illustration 9-A] Remove the upper strut mounting plate retaining nut. [6mm | 18mm] **⚠ NOTE:** Do not use an impact gun to remove the retaining nut; this may damage the strut shaft. Remove the strut's upper mounting plate assembly.

Carefully remove the strut cylinder from the coil spring. **⚠ NOTE:** Inspect the strut assembly for any damage or fluid leakage. Replace if necessary.

[Illustration 9-B] Separate the rubber coil spring seat/dust boot from the upper isolator.

[Illustration 9-C] Remove the foam factory bump stop from the factory upper strut mount.

[Illustration 9-D] Separate the upper isolator from the factory upper strut mount.

[Illustration 6-E] Using a hammer and vise or other open surface, drive the (3) factory studs out of the factory strut mount.

[Illustration 9-F] Place the steel pre-load spacer #55-07-3610 on top of the factory upper isolator.

⚠ NOTE: Align the (2) holes in the steel spacer with the (2) tabs on the factory isolator.

[Illustration 9-G] Insert the supplied 10mm x 70mm bolts upward through the factory upper strut mount. Place the supplied #55-11-3610 pre-load spacer under the factory strut mount assembly aligning the machined slots with the bolt heads. Place the preload spacer on top of the steel pre-load spacer/factory upper isolator.

[Illustration 9-H] Reinstall the factory foam bump stop back into the upper strut mount.

[Illustration 9-I] Install the factory rubber coil spring seat/dust boot onto the upper isolator.

⚠ NOTE: Check your alignment marks to be sure all (5) components are aligned correctly.

[Illustration 9-J] Position the strut cylinder back into the compressed coil spring. Align the indexing marks on the lower strut eye mount and the coil spring.

DOUBLE CHECK: Assemble the top end of the strut in this order:

A) Position the factory rubber coil spring seat/dust boot on top of the coil spring.

B) Position the factory upper isolator on top of the rubber coil spring seat/dust boot .

C) Position the supplied steel pre-load spacer (#55-07-3610) on top of the isolator.

D) Position the supplied pre-load spacer (#55-11-3610) on top of the steel pre-load spacer.

E) Position the factory strut mount on top of the pre-load spacer. Align the plate indexing mark with the indexing marks on the coil spring and shock eye.

Slowly decompress the coil spring on the strut assembly while ensuring that the coil spring remains seated correctly in its lower seat and that ALL index marks remain aligned.

[Illustration 9-K] Tighten the upper strut mounting plate retaining nut. [6mm | 18mm]

[Illustration 9-L] Strut assembly overview.

[Illustration 9]

Assemble & Install Strut Spacers...

Driver Side



NOTE: Perform Steps 10-14 One Side At A Time. Start on the Driver Side & Complete Steps 10-14. THEN Go to the Passenger Side & Complete Steps 10-14.

10) INSTALL STRUT | SPACER ASSEMBLY...

[Illustration 10-A] Slide the strut assembly through the upper control arm and locate the upper end of the assembly into the frame mount properly. Secure the three (3) upper end bolts of the assembly using the factory flange nuts. Do not tighten at this time. [18mm]

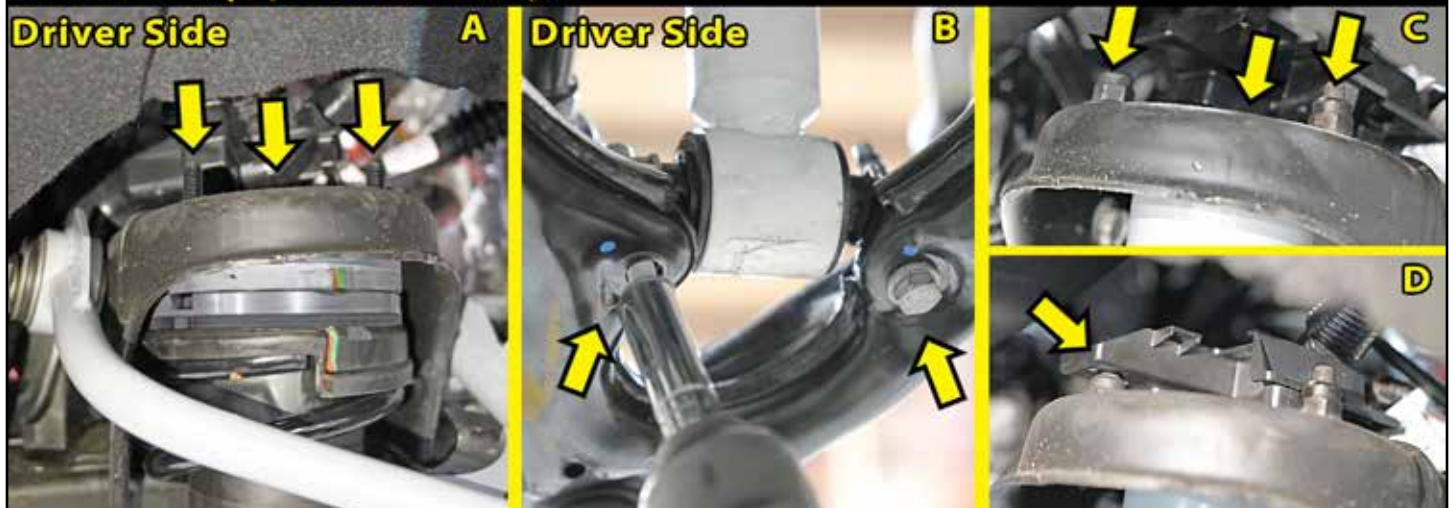
[Illustration 10-B] Attach the lower end of the strut to the lower control arm using the factory hardware and tighten. (37) [15mm]

[Illustration 10-C] Tighten the top strut flange nuts. (37) [15mm]

[Illustration 10-D] Connect the factory wire clips located back to the top of the studs.

[Illustration 10]

Install Strut | Spacer Assembly...



11) ATTACH UPPER BALL JOINT TO KNUCKLE...

[Illustration 11-A] Use the factory hardware to attach the tie rod to the knuckle for stability. Hand tighten only.

[Illustration 11-B] Attach the upper ball joint to the knuckle. Secure, but do not tighten. [18mm]

TECH TIP If needed, use a pry bar to lower the upper control arm to attach the ball joint. (103) [18mm]

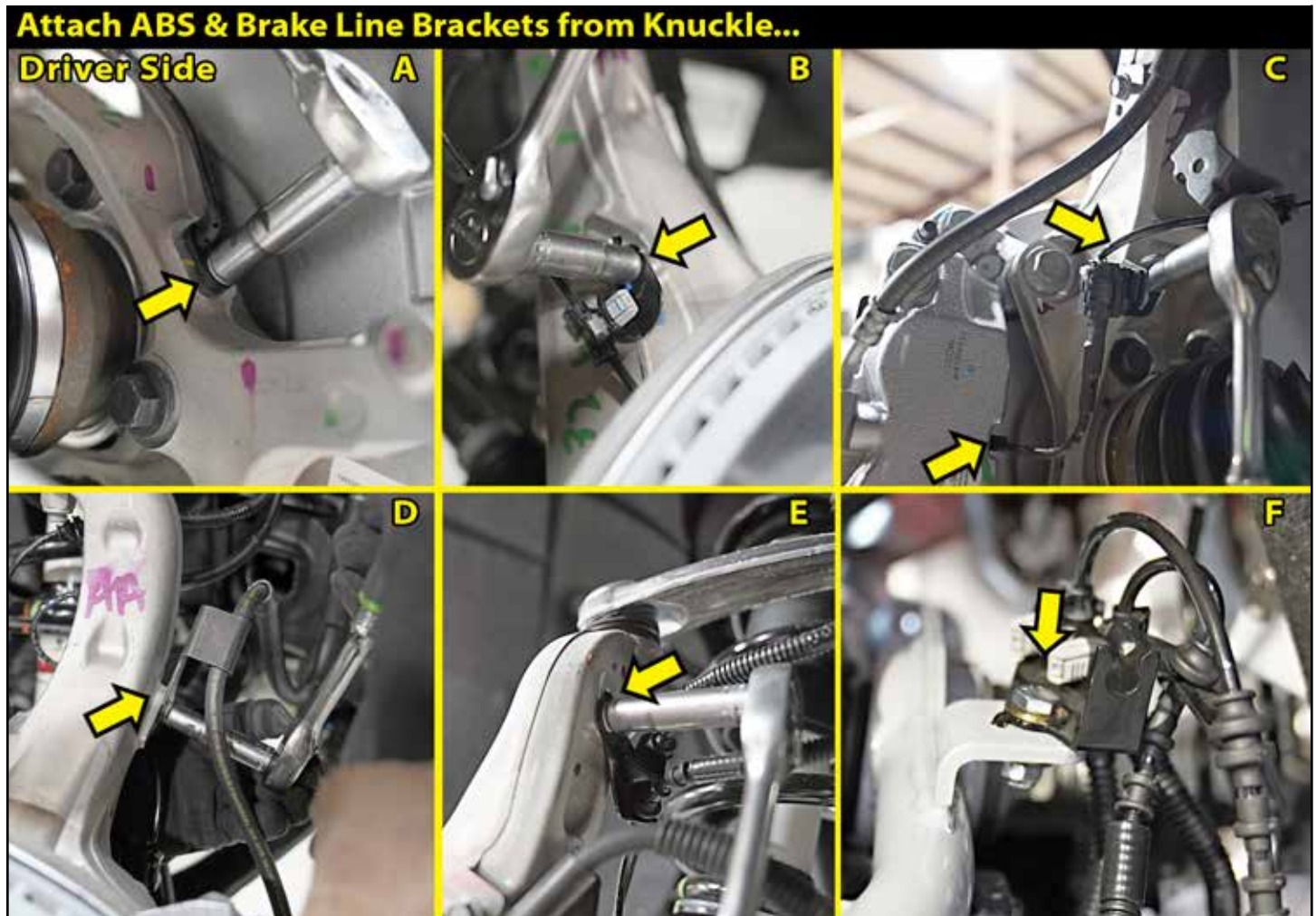
[Illustration 11]



12) ATTACH ABS & BRAKE LINE BRACKETS FROM KNUCKLE...

Locate Hardware Bag #77-3610. Hardware PER Side: (1) 1/4" X 3/4" Bolt, Coarse Thread, Grade 5, (2) 1/4" Flat Washer, SAE & (1) 1/4" Nut, Nyloc Coarse Thread

- [Illustration 12-A] Above the tie rod boss on the knuckle, reattach the ABS line to the knuckle. [10mm]
- [Illustration 12-B] Follow the ABS line up the front of the knuckle and reattach the ABS line bracket to the knuckle. [10mm]
- [Illustration 12-C] On the rear side of the knuckle, plug the brake pad wear sensor into the brake caliper. Follow the line up and reattach the brake pad wear sensor bracket from the knuckle. [10mm]
- [Illustration 12-D] Reattach the brake line bracket to the rear side of the knuckle. [10mm]
- [Illustration 12-E] Reattach the ABS/brake pad wear sensor bracket to the inward side of the knuckle. [10mm]
- [Illustration 12-F] Bolt the ABS/brake pad wear sensor bracket to the tab on the SUPERLIFT upper control arm. The tab on the factory bracket will align into the small hole and the bolt hole is toward the rear. Secure the bracket using the supplied 1/4" X 3/4" Bolt, 1/4" SAE Washer and 1/4" Nyloc Nut. Insert a washer onto the bolt. Run the bolt downward and attach with washer and Nyloc nut. [10mm]

[Illustration 12]

13) STEERING TIE ROD END...

[Illustration 13] Tighten the tie rod end to the knuckle. (44) [21mm]

14) SWAY BAR LINKS...

[Illustration 14] Connect the sway bar links to the lower control arm; tighten. (63) [15mm]

[Illustration 13]**[Illustration 14]****Repeat Steps 10 through 14 on the Passenger Side.****15) TIRES / WHEELS...**

[Illustration 15] Install tires and wheels. Tighten the lug nuts in the sequence shown. (151) [21mm]

⚠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.

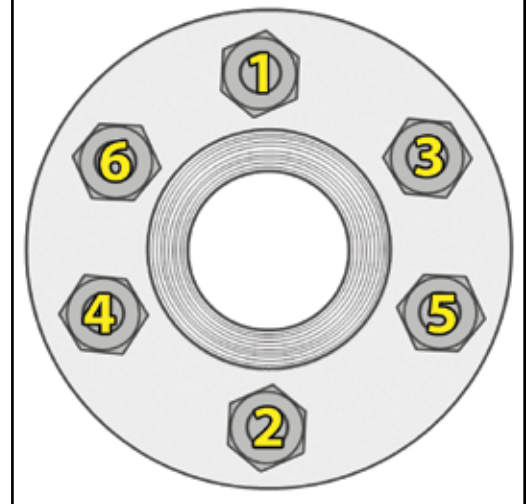
⚠WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

Lower vehicle to the floor. The suspension is now supporting vehicle weight.

16) CLEARANCE CHECK...

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.

Illustration 15**Lug Nut Torque Sequence...
Follow the Sequence Below
to Torque the Lug Nuts**

REAR DISASSEMBLY & ASSEMBLY

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

17) RAISE REAR OF VEHICLE...

Chock the front tires. Position a jack beneath the center of the rear axle of the vehicle. Raise rear of vehicle and place jack stands beneath the frame rails just forward of the rear springs' front hangers. Ease the jack down until the frame is resting on the stands. Keep a slight load on the jack.

Remove the rear tires.

18) REMOVE SHOCK ABSORBERS...

[Illustration 18] Remove shock absorbers. Discard shocks. [21mm]

19) UBOLTS AND BLOCKS...

[Illustration 19] Remove ubolts and then lower the axle several inches away from springs. [21mm] Discard the ubolts and hardware. Maintain the lower ubolt plate.

Clean spring pads of all debris.

[Illustration 18]



[Illustration 19]



20) REMOVE FACTORY LEAF SPRING SHIM...

[Illustration 20-A] Place (1) c-clamp on each side of the center pin and tighten c-clamps. Unbolt the center pin bolt. [Vise grips on center pin head | 15mm nut]

[Illustration 20-B] Remove center pin bolt with the factory shim. [15mm]

[Illustration 20-C] Reinstall the center pin bolt through the spring assembly with the head of the center pin in the same location as the stock pin. [Vise grips on center pin head | 15mm nut]

[Illustration 20]

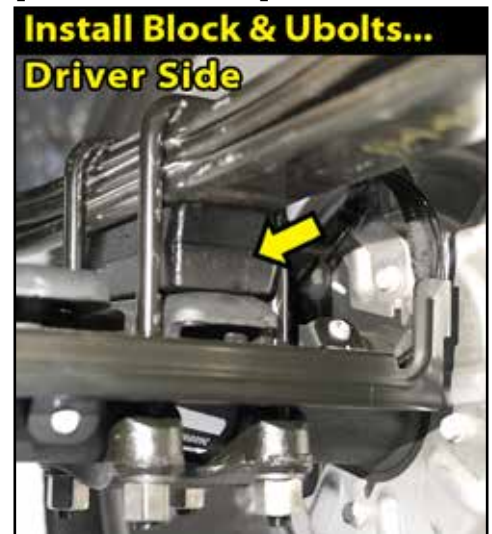


21) INSTALL REAR LIFT BLOCKS AND UBOLTS...

Locate the SUPERLIFT (2) #019 1.5" Rear Blocks. Locate the (4) #10422 - 9/16" x 2.5" x 8.5" Ubolt, Square. Locate Hardware Bag #77-1509. Hardware PER Side: (4) 9/16" high nut, fine thread & (4) 9/16" ubolt washers.

[Illustration 21] Position the SUPERLIFT block on top of the axle pad.

[Illustration 21] Using the floor jack(s), mate the springs to the blocks, be sure that the center bolt heads seat properly. Install the new SUPERLIFT 9/16" ubolts, factory ubolt plate and supplied ubolt washers & high nuts. Evenly torque the ubolts using an "X" tightening sequence. (150) [7/8"]

[Illustration 21]**22) INSTALL SUPERLIFT REAR SHOCK ABSORBERS...**

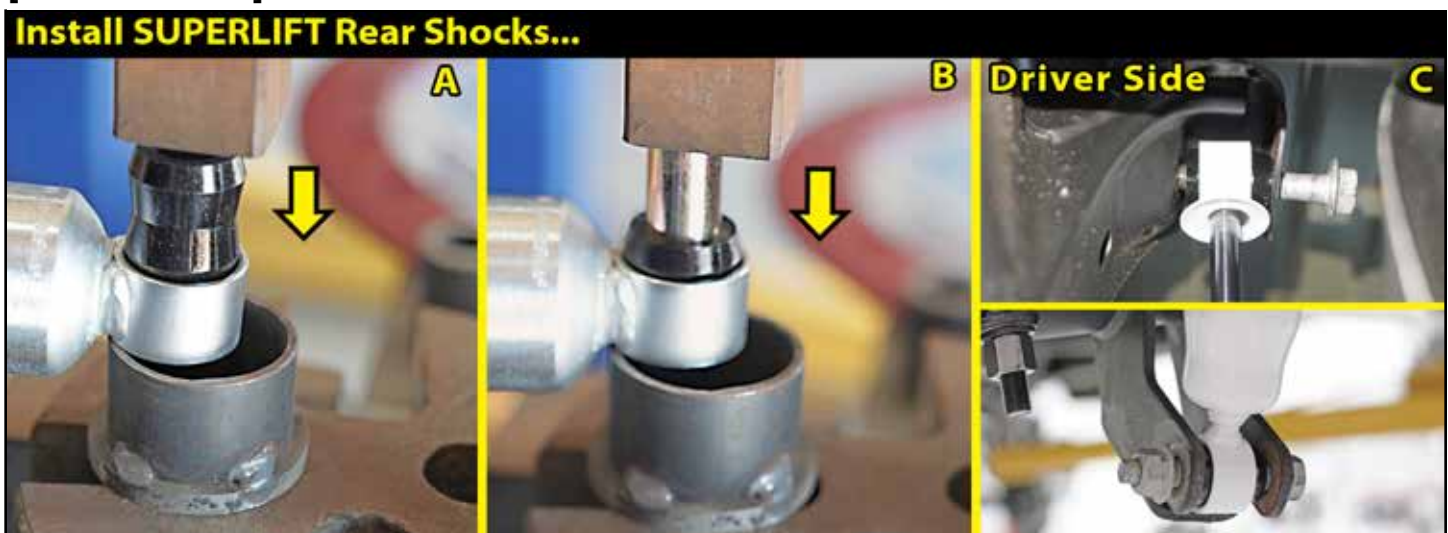
Locate the (2) SUPERLIFT #01-85140 Shocks. Locate Hardware Bag #77-80033. Hardware PER Side: (2) #01-60418, Hourglass Bushings & (2) #39-3480, 0.75" OD x 0.5630" ID x 1.68" L, Sleeve & (2) 3/4" Washer, SAE.

[Illustration 22-A & 22-B] Install the supplied #01-60418 hourglass bushings into the shock eyes. Then install the #24-5704, 0.75" OD x 0.50" ID x 1.54" Long sleeves into the shock eyes.

[Illustration 22-C] Install the SUPERLIFT #01-85140 into the factory location with the factory hardware. [21mm] (55)

⚠ NOTE: SUPERLIFT brand shocks must be installed with the cylinder body mounted at the axle. [Shaft UP, Body DOWN]

Install the SUPERLIFT shock decals.

[Illustration 22]

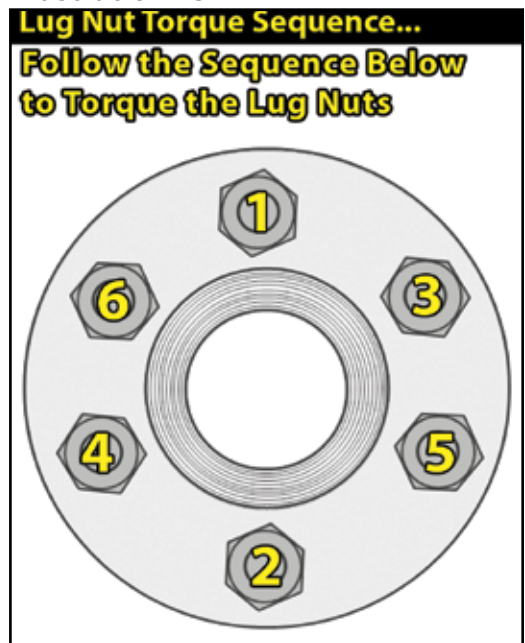
23) TIRES / WHEELS...

[Illustration 15] Reinstall tires and wheels. Tighten the lug nuts in the sequence shown. (151) [21mm]

⚠ 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.

Lower vehicle to the floor.

Illustration 15**24) CLEARANCE CHECK...**

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.

25) WHEEL ALIGNMENT...

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.

26) HEADLIGHTS...

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.

27) FOUR WHEEL DRIVE...

Activate four wheel drive system and check for proper engagement.

28) SUPERLIFT WARNING DECAL...

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 warrant-able, 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.