

**SUPERLIFT SUSPENSION SYSTEMS**

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**Superlift 4" lift system for 2005 and Newer
FORD F-250 / F-350 SUPER DUTY 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:

- Front end realignment 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 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.

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.

PART NO	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.- if more than one)
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01-294	(2) front coil spring, diesel	
OR		
01-295.....	(2) front coil spring, gas	

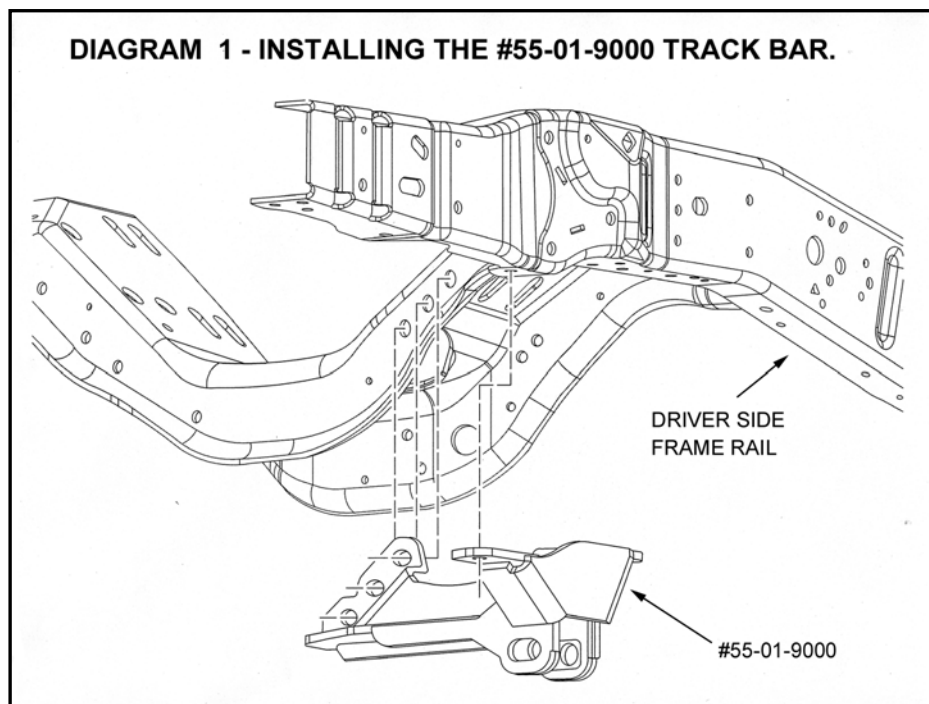
55-01-9000.....	front track bar bracket	
55-01-9024	compression stop bracket,..... front, driver side	(1) 3/8" x 1-1/4" bolt (1) 3/8" x 1" bolt (1) 3/8" USS washer (2) 3/8" nyloc nut
55-02-9024	compression stop bracket,..... front, passenger side	(1) 3/8" x 1-1/4" bolt (1) 3/8" x 1" bolt (1) 3/8" USS washer (2) 3/8" nyloc nut
55-02-9000	(2) radius arm bracket	(1) 18mm x 130 mm bolt (1) 18mm x 140mm bolt (1) 3/4" x 5-1/2" bolt (3) 3/4" SAE washer (2) 3/4" USS washer (1) 3/4" nyloc nut (2) spacer washer (1) 1-1/4" OD x 3-3/8" sleeve
44-04-9024.....	(2) anti-sway bar link extension	
55-07-9024.....	(2) brake line extension bracket ..	(1) 1/4" x 3/4" bolt (1) 1/4" nyloc nut (1) 5/16" x 3/4" bolt (1) 5/16" nyloc nut
55-05-9024.....	(2) track bar key	
55-06-9024.....	(4) caster key	
	(2) shock absorber, front	(2) shock boot, yellow (2) hardware pack and cable tie
	(2) shock absorber, rear	(2) shock boot, yellow (2) hardware pack and cable tie
0034	Superlift badge	alcohol wipe pad
00461	decal, "Warning To Driver"	

INSTALLATION PROCEDURE**1) PREPARE VEHICLE...**

- Prior to raising the vehicle, disconnect the track bar from its attachment point on the frame and let the bar hang. Save all hardware for re-use.
- Disconnect the anti-sway bar links from their attachment points on the front axle. Save all hardware for re-use.
- Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the radius arm mounts. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tires.

2) CONTINUE DISASSEMBLY...

- Position a jack so that it supports, but does not raise, the front axle.
- Remove and discard the front shock absorbers. Save the upper bushings for re-use.
- Remove the front steering stabilizer.
- Unbolt the brackets securing the front brake hoses to the coil spring tower on the frame. Save all hardware for re-use.
- Carefully lower the front axle enough to facilitate the removal of the front coil springs. Save the rubber isolators at the top of the coils for re-use.
- Unbolt the factory track bar bracket from the frame. Save all hardware for re-use.



3) TRACK BAR BRACKET...

- [DIAGRAM 1] Position the Superlift track bar bracket (#55-01-9000) on the frame in the same place as the original and secure using the factory hardware. There are a total of five bolts; three attached to a retaining tab plus two additional bolts. Once all the bolts are started, tighten (136).

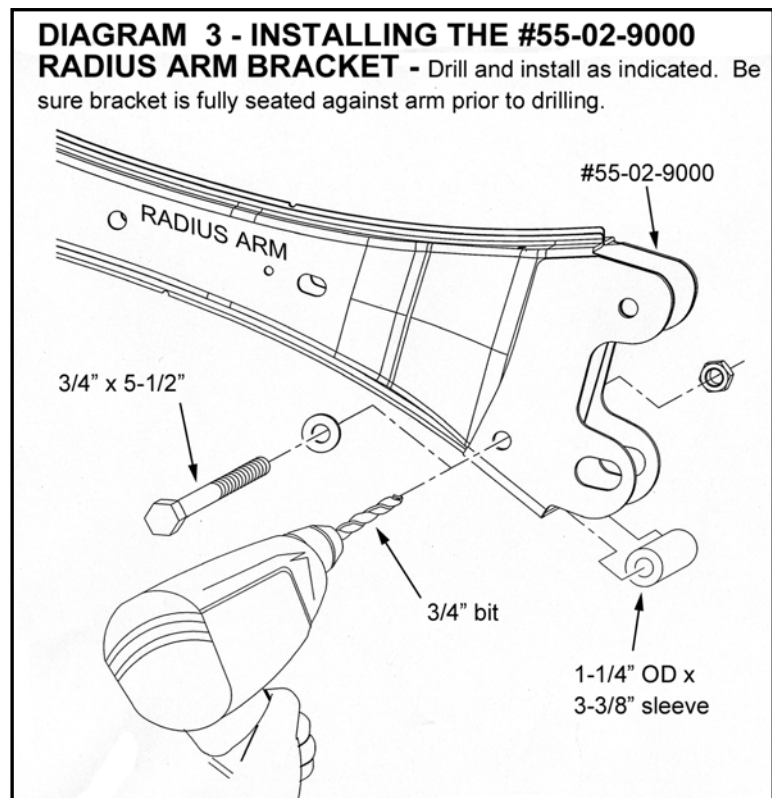
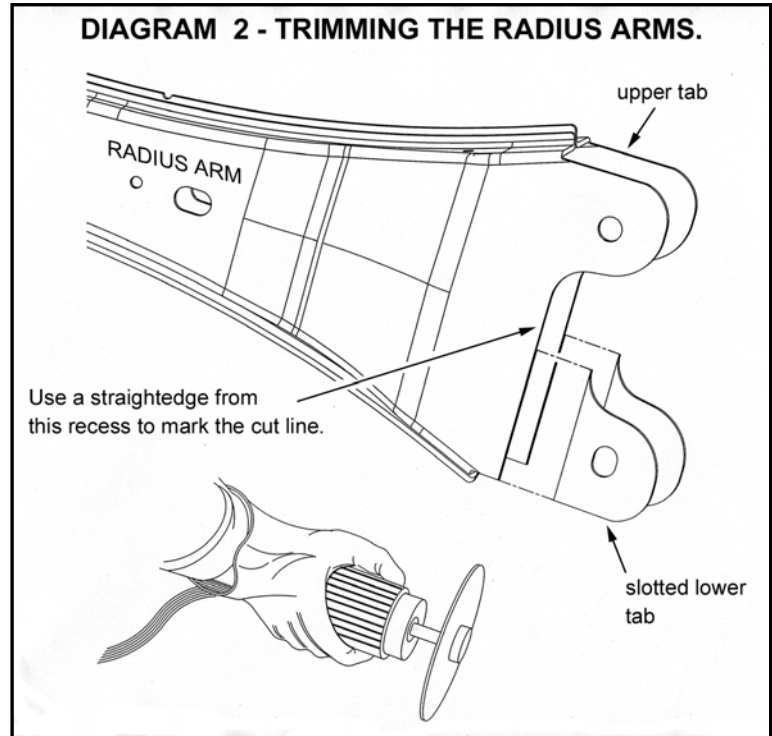
4) RADIUS ARMS...

NOTE: Perform the following steps one side at a time. Start on the driver side.

- Unclip the ABS wire from the radius arm and secure it out of the way.
- Verify once again that the axle is supported by the jack, then unbolt the radius arm from the frame and front axle. Save all hardware for re-use.
- [DIAGRAM 2] Trim off the slotted lower tabs of the radius arm as shown using a cut-off wheel or similar tool.

NOTE: There is a captured nut tacked to the driver side radius arm's lower tab. Remove it by grinding off the spot welds holding it in place. Use caution as the nut will be re-used.

- [DIAGRAM 3] Position the radius arm bracket (#55-02-9000) on the radius arm. Note that the slotted ear is positioned toward the bottom and that the slot in the bracket should butt against the pinch weld on the radius arm. Temporarily install a factory bolt through the bracket and upper tabs of the radius arm to hold the bracket in place and then mark the location of the 3/4" hole to be drilled as indicated.
- Remove the "02" bracket and drill the marked location using a 3/4" bit.



- Reinstall the "02" bracket and secure it to the radius arm using the supplied 3/4" x 5-1/2" bolt, SAE washer, and 1-1/4" OD x 3-3/8" long sleeve that should be positioned inside the radius arm. The bolt should be installed from the outside (with the threads of the bolt pointing to the inside of the vehicle) and loosely secure using the supplied 3/4" washer and nyloc nut. Do not fully tighten at this time.
- Reattach the radius arm to the frame using the factory hardware. The bolt should be installed from the outside. Attach the upper tab of the arm to the axle using the supplied 18mm x 130mm bolt, 3/4" washers, and factory nut. The bolt should be installed from the outside. Do not fully tighten at this time.
- Insert the supplied spacer washers between the slotted lower tabs of the "02" bracket and the axle mount.
- Insert the four supplied oval caster keys in the lower slots, then install the supplied 18mm x 140mm bolt through the caster keys, spacer washers, and axle mount. Secure the bolt using the supplied 3/4" washers and factory nut. Snug, but do not fully tighten at this time.
- Repeat this procedure on the passenger side. All hardware will be tightened once the vehicle is on the ground.

5) COMPRESSION TRAVEL STOP EXTENSIONS...

- Pry the front compression travel stops out of their mounting cups, then unbolt the cups from the frame.
- On each side, position a compression travel stop extension (#55-01-9024 driver side and #55-02-9024 passenger side) on the frame in the location that the stop cup was just removed and secure it to the frame using the supplied 3/8" x 1-1/4" bolt and nyloc nut. Tighten (23).
- Attach the factory compression stop cup to the "01" and "02" brackets using the supplied 3/8" x 1" bolt, washer, and nyloc nut. Tighten (23).
- Press the factory compression stops back into their mounting cups.

6) COIL SPRINGS...

- Lower the front axle enough to facilitate installing the new coils springs. Position the coil springs (01-294 for trucks with diesel engines and #01-295 or vehicles with gas engines) in the lower coil buckets on the axle and rotate as necessary to be sure that the pigtail of the coil is indexed properly in the bucket. Position the factory rubber isolator on top of each coil, then raise the axle enough to seat the coil springs in the upper spring buckets.

7) SHOCK ABSORBERS...

- Install the bushings, sleeves, and boots on the front shock absorbers.
- Compress the front springs enough to install the front shocks. Secure the lower (body) end of the shock to the axle using the factory hardware and the upper (rod) end using the factory bushing taken from the original shocks. Tighten the lower end (136), then tighten the stem end until the bushings swell slightly.

8) BRAKE HOSE EXTENSIONS...

- Factory brackets secure the brake hoses to the front of the coil tower on the frame; these brackets were unbolted from the coil towers during initial disassembly. Attach the brake line drop brackets (#55-07-9024) to the coil towers where the factory brackets were once mounted using the factory hardware (76 in-lb).
- Insert the supplied 5/16" x 3/4" bolt through the bracket and coil tower just below the factory bolt and secure using the supplied 5/16" nyloc nut (13).
- Carefully reform the metal brake line as necessary in order to line up the factory brake hose bracket with the lower end of the "07" bracket. Attach the factory bracket to the "07" bracket using the supplied 1/4" x 3/4" bolt and nyloc nut (76 in-lb).

9) FINAL ASSEMBLY...

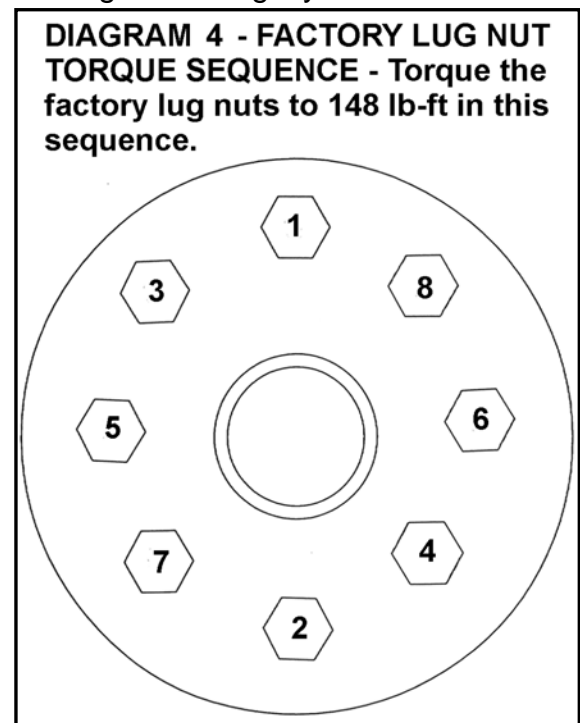
- Secure the ABS wires to the radius arms using the factory retaining clips.
- Reattach the drag link to the pitman arm using the factory castellated nut and the supplied new cotter pin (67).
- Reattach the steering stabilizer and tighten until the bushings swell slightly.

10) TIRES / WHEELS...

- [DIAGRAM 4] Tighten the lug nuts (148) 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.

**11) CLEARANCE CHECK...**

- With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, cycle steering lock-to-lock and 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.

12) HARDWARE TIGHTENING SEQUENCE...

- Tighten the following hardware:
 - 3/4" radius arm bolts (200)
 - 18mm radius arm hardware (200)
 - factory hardware at rear of radius arm (287)

13) TRACK BAR...

- Line up the track bar with the slotted hole of the new track bar bracket.
- Observe the two supplied track bar keys and note that the hole in each key is offset to one side. **Position the keys so that the holes are offset to the passenger side** and insert them into the slotted holes of the track bar bracket. Insert the factory track bar bolt through the keys, bracket, and track bar and secure using the factory hardware. Tighten (405).

14) ANTI-SWAY BAR LINK EXTENSIONS...

- Thread the female end of the anti-sway bar link extensions (44-04-9024) on to the factory sway bar end links and tighten (57).
- Attach the "04" sway bar link extensions to the axlehousing using the factory bushings and hardware. Tighten until the bushings swell slightly.

15) 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.

16) REAR LIFT...

NOTE: Rear lift is sold separately and includes separate instructions. In addition to what is detailed in that instruction form, perform the following:

- Verify the vehicle is in Park or Low gear with the parking brake set. Remove and discard the rear shock absorbers.
- Install the bushings, sleeves, and boots on the new rear shocks.
- Install the shocks in the factory location using the factory hardware. In some instances it will be necessary to position a 1/2" SAE washer between the shock bushing and lower mount. If necessary the washers are supplied with the shock hardware. All shocks except those equipped with a remote reservoir must be installed with the rod end up. Tighten the upper (85) and lower (85) hardware.

17) Activate four wheel drive system and check front hubs for engagement**18) HEADLIGHTS...**

- Readjust headlights to proper setting.

19) SUPERLIFT WARNING DECAL...

- 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.

20) ALIGNMENT...

Realign vehicle to factory specifications. Alignment must be performed by a qualified professional.

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.