



SUPERLIFT®

S U S P E N S I O N

SUPERLIFT REAR BLOCK KIT INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, carefully inspect the vehicle's suspension, steering, driveline, and brake systems. Closely inspect 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 factory service manual should be on hand for reference. The manual will contain fastener torque specs, assembly techniques, and special tool requirements that are unique to this particular year and model vehicle.
- Do not add or fabricate any components to gain additional suspension height.
- Superlift lift blocks are not designed nor intended to be used on the front axle of any vehicle. The lateral stresses generated when turning will often cause blocks to roll-out from under the leaf springs. Also, lift block taper alters front end alignment which can make the vehicle dart, drift, and wander.
- 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 notes, always start with the driver side.

1) PREPARE VEHICLE...

- Raise rear of vehicle with a floor jack positioned under the rear axle. Place jack stands under the frame rails, a few inches in front 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. Chock front tires to prevent accidental movement.

2) DISASSEMBLY...

- Remove the tires. If the shock absorbers are not being replaced (if they are long enough and are in good condition), you should be able to leave them attached. If not, remove the shock absorbers.

- Remove the spring-to-axle U-bolts. Use the jack to carefully lower the axle down enough for block installation. Do not overextend the brake and axle vent hoses, or any wiring; all may need rerouting or replacing.

3) INSPECT LIFT BLOCK CONTACT AREA...

When a vehicle is factory equipped with lift blocks, generally the factory blocks have an arm that acts as a contact point for the compression travel stop. If this is the case, normally the Superlift block is positioned under the factory spacer so the amount of available compression travel is unchanged. Placing the Superlift on top of the factory block increases compression travel (as long as other components, such as shock absorber or spring length, do not limit travel first.) Check the block-to-spring perch contact area; see the WARNING below. If the contact area is unsatisfactory, place the Superlift block on top of the factory block and inspect. If this top side positioning is used, consider that you are increasing allowable compression travel. You may need to limit compression travel by relocating or replacing the factory compression travel stops. This depends on block height, tire size, and how the vehicle is used.

WARNING - Sometimes the shape and design of the factory spring perch (where the springs or blocks seat on the axle) does not allow a good Superlift block-to-perch match. Check to be sure that the blocks' entire surface area makes contact with the perches. Cast perches that are "honeycomb" or have recessed areas are prime candidates for seating problems. Also, some spring perches are prone to collapse or warp, especially toward the ends. Without a proper contact area or a flat mounting surface the blocks may fail or roll-out, causing the axle to detach from the springs. If necessary to ensure proper seating, re-plate the top of the perches with 1/4" thick steel (or something similar) or replace the perches completely.

4) INSTALLATION AND ASSEMBLY...

- Clean all contact points. Install the Superlift blocks with the tall end of taper facing rearward. Be sure that all pins and holes are correctly sized and align properly. Position the spring-to-axle U-bolts and install the furnished U-bolt flatwashers. Evenly tighten the U-bolts using an "X" tightening pattern. Do not fully tighten the U-bolts, they are torqued later when the suspension is supporting vehicle weight.
- Install new shock absorbers or reconnect old shocks (if applicable). Install tires; reference the factory service manual for proper lug nut torque specs and tightening sequence.

5) INSPECTION AND FINAL STEPS...

- With the jack stands still in place beneath the frame rails, lower the jack and let the suspension hang at full extension travel. Manually rotate the driveshaft and check for shaft bind. Check driveshaft length. Generally, there should be at least 1-3/4" of spline contact when at full extension travel. Again, check the length of the brake hose, axle vent hose, etc..
- See what is limiting suspension extension travel. Consider that in off road situations, when on radically uneven terrain, one fully compressed leaf spring can force the opposite spring to extend several inches beyond its unloaded "hanging" point. With this in mind, are you sure that the shock absorbers are long enough? If equipped with an anti-sway bar, will the bar drop links severely limit travel? If so, consider lengthening the factory links or purchasing longer ones. Are extension travel limiting straps needed to protect the shocks or other

components? Ideally, travel should only be limited by the leaf springs, not by any other components.

- Remove the jack stands and lower vehicle to the floor.
- With the suspension supporting vehicle weight, torque the U-bolts as follows using a “X” tightening pattern:

NOTE: These torque specifications are for Superlift U-bolts used with Superlift Nylon inserted (Nyloc) lock nuts. Other grade U-bolts and fasteners may have different specifications.

- **1/2” rod diameter 86 ft. lbs.**
- **9/16” rod diameter 120 ft. lbs.**
- **5/8” rod diameter 185 ft. lbs.**

6) SAFETY DECAL...

- Install “Warning to Driver” decal. Refer to the “NOTICE TO DEALER AND VEHICLE OWNER” section below.

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.

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 LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems (“Superlift®”).

What is not covered? Your Superlift® Limited Warranty does not cover products, parts or vehicles Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powdercoating, plating, etc.),
- Damage to or resulting from 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.

Remedy Limited to Repair / Replacement. The exclusive remedy provided hereunder shall, upon Superlift’s inspection and at Superlift’s option, be either repair or replacement of product or parts covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer’s responsibility.

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. 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.

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". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; 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.

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