

**SUPERLIFT SUSPENSION SYSTEMS**

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## Superlift Steering Arm or Steering Block 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:**

- 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 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.

### INSTALLATION PROCEDURE

**1) PREPARE VEHICLE...**

- Put transmission in neutral. Position a floor jack under front axle and raise vehicle. Place jack stands under the frame rails, a few inches behind the front springs' rear shackles. Ease down the jack until frame is resting on stands. Keep a slight load on the jack. Put vehicle in gear or park, set emergency brake and chock rear wheels to prevent accidental of movement. Remove driver side tire.

**2) DRAG LINK REMOVAL...**

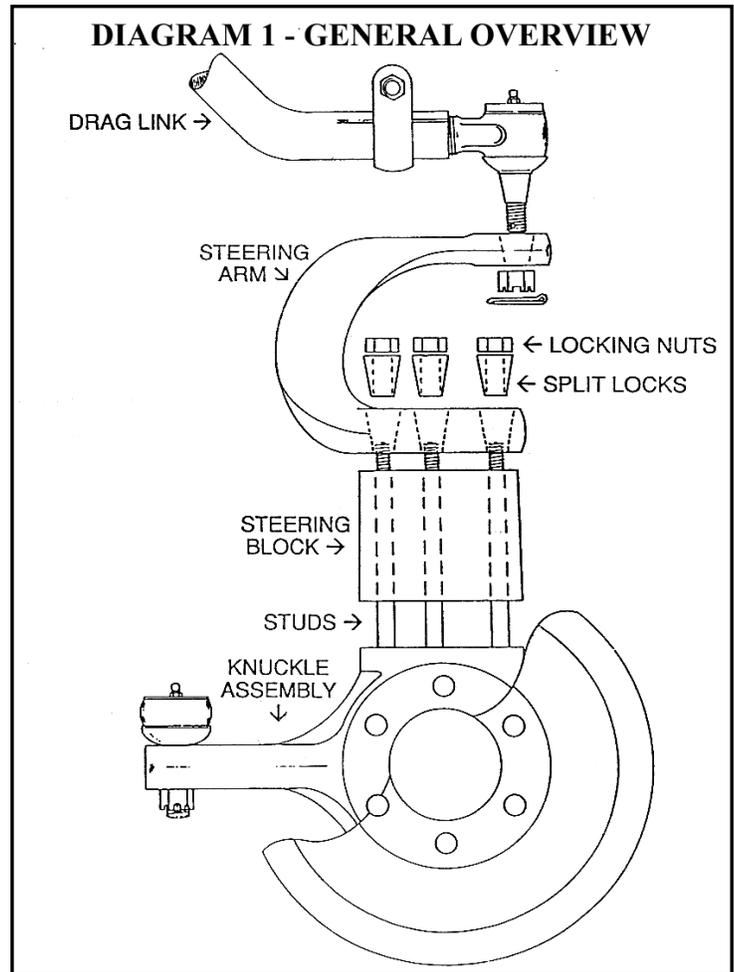
- Detach drag link from steering arm by using a tie-rod puller tool or "pickle fork". If neither tool is available, dislodge link by striking arm at the link-to-arm attaching point - do not strike the link end.
- Inspect the end's tapered stud. Replace end if any deformation / looseness is detected or if you can twist the stud in its socket with your fingers. If steering arm is being retained, inspect tapered hole for elongation and replace if necessary.

**3) STEERING BLOCK / ARM INSTALLATION...**

- Remove 3 nuts attaching steering arm-to-knuckle. The tapered split-locks are dislodged by striking the arm - do not strike studs. The stock mounting studs are replaced only when installing a steering block. Remove studs with a stud puller or use the jam nut method.
- Be sure all mating surfaces are free of nicks / burrs. For steering block installation, apply a liberal amount of the furnished thread locking compound to the stud-to-knuckle threads. Install and torque studs (110).
- Position Superlift steering block and / or arm and install split-locks. Apply thread locking compound to threads, install furnished 9/16" locking nuts, and torque(110).

**4) DRAG LINK INSTALLATION...**

- Attached draglink end to steering arm and tighten nut (85-110). If necessary, further tighten nut until castellation aligns with the cotter pinhole and install pin.

**5) CENTERING THE STEERING WHEEL...**

- Install the driver side tire using the torque values and procedure found in the factory service manual.

**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.

- The turning radius stop bolts are located on the front of the axle knuckles. Adjust both stop bolts all of the way in.
- Turn the steering wheel all the way to the right, then turn the wheel all the way to the left while counting the number of wheel revolutions. Now turn the wheel back to the right half the number of turns counted previously. This will put you within adjustment range of the correct setting. The steering wheel should now be "centered" with the wheel's crossbars positioned properly.
- Loosen the clamps on the drag link and adjust drag link length by rotating the adjustment / coupler sleeve so that the tires are pointing straight ahead. A "fine tuning" adjustment may be necessary after vehicle is driven.
- Tighten the drag link clamps to factory specifications.

**6) TURNING RADIUS STOP ADJUSTMENT...**

- With bolts adjusted all the way in, either the end of the sector's actual ability to turn or tire-to-leaf spring contact will limit turning. Adjust each stock bolt out until it limits turning at least 1/2" before tire contact or end of sector radius.

**NOTE:** The amount of adjustment may differ slightly. Longer Grade 8 bolts may be needed.

**IMPORTANT:** If a tire makes contact with a radius arm, tire damage may occur. This can also increase the possibility of vehicle rollover. If the steering sector is at full lock and receives a blow (rut, curve, etc.), steering linkage and / or steering sector main shaft failure may occur.

- Tighten the jamb nut on the turning radius stop bolts.

**7) FINAL PROCEDURES...**

- 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.
- 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.

**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.