SUPERLIFT SUSPENSION SYSTEMS
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Superlift 2" to 3-1/2" lift system for 1999 - 2006 1/2-TON CHEVROLET SILVERADO / TAHOE / SUBURBAN AND GMC SIERRA / YUKON 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:

- **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.**
- These vehicles are equipped with two different transmission crossmember styles; refer to step 27. Though the change occurred during the 2000 model year, the exact build date for the change is not known. Verify that you have the correct bracketry for the crossmember on the vehicle before proceeding.
- The rear lift is sold separately and includes separate instructions.
- Welding is required and must be performed by a qualified professional.
- A special tool is required to load/unload the torsion bars (step 2). Other special tools are recommended to detach/attach the pitman/idler studs. Refer to the factory service manual.
- Front end realignment is necessary.
- This system utilizes the stock torsion bars, which normally yield the best ride quality. But, if the "final product" ride and handling seem too soft, heavier Gross Vehicle Weight Rating (GVWR) bars can be installed. Generally, heavier torsion bars are only needed to compensate for the extra weight of a winch or snowplow, or when the truck is subjected to extreme off-road use. Also, wider tires and wheels proportionally increase the leverage on the bars, which results in lower ride height and a "spongier" ride. GM offers torsion bars with various rates that are heavier than stock. Your vehicle's existing torsion bar rate can be identified by a 3-letter code stamped into the bars' ends. The code is also on an adhesive tag wrapped around the bars.
- 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 undercoatings 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 (Quantity)
55-01-3360.....	upper control arm bracket, front, driver side	(1) 9/16" x 3-1/2" bolt (2) 9/16" SAE washer (1) 9/16" nyloc nut (1) 7/16" tab bolt (1) 7/16" SAE washer (1) 7/16" nyloc nut (1) 1-1/8" OD x 2" sleeve
55-02-3360.....	upper control arm bracket, front, passenger side	(1) 9/16" x 3-1/2" bolt (2) 9/16" SAE washer (1) 9/16" nyloc nut (1) 7/16" tab bolt (1) 7/16" SAE washer (1) 7/16" nyloc nut (1) 1-1/8" OD x 2" sleeve
55-03-3360.....	upper control arm bracket,..... rear, driver side	(1) 9/16" x 3-1/2" bolt (2) 9/16" SAE washer (1) 9/16" nyloc nut (2) 7/16" x 1-1/4" bolt (1) 7/16" tab bolt (5) 7/16" SAE washer (3) 7/16" nyloc nut (1) 1-1/8" OD x 2" sleeve

55-04-3360	upper control arm bracket, rear, passenger side	(1) 9/16” x 3-1/2” bolt (2) 9/16” SAE washer (1) 9/16” nyloc nut (2) 7/16” x 1-1/4” bolt (1) 7/16” tab bolt (5) 7/16” SAE washer (3) 7/16” nyloc nut (1) 1-1/8” OD x 2” sleeve
55-05-3360	lower control arm bracket, rear, driver side	(1) 5/8” x 5-1/2” bolt (2) 5/8” SAE washer (1) 5/8” nyloc nut (1) 1-1/2” OD x 3-1/2” sleeve
55-06-3360	lower control arm bracket, rear, passenger side	(1) 5/8” x 5-1/2” bolt (2) 5/8” SAE washer (1) 5/8” nyloc nut (1) 7/16” x 1” bolt (1) 7/16” USS washer (1) 7/16 tab nut (1) 1-1/2” OD x 3-1/2” sleeve
55-07-3360	front crossmember	(2) 5/8” x 4-1/2” bolt (4) 5/8” SAE washer (2) 5/8” nyloc nut
55-13-3360	belly pan	(4) 5/16” x 1” bolt (4) 5/16” USS washer (4) 5/16” nyloc nut
55-14-3360	differential bracket, passenger side	(2) 9/16” x 1-1/2” bolt (2) USS washer (2) 9/16” extra-thick flat washer (2) 9/16” stover nut
55-15-3360	upper differential bracket, driver side	(2) bushing half (1) 3/4” OD x 2-3/8” sleeve
55-16-3360	rear crossmember	(4) 7/16” x 1-1/4” bolt (4) 7/16” SAE washer (4) 7/16” nyloc nut
55-17-3360	C.S.S. mounting bracket	(3) 7/16” x 1-1/4” bolt (3) 7/16” SAE washer (3) 7/16” nyloc nut (1) spacer plate
55-18-3360	centerlink	(2) 9/16” x 2” bolt (2) 9/16” SAE washer (2) 9/16” stover nut

55-19-3360.....	C.S.S. link.....	(2) 1/2” x 2-3/4” bolt (2) 1/2” SAE washer (2) 1/2” stover nut (4) bushing half (2) 3/4” x 1-3/4” sleeve (1) 1/4” 90 degree grease fitting (1) 1/4” straight grease fitting
55-20-3360.....	(2) front shock relocator bracket.. ***electronic shock control only***	(2) 7/8” OD x 1-3/8” sleeve (2) 9/16” x 2-3/4”bolt (2) 9/16” SAE washer (2) 9/16” nyloc nut (4) 3/8” x 1” bolt (4) 3/8” SAE washer (4) 3/8” nyloc nut
21-3360.....	(2) weld-in frame gusset	
55-23-3360.....	(2) transmission crossmember .... reinforcement bracket,	(4) 7/16” x 1” bolt (8) 7/16” SAE washer (4) 7/16” nyloc nut (1) 1” OD x 3/4” spacer sleeve
	Late 2000 – 2006 models	
OR		
55-25-3360.....	transmission support bracket.....	(2) 10mm x 50mm bolt (2) 10mm flat washer
55-26-3360.....	(2) transmission crossmember .... spacer, rectangular	(4) 12mm x 50mm bolt (4) 12mm washer
55-27-3360.....	(2) transmission crossmember .... spacer, tubular	(2) 12mm x 50mm bolt (2) 12mm washer
	1999 – Early 2000 models	
03-3330.....	(2) compression stop.....	(2) 3/8” x 1-1/4” fine-thread bolt
	(2) shock absorber, front ..... *optional with 2” systems*	(4) shock boot, yellow (4) hardware pack and cable tie
	(2) shock absorber, rear ..... *pickups only*	(2) shock boot, yellow (2) hardware pack and cable tie
00461.....	decal, "Warning To Driver"	

FRONT DISASSEMBLY

1) PREPARE VEHICLE...

- ❑ Place vehicle in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arms. Ease the frame down onto the stands, place transmission in low gear or “park”, and chock the rear tires. Remove the front tires.

- ❑ Disconnect the battery.

2) UNLOADING THE TORSION BARS…

WARNING: Be extremely careful when loading and unloading the torsion bars; there is a tremendous amount of energy stored in them. Keep your hands and body clear of the adjuster arm assembly and the puller tool in case anything slips or breaks.

❑❑ Mark the torsion bars to indicate their indexing in relation to the lower control arms and adjusting arms.

❑❑ A special torsion bar puller tool is required to unload the torsion bars. Use the tool to load the torsion bar, then remove the adjusting bolt and nut block. Unload the bar, slide the adjuster arms out of the crossmember, then slide the torsion bars forward (into the lower control arms).

NOTE: Because of the extreme loads generated by the torsion bars on these vehicles, a standard two-jaw puller tool tends to bend the "lips" of the crossmember (which it uses for attachment) and may pop out of place. We have had the best results using a C-clamp type puller tool. If one cannot be found locally, this tool (PN J-22517-C) is available from the Kent Moore Tool Group in Roseville, Michigan (800/345-2233 or 313/774-9500).

3) TORSION BAR CROSSMEMBER…

❑ Remove the two bolts that attach the crossmember to the frame and set the crossmember aside, then remove the torsion bars from the vehicle.

4) BRAKE CALIPERS…

❑❑ Unbolt the brake hoses from the upper control arm.

❑❑ Remove the two bolts securing the caliper to the knuckle. Leave the brake hose attached to the caliper, and using mechanic’s wire, hang the calipers out of the way. Take precautions to ensure the brake hose isn’t stretched or pinched.

❑❑ Unplug the ABS wire from the connector located at the top of the frame rail and unclip the wire from the upper control arm.

5) AXLESHAFTS…

❑❑ Remove the six bolts that attach the axleshaft to the CV flange on the differential.

6) DIFFERENTIAL…

❑ Disconnect the electrical plug and vacuum tube from the differential.

❑ Position a jack underneath the differential housing and place just enough pressure on the jack to support the differential’s weight.

❑ Unbolt the driveshaft from the differential yoke and tie the driveshaft out of the way. It is not necessary to remove the driveshaft from the vehicle. Retain all the factory hardware.

❑ Remove and discard the factory rear crossmember.

❑ Remove the driver side lower differential bolt and the two differential nuts of the passenger side, followed by driver side upper differential bolt. Carefully lower the differential to the floor.

7) CENTERLINK…

❑❑ Using the appropriate puller tool (refer to the factory service manual), remove the tie rod end from the knuckle.

❑ Remove the nuts on the pitman and idler arms, and using the appropriate puller tool, remove the centerlink assembly. Leave the tie rods attached to the centerlink and set the assembly aside. Retain all the factory hardware.

8) SWAY BAR…

❑❑ Loosen the threaded rod inside the tie rod end links and remove the bushings, rod, and tube. Set these parts aside. Unbolt the swaybar from the frame but retain all factory hardware.

9) CONTROL ARM / HUB ASSEMBLY…

❑❑ Remove and discard the front shocks.

NOTE: If equipped with electronic control shock absorbers, save the shocks for re-use.

❑❑ Support the control arm assembly with a jack. With the help of an assistant, remove the bolts that hold the lower control arms to the frame followed by the cam bolts for the upper control arms, then carefully lower the assembly to the floor.

10) TRIMMING THE FRAME…

❑ [DIAGRAM 1] Cut the driver side lower differential mount using a torch or similar tool following Diagram 1. **Do not weld the #55-05-3360 bracket in place until the differential has been trial-fit.**

DIAGRAM 1 - TRIMMING THE DRIVER SIDE LOWER DIFFERENTIAL MOUNT.

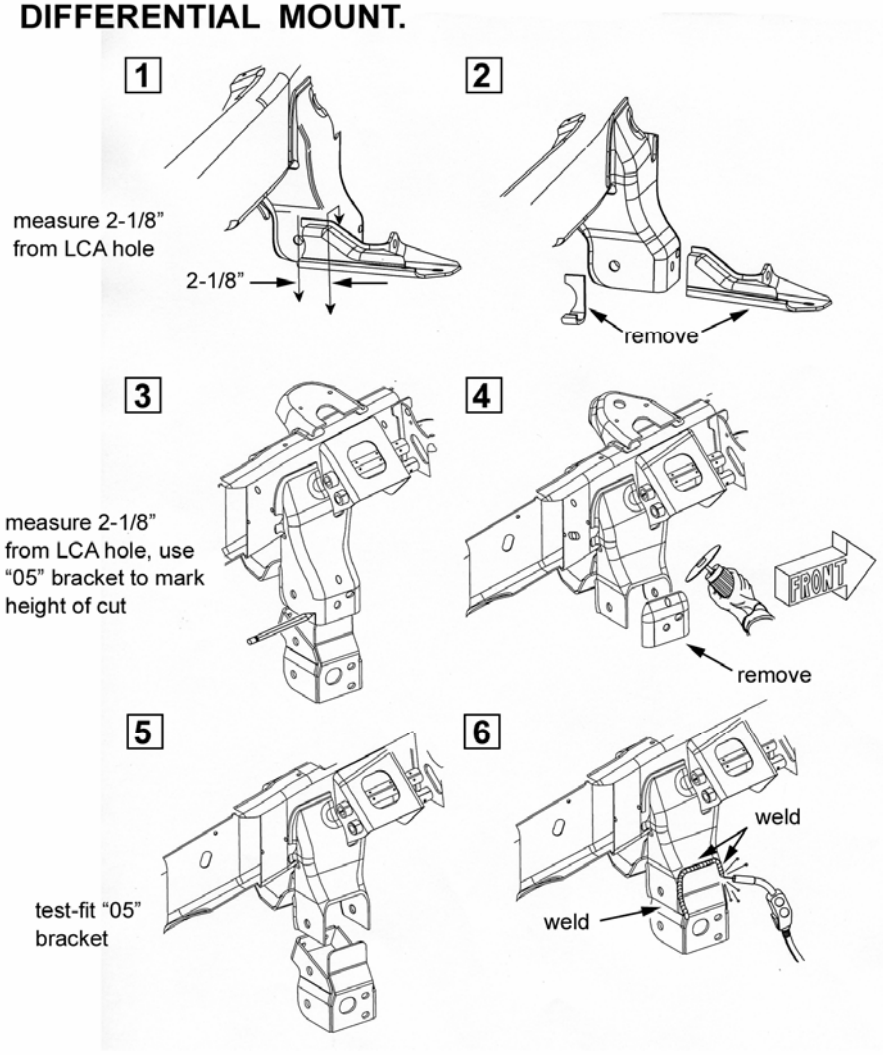
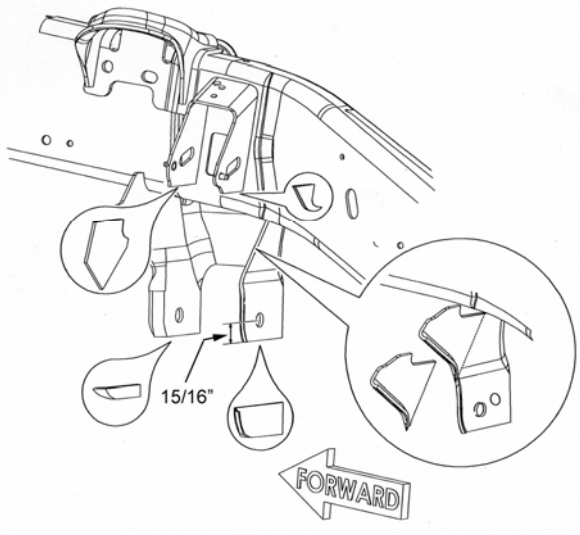


DIAGRAM 2 - TRIMMING THE DRIVER SIDE LOWER CONTROL ARM MOUNT.



- ❑ [DIAGRAM 2] Measure down 15/16” from the center of the lower control arm hole and trim the driver and passenger side lower control arm mount as shown. Also shown is another view of the modifcations needed to the rear upper control arm mount, which is done next.

- ❑❑ [DIAGRAM 3] Cut the compression stop mounting pads and trim back the rear upper control arm mount as shown in Diagrams 2 and 3. Note that the bottom of the frame must be ground smooth for proper alignment of the new brackets. Perform this cutting on both the driver and passenger sides.

- ❑❑ [DIAGRAM 4] Cut the extension travel stop and trim the front upper control arm mount as shown. This cutting must be done on both the driver and passenger sides.

DIAGRAM 3 - TRIMMING THE COMPRESSION TRAVEL STOP - Perform cuts on both driver and passenger sides.

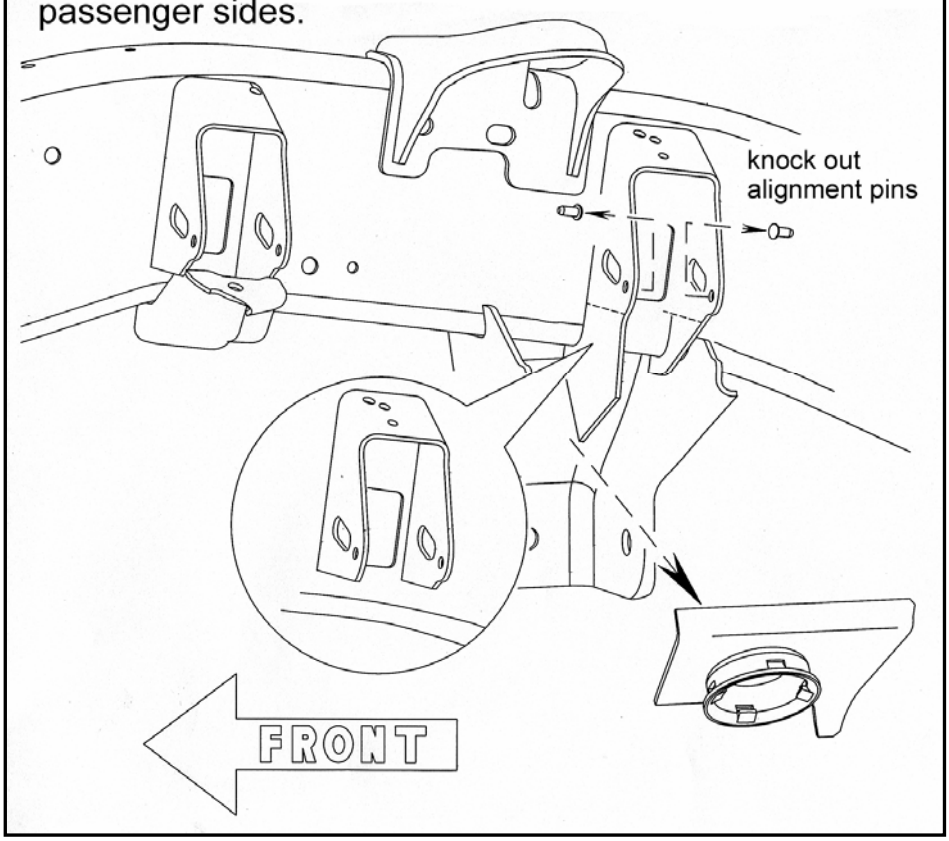
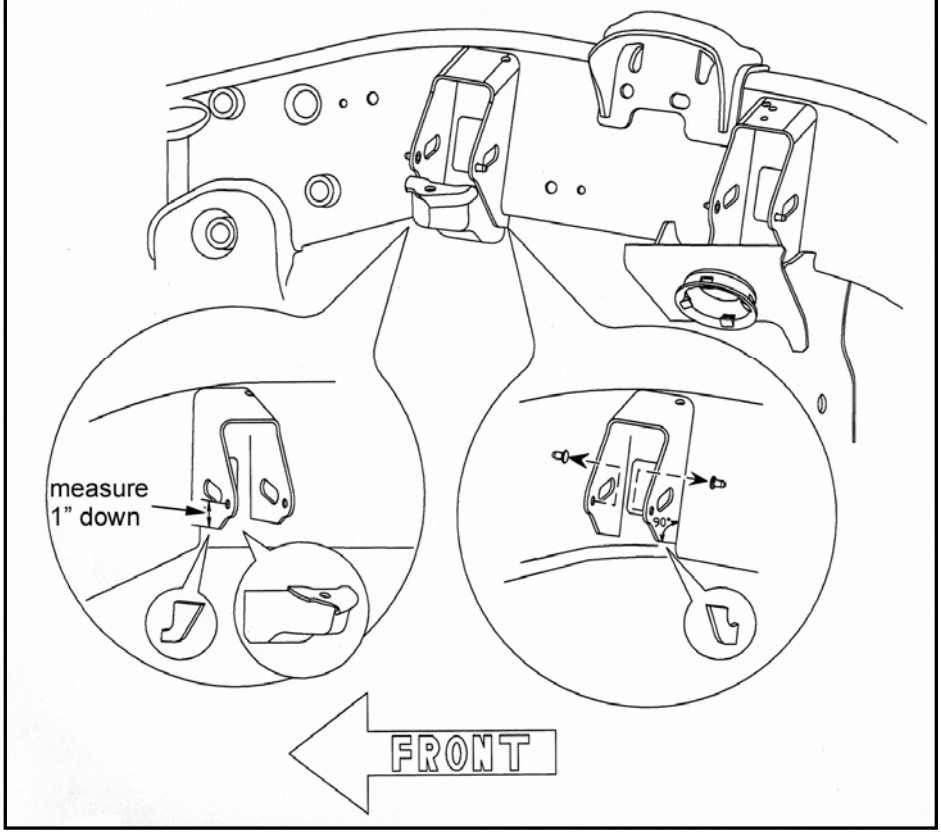


DIAGRAM 4 - CUTTING THE EXTENSION TRAVEL STOPS - Perform cuts on both driver and passenger side.



ASSEMBLY

11) DIFFERENTIAL MODIFICATIONS…

❑ [DIAGRAM 5] Using a cut-off wheel or reciprocating saw, cut off the ear for the driver side upper differential mount as shown. Smooth the area that was cut for appearance and adequate clearance with other components.

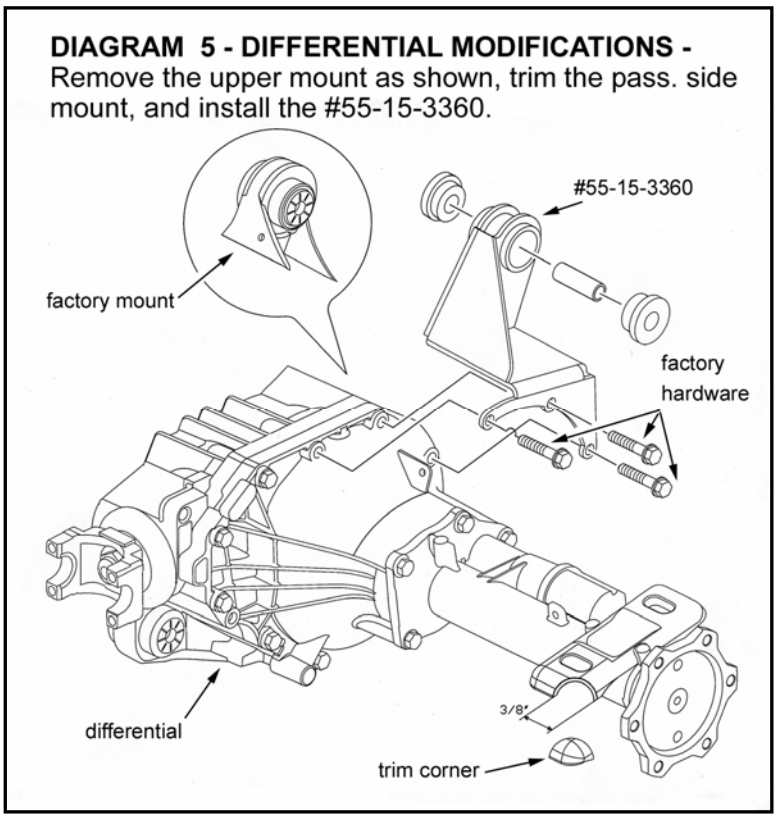
❑ Trim the corner of the passenger side mounting pad as shown in Diagram 5.

WARNING: Do not use a torch or similar tool that generates extreme heat to make the necessary cuts to the differential. Excessive heat will warp the differential housing and irrevocably damage it.

❑ Install the bushing halves and sleeve in the #55-15-3360 differential bracket using a silicon-based grease.

❑ [DIAGRAM 5] Attach the #55-15-3360 to the differential housing as shown using the factory hardware and tighten (35).

DIAGRAM 5 - DIFFERENTIAL MODIFICATIONS -
Remove the upper mount as shown, trim the pass. side mount, and install the #55-15-3360.



12) REAR UPPER / LOWER CONTROL ARM BRACKETS AND CROSSMEMBER…

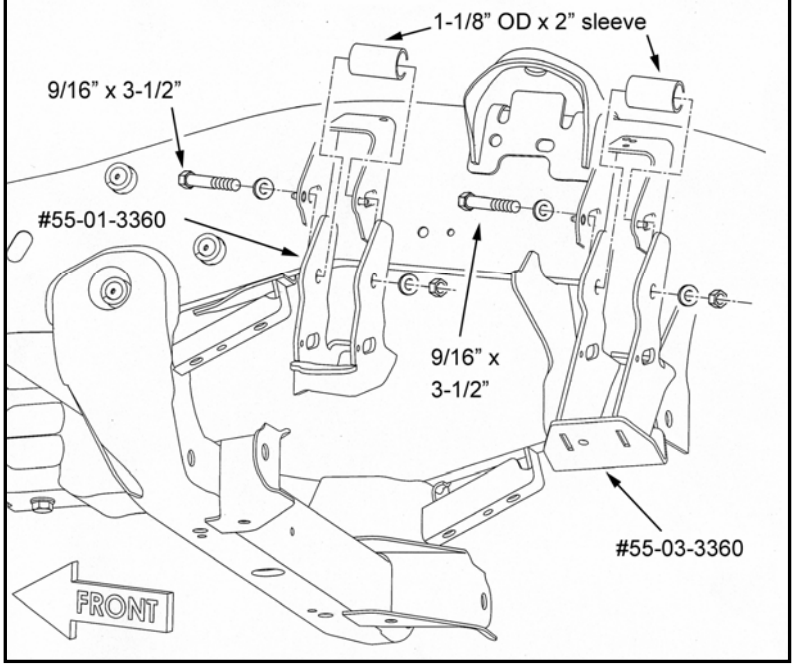
❑❑ Using a small ball peen hammer, knock out the factory cam alignment pins in the U.C.A. frame brackets. The pins come out easily if they are knocked side-to-side.

❑❑ Position the rear lower control arm (LCA) bracket (#55-05-3360 driver side and #55-06-3360 passenger side) on the rear LCA frame mount and then line up the supplied 1-1/8" OD x 3-1/2" sleeve with the mounting hole. Insert the suppled 5/8" x 5-1/2" bolt through the bracket, frame, and sleeve and secure using the supplied hardware. The bolt should be installed from the front. Do not tighten at this time.

❑ Attach the #55-16-3360 rear crossmember to the "05" and "06" lower control arm brackets using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts. The mounting flange for the lower differential mount should be facing forward and offset to the driver side. Do not tighten at this time.

❑❑ [DIAGRAM 6] Position the rear upper control arm (UCA) drop bracket (#55-03-3360 driver side and #55-04-3360 passenger side) on the factory frame mount so that the forward face of the bracket is inside the mount and the rearward face is outside the mount (in other words, looking at the bracket from the side of the vehicle, the bracket is offset toward the rear slightly in the mount). Line up the supplied 1-1/8" OD x 2" sleeve with the original UCA mounting hole and insert the supplied 9/16" x 3-1/2" bolt through the frame mount, bracket, and sleeve. The bolt should be installed from the front. Do not tighten at this time. Verify that the bracket sits flush on the bottom of the frame.

DIAGRAM 6 - INSTALLING THE #55-01-3360 AND #55-03-3360 U.C.A. BRACKETS - Note that brackets install offset slightly toward the rear. Driver side shown.



❑❑ Attach the "03" and "04" upper control arm brackets to the "05" and "06" lower control arm brackets using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts. Snug, but do not fully tighten at this time.

❑❑ Using a plumb bob, verify that the UCA and LCA mounting holes are aligned vertically with the factory holes. Make any necessary adjustments, then snug all of the UCA, LCA, and crossmember bracket hardware.

13) DIFFERENTIAL TRIAL FIT AND WELDING…

❑ Look at the passenger side differential drop bracket (55-14-3360). Looking from the side of the bracket, you will notice it has a taper in it; the "tall" end of the taper should be positioned forward (toward the front bumper), while the "short" end of the taper should be positioned rearward (toward the rear bumper). Attach the "10" bracket to the factory passenger differential bracket using the original hardware. Do not tighten at this time.

❑ With the help of an assistant, raise the differential assembly into position and secure the driver side upper mount using the factory hardware. Secure the passenger side of the differential to the "10" bracket using the two supplied 9/16" x 1-1/2" bolts, two USS washers, two extra-thick flat washers, and stover nuts. Do not tighten at this time.

❑ Secure the driver side lower differential mount to the rear crossmember using the factory hardware.

❑❑ Snug all differential hardware. Verify that there is adequate clearance between the differential housing and driver side rear LCA mount and that UCA and LCA mounting holes are still vertically aligned with the factory holes.

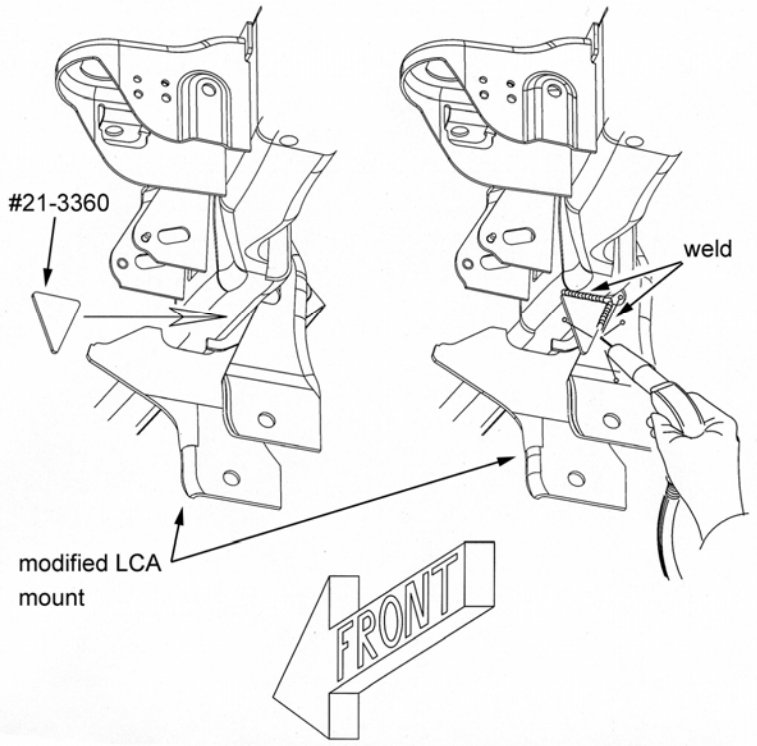
❑ Once clearance is satisfactory, tack-weld the "05" rear lower control arm bracket to the frame in several places according to Diagram 1.

❑❑ [DIAGRAM 7] Tack-weld the two #21-3360 triangular frame reinforcement plates to the bottom of the frame and factory LCA mounts as shown.

❑ Remove the differential from the vehicle.

❑❑ Finish welding the "05" LCA bracket and "21" frame reinforcement plates according to Diagrams 1 and 7. Allow the areas to cool and then paint all exposed metal surfaces.

DIAGRAM 7 - WELDING THE #21-3360 GUSSETS -
Position where shown, weld to frame and LCA mount on driver and passenger side. Driver side shown.



14) FRONT / REAR UPPER CONTROL ARM BRACKETS…

❑❑ [DIAGRAM 6] Position the front upper control arm brackes (#55-01-3360 driver side and #55-02-3360 passenger side) on the factory frame mount. The forward face of the bracket should be positioned inside the mount, and the rearward face of the bracket should be outside the mount (in other words, when looking at the assembly from the side the bracket is offset slightly toward the rear of the vehicle).

❑❑ Insert the supplied 1-1/8" OD x 2" sleeve in the mount and then install the supplied 9/16" x 3-1/2" bolt through the frame mount, bracket, and sleeve. The bolt should be installed from the front. Snug, but do not fully tighten at this time.

❑❑ Be sure the "01" and "02" brackets are flush with the bottom of the frame. Using a plumb bob, verify that the UCA mounting holes in the brackets and aligned vertically with the original holes.

❑❑ Using the hole in the bottom of each bracket as a template, drill a 15/32" hole in the bottom of the frame.

❑❑ Insert the supplied 7/16" tab bolt through an access hole in the side of the frame and through the hole just drilled. Secure using the supplied washers and nyloc nuts and tighten (37).

❑❑ Repeat the above drilling procedure for the "03" and "04" rear UCA brackets. It may be necessary to temporarily remove the 5/8" LCA bracket hardware and sleeve in order to gain access with the drill. Secure using the supplied tab bolts, washers, and nyloc nuts. Tighten the 7/16" hardware (37) and the 9/16" UCA hardware (82).

❑❑ Tighten the 5/8" hardware securing the "05" and "06" rear LCA brackets to the frame (112).

15) ANTI-SWAY BAR INSTALLATION…

❑❑ Flip over the anti-sway bar so that the legs of the bar step down rather than up. Reinstall the bar using the factory bolts and tighten (52).

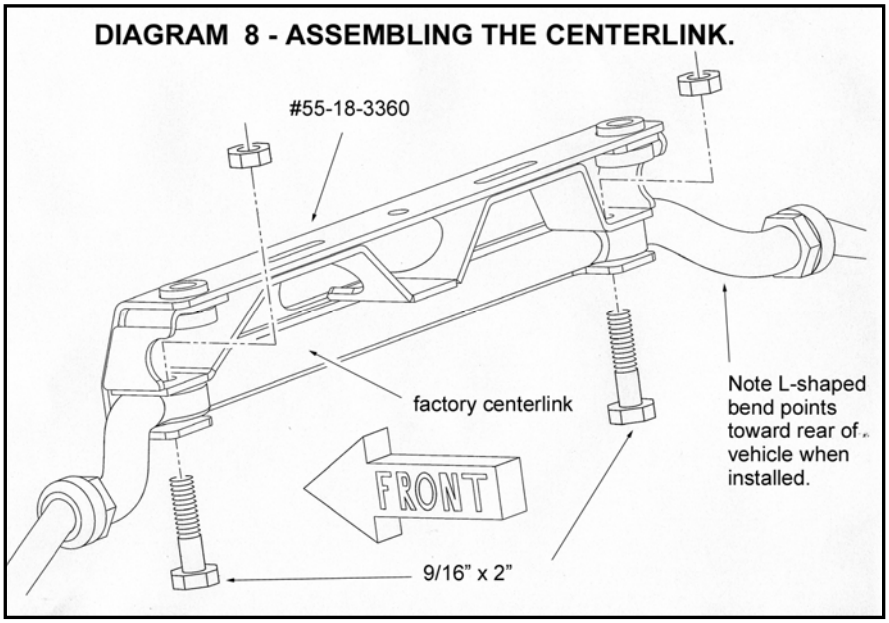
16) DIFFERENTIAL INSTALLATION…

❑ With the help of an assistant, raise the differential back into position and secure the driver side upper mount using the factory hardware.

❑ Secure the passenger side mount using the supplied 9/16" x 1-1/2" bolts, USS washers, extra-thick flat washers, and stover nuts.

❑ Secure the lower differential mount using the factory hardware.

DIAGRAM 8 - ASSEMBLING THE CENTERLINK.



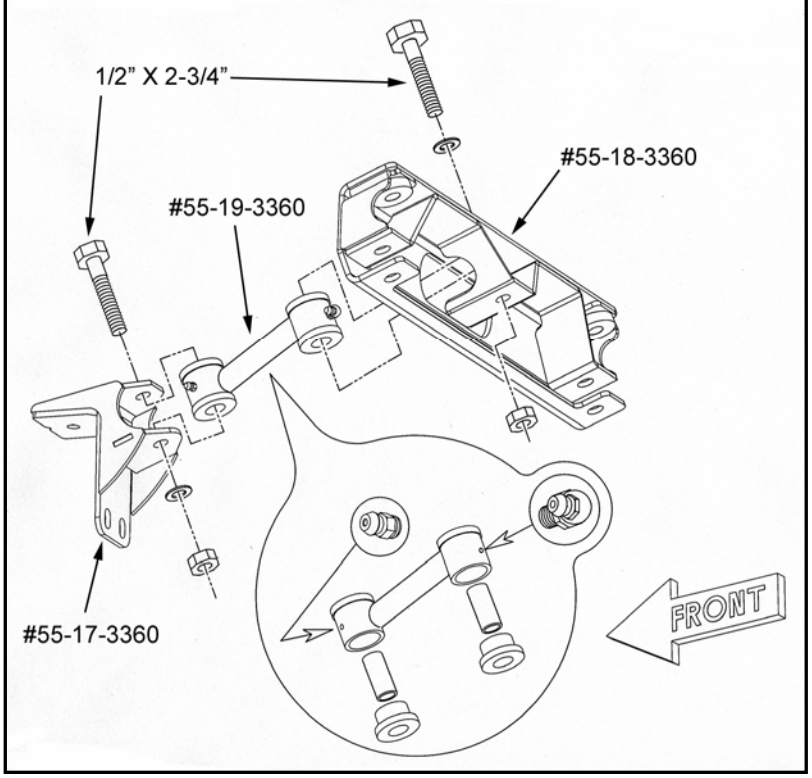
❑❑ Tighten all of the factory hardware (82) and the 9/16" hardware (82).

17) CENTERLINK ASSEMBLY…

❑ [DIAGRAM 8] Position the factory centerlink inside the Superlift centerlink (#55-18-3360) and secure using the supplied 9/16" x 2" bolts, washers, and stover nuts. Note that the L-shaped bends in the factory centerlink should point toward the rear of the vehicle. Tighten (57).

❑ Lubricate the bushings and sleeves for the #55-19-3360 C.S.S. link using a silicon-based grease and install them in the link. Also install the supplied grease fittings in each end of the link.

DIAGRAM 9 - CENTERLINK ASSEMBLY - Note that centerlink steps down slightly when installed properly.



❑ [DIAGRAM 9] Attach the C.S.S. link to the centerlink as per Diagram 9 using the supplied 1/2" x 2-3/4" bolt, washer, and stover nut. Note that the link should step down when installed correctly. Do not tighten at this time.

- ❑ Attach the #55-17-3360 C.S.S. mounting bracket to the other end of the C.S.S. link using the supplied 1/2" x 2-3/4" bolt, washer, and stover nut. Do not tighten at this time.

- ❑ Attach the centerlink assembly to the idler and pitman arms using the factory hardware. Note that the C.S.S. link should point toward the front of the vehicle. Tighten the factory hardware (46 lb-ft).

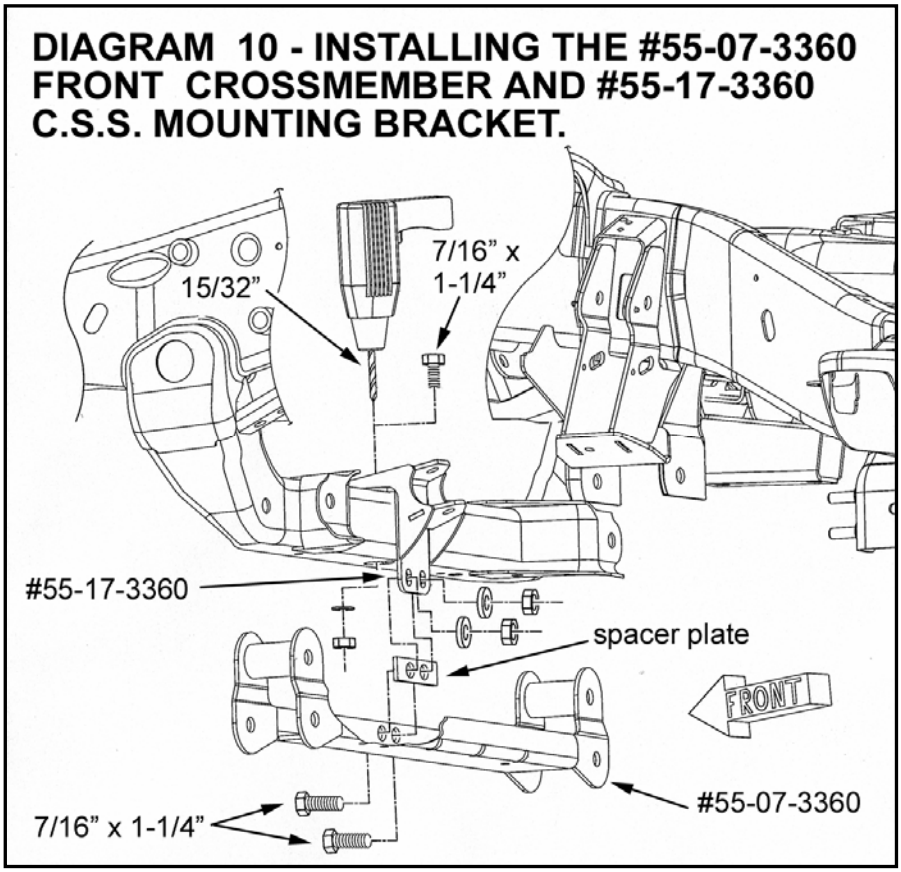
- ❑ Cycle the steering lock-to-lock and verify that the centerlink has an adequate amount of clearance with the frame mounts for the front lower control arms. It may be necessary to grind the upper lips of the LCA mounts in order to gain adequate clearance.

18) FRONT CROSSMEMBER…

- ❑ Attach the #55-07-3360 front crossmember in the factory front lower control arm mounts using the supplied 5/8" x 4-1/2" bolts, washers, and nyloc nuts. The bolts should be installed from the rear. Do not tighten at this time.

- ❑ [DIAGRAM 10] Place the centerlink in the centered position and align the "17" C.S.S. mounting bracket with the front crossmember. Insert the small spacer plate between the "17" bracket and the "07" front crossmember. Secure the assembly using the supplied 7/16" x 1-1/4" bolts, washers, and nyloc nuts. Do not tighten at this time.

DIAGRAM 10 - INSTALLING THE #55-07-3360 FRONT CROSSMEMBER AND #55-17-3360 C.S.S. MOUNTING BRACKET.



- ❑ Using the "17" bracket as a template, drill a 15/32" hole in the top of the factory front crossmember. Next drill out the existing hole in the bottom of the front crossmember using a 7/8" bit. Enlarging this hole will enable a socket to fit inside the crossmember in order to tighten the bolt installed in the next step.

- ❑ Install the remaining 7/16" x 1-1/4" bolt, in the hole just drilled in the top of the front crossmember; the bolt should be installed from the top. Secure using the supplied washer and nyloc nut. Tighten all of the 7/16" mounting bracket bolts (37).

- ❑ Tighten the 1/2" C.S.S. link hardware (57).

- ❑❑ Tighten the 5/8" crossmember hardware (112).

19) CONTROL ARM / HUB ASSEMBLY…
Perform the following steps one side at a time. Start with the driver side.

❑ Knock out the plastic inserts in the slots of the upper control arm cam bolts.

❑❑ Using a floor jack, raise the control arm / hub assembly into position and insert the legs of the lower control arm into their new locations. Insert the factory hardware and hand tighten.

❑❑ Insert the legs of the upper control arms into their new locations and install the factory cam bolts. Be sure the cams are engaged on the alignment pins and rotate them so that they are in a centered, or neutral, position. Tighten (60).

20) FRONT DRIVESHAFT…
❑ Reinstall the factory front driveshaft and tighten (19).

21) BRAKE CALIPERS…
❑❑ Reinstall the brake calipers using the original hardware and tighten to factory specs.

❑❑ Secure the brake hose to the upper control arm and knuckle using the factory hardware and tighten to factory specifications.

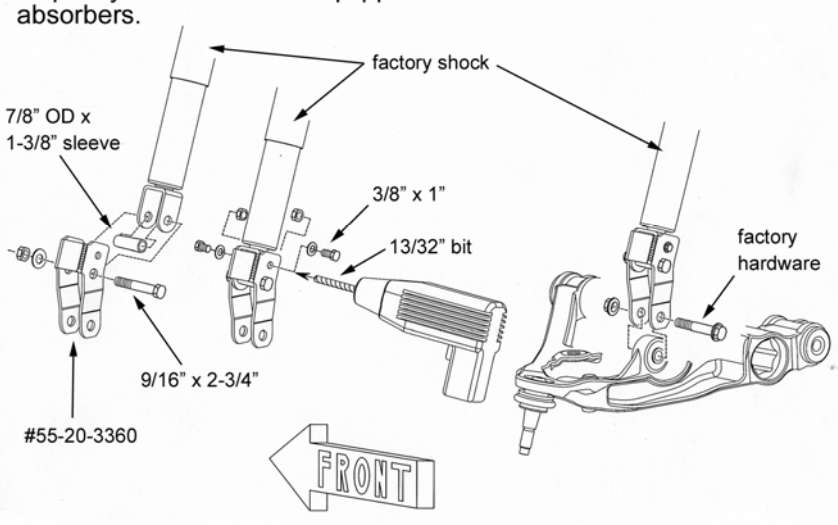
22) TIE ROD ENDS…
❑❑ Reinstall the tie rod ends in the knuckles and tighten (33 lb-ft).

23) AXLE SHAFTS…
❑❑ Reinstall the six bolts that retain the CV axle to the axle flange on the differential and tighten to factory specifications.

24) SWAY BAR LINKS…
❑❑ Install the factory anti-sway bar end links and bushings. Tighten until the bushings swell slightly.

25) SHOCK RELOCATION BRACKETS…
NOTE: This step is only performed if the vehicle is equipped electronic control shock absorbers. If the vehicle does not have this option, proceed to the next step.

DIAGRAM 11 - SHOCK RELOCATION BRACKETS - Perform this step only if the vehicle is equipped with electronic control shock absorbers.



❑❑ [DIAGRAM 11] Attach the front shock relocation bracket (#55-20-3360) to the lower ears of the factory shocks using the supplied 9/16" x 2-3/4" bolt, 7/8" OD x 1-3/8" sleeve, washers, and nyloc nuts. Align the bracket as shown and tighten (82).

❑❑ Using the bracket as a template, drill a hole in each of the factory shock ears using a 13/32" bit. Install the supplied 3/8" x 1" bolts, washers, and nyloc nuts and tighten (23).

26) SHOCK INSTALLATION…

❑❑ If applicable, lubricate and install the bushings and sleeves in the front shocks. Install the shock boot and secure with a zip tie.

❑❑ Secure the lower end of the shock to the lower control arm using the factory hardware.

❑❑ Position a washer and bushing half on the stem end of the shock, then align the stem with the upper mount. Install the remaining bushing and washer, then tighten until the bushings swell slightly. Now tighten the lower shock hardware (59).

27) TRANSMISSION CROSSMEMBER MODIFICATIONS…

NOTE: These vehicles are equipped with two different crossmember styles. The 1999 – Early 2000 models have a crossmember that attaches to the bottom of both framerails. Late 2000 – 2006 models have a crossmember that attaches to frame horns positioned inboard from the frame rails. Determine which crossmember the vehicle has and refer to the appropriate step now.

28) TRANSMISSION CROSSMEMBER BRACKETS, 1999 – EARLY 2000 MODELS…

❑ Support the transmission with a jack. Remove the nuts securing the transmission's rubber isolator to the crossmember.

❑❑ Remove the bolts securing the crossmember to the frame reinforcement plates, followed by the bolts securing the crossmember to the bottom of the frame, then lower crossmember out of the way.

❑❑ Remove the rubber isolator from the transmission tailhousing. Position the #55-25-3360 transmission support bracket on the transmission followed by the rubber isolator. The "25" bracket should now be "sandwiched" between the tailhousing and the isolator. Secure the assembly using the supplied 10mm x 50mm bolts and flat washers. Tighten (18).

❑❑ Raise the crossmember back into position and install a #55-26-3360 rectangular spacer between the crossmember and the frame on each side. Loosely secure using the supplied 12mm x 50mm bolts and flat washers. Do not tighten at this time.

❑❑ Position the #55-27-3360 tubular spacers between the crossmember and frame reinforcement plates. Secure using the supplied 12mm x 50mm bolts and flat washers.

❑❑ Tighten the 12mm crossmember hardware (76) and the transmission mount nuts (18).

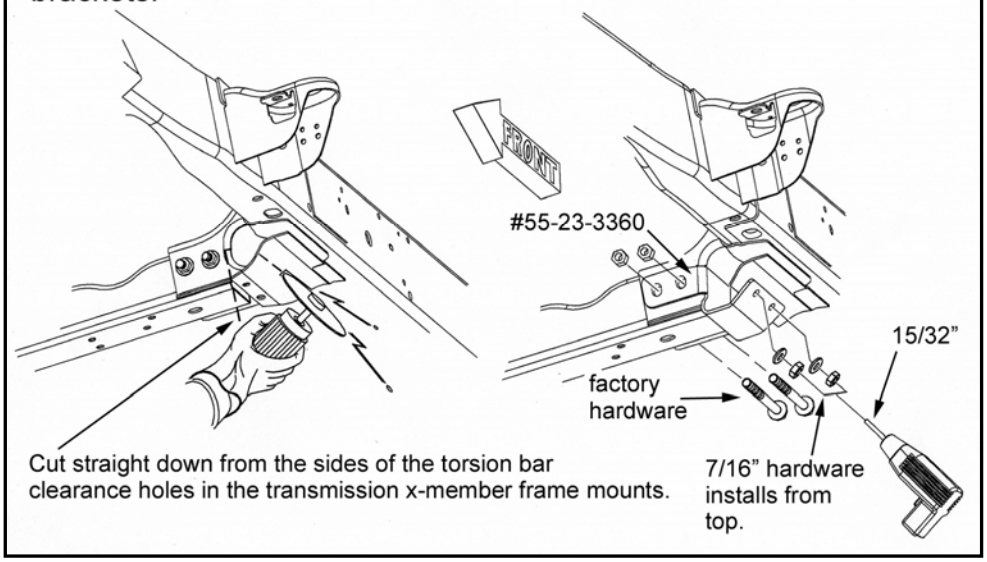
29) TRANSMISSION CROSSMEMBER BRACKETS, LATE 2000 – 2006 MODELS…

❑ Support the transmission with a jack.

❑ If the ABS module is attached to one of the transmission crossmember mounting bolts, ubolt it and tie it out of the way using mechanic's wire.

❑❑ [DIAGRAM 12] Using a plasma cutter or similar tool, cut out the lower portion of the torsion bar clearance holes in the transmission crossmember frame horns. Cut only enough to ensure the torsion bars will have adequate clearance once installation is complete. Generally speaking, cut straight down from just inside the lips present on the sides of each hole.

DIAGRAM 12 - TRANSMISSION CROSSMEMBER MODIFICATIONS - Cut as shown and then install the #55-23-3360 brackets.



NOTE: Check-fitting the torsion bars to be sure adequate clearance has been accomplished is highly recommended before proceeding.

❑❑ Remove the bolts securing the transmission crossmember to the frame horns. It is not necessary to remove the crossmember from the vehicle.

❑❑ Test-fit the #55-23-3360 crossmember brackets by rotating them into position. It may be necessary to perform some additional trimming until the bracket fits properly. Secure the brackets using the factory hardware, which should be installed from the rear.

❑❑ Using the bracket as a template dril two 15/32" holes in the bottom of the frame horns. Insert the supplied 7/16" x 1-1/4" bolts from the top and secure using the supplied washers and nyloc nuts.

❑❑ Tighten the 7/16" bolts (37) and the factory crossmember bolts (76).

❑ If the ABS module was attached to one of the crossmember bolts, reinstall it using the supplied 1" OD x 3/4" spacer for adequate bolt-to-module clearance.

30) TORSION BARS…

❑❑ Slide the torsion bars through the transmission crossmember from the rear and into the lower control arms following the indexing marks made during removal.

❑❑ Reinstall the torsion bar crossmember using the factory hardware and tighten to factory specifications.

❑❑ Slide the bars forward enough to insert the torsion bar adjusting arms in the crossmember, then slide the bars back into the arms. Again, follow the indexing marks made during removal.

❑❑ Using the torsion bar puller tool, load the torsion bars enough to insert the adjusting bolt and nut block in the crossmember, then release the tension on the tool.

31) BELLY PAN…

❑ Position the #55-13-3360 belly pan between the front and rear crossmembers and line up the mounting holes with the holes present in the crossmembers. Secure it using the supplied 5/16" x 1" bolts, washers, and flange nuts (13).

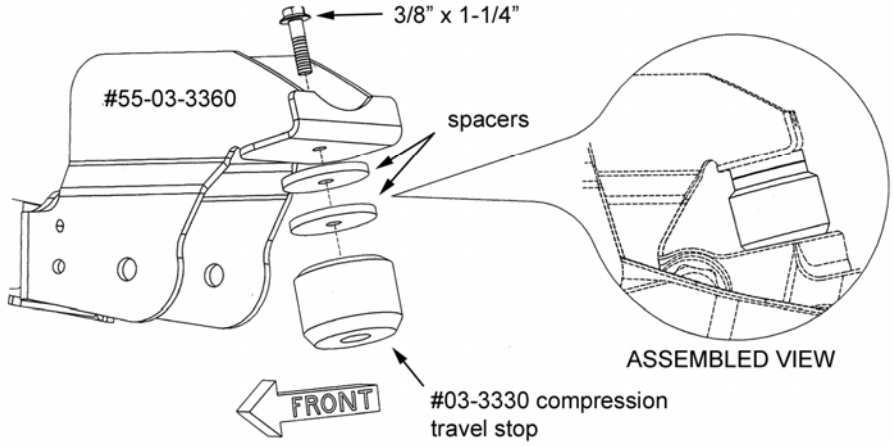
32) COMPRESSION TRAVEL STOPS…

NOTE: General Motors designed the front suspension to use the compression travel stops as part of the overall spring rate. As a result, compression stop-to-lower control arm engagement is important to maintain proper ride height and desired ride / handling characteristics. Superlift's system allows a certain amount of ride height adjustment (approximately 3/4"), and the compression travel stops are adjustable accordingly. Compression stop adjustment is made via the supplied spacers (up to two per side) placed between the stop and its mounting point on the rear crossmember. The final ride height setting and preferred ride characterisitics ultimately determine how many (if any) spacers are used. Use the following guidelines to install the stops:

- At 2-3/4" lift, use no spacers.
- At 3" lift, use one spacer.
- At 3-1/2" lift, use two spacers.

❑❑ [DIAGRAM 13] Install the "03" compression stop with the appropriate number of spacers and secure to the rear lower control arm mounts using either the supplied 3/8" x 1-1/4" bolt with a lock washer. Tighten (23).

DIAGRAM 13 - #03-3330 COMPRESSION TRAVEL STOPS - Determine the necessary number of spacers, if any, to use, then install as indicated.



NOTE: If a firmer, more laterally controlled ride than factory is desired, add spacers to the compression stop. If a softer, less laterally controlled ride is desired, remove spacers. Use no more than two spacers per side, and there should be no more than 1/8" clearance between the compression stop and lower control arm with the vehicle at normal ride height. If there is more than 1/8" of clearance with all three spacers installed, the vehicle is above its maximum recommended height. Refer to step 36 for adjustment.

33) REAR LIFT…

❑ Rear lift is sold separately and includes separate instructions. Install now.

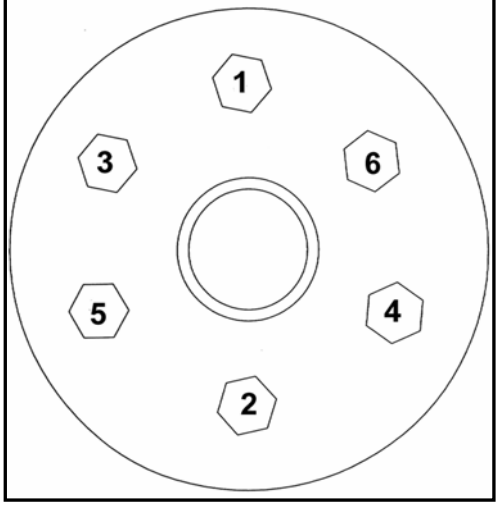
34) TIRES / WHEELS...

❑ [DIAGRAM 14] Tighten the lug nuts (85 lb-ft) 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.

DIAGRAM 14 - LUG NUT TORQUE SEQUENCE - Use the sequence shown to torque the lug nuts.



35) 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.

x

❑ Lower vehicle to the floor.

❑ Reconnect the battery.

36) ADJUSTING FRONT RIDE HEIGHT...

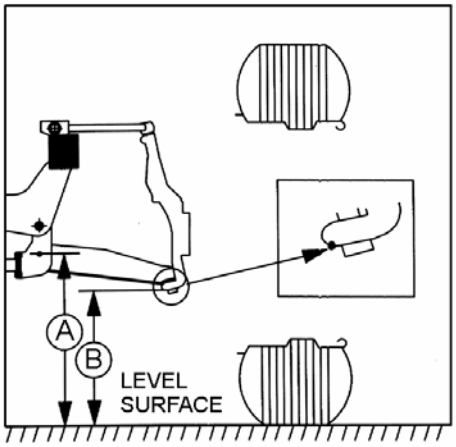
❑ Manually bounce the front and rear of vehicle to normalize the torsion bars and leaf springs.

❑❑ On each side, fully tighten the LCA-to-crossmember bolts (156) .

❑❑ [DIAGRAM 15] Position the vehicle on a level surface. Measure from the LCA front pivot bolt center down to the floor. Record this as Measurement "A".

❑❑ Now measure from the inside edge of the knuckle (at the lower ball joint boss) down to the floor. Record this as Measurement "B".

DIAGRAM 15 - Ride height adjustment.



A = CENTERLINE OF LCA PIVOT BOLT - TO - FLOOR
B = EDGE OF KNUCKLE - TO - FLOOR
A - B = RIDE HEIGHT

Subtract Measurement "B" from "A" for the ride height figure, or "Z" height. It will be necessary to bounce the front of the vehicle every 1-2 turns of the adjusting bolt to reset the torsion bars. This will ensure accurate adjustments. Adjust height 3/8" to 1/2" above the final desired ride height, since the bars will settle slightly after the vehicle is driven. Use the information below to set the vehicle at the desired lift height:

Lift Height	"Z" Height
2-3/4"	4-1/2"
3"	4-3/4"
3-1/4"	5"
3-1/2"	5-1/2"

NOTE: Exceeding the stated minimum or maximum heights will cause the suspension to continually "top out" or "bottom out". This results in a harsh ride, accelerated suspension component wear, and possibly component failure.

37) 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.

38) Activate four wheel drive system and check front hubs for engagement

39) HEADLIGHTS...

❑ Readjust headlights to proper setting.

40) 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.

41) ALIGNMENT...

Realign vehicle to factory specifications. Record the ride height measurement at time of alignment. If, in the future the torsion bars settle excessively, alignment can be restored by adjusting-up the bars to their original ride height.

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.