

**SUPERLIFT SUSPENSION SYSTEMS**

300 Huey Lenard Loop Rd.
West Monroe, Louisiana 71292-9421
Phone: (318) 322-3458
Sales / Tech: 1-800-551-4955
FAX: (318) 323-5995
Web Site: www.superlift.com

**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.

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 practical 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 roll over may occur.

Generally, braking performance 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 can 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. A qualified professional mechanic should inspect the steering, suspension, and driveline systems, along with wheel alignment, 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 on 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.