



SUPERLIFT SUSPENSION SYSTEMS
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**Superlift Rear Block Kit for 2001 and Newer
 Chevy 2500 HD Truck
 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:

- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- 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.
- Do not fabricate any components to gain additional suspension height.
- 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 <small>(Qty.- if more than one)</small>	NEW ATTACHING HARDWARE <small>(Qty.)</small>
55-30-3290	carrier bearing drop bracket	(2) 7/16" x 2-3/4" bolt (2) 7/16" USS washer (2) 7/16" nyloc nut
058	(2) 5" non-tapered blocks	
11122.....	(4) U-bolts	(8) 5/8" extra thick flat washer (8) 5/8" nyloc nut

PROCEDURE

1) PREPARE VEHICLE...

- Perform the steps detailed in the 3300 instructions first. They will indicate when to install the rear lift detailed here.
- 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.
- Remove the tires, U-bolts, and shocks.

2) LIFT BLOCKS AND U-BOLTS...

- Lower the axle by carefully easing down the jack. **Do not overextend the brake lines and axle vent hoses.**

NOTE: Spring perches are prone to collapse or warp where the leaf springs or blocks seat on the axle, especially towards the ends. Without a perfectly flat mounting surface, the block may fail and "roll" out off of the perches. Very bad things happen when this occurs. If the perches are not flat, fix them by welding on a piece of ¼" plate (or something similar) or replace the perches completely.

- Make sure the top of the spring perches and the bottom of the springs are clean and free of any debris. Position the Superlift blocks in between the leaf springs and the spring perches.
- Install the supplied U-bolts, then torque the bolts in an "X" pattern to the following specifications:

SUPERLIFT U-BOLT TORQUE GUIDE

NOTE: Torque specifications apply to Superlift U-bolts only

DESCRIPTION	PLATED (lb-ft)	PLAIN FINISH (lb-ft)
½" dia., up to 13" long	57	92
9/16" dia., up to 13 ½" long	82	131
9/16 dia., 13 ½" and longer	106	185
5/8" dia., up to 14 ½" long	112	181
5/8" dia., 14 ½" and longer	145	256

3) CARRIER BEARING SPACER...

The carrier bearing is part of the rear driveshaft assembly. It supports the rear driveshaft and is attached to a frame crossmember between the transmission and the rear axle. The carrier bearing spacer (55-30-3290) installs between the bearing and the crossmember.

- Determine the amount of drop needed. The carrier bearing spacer (55-30-3290) is essentially a rectangular piece of box steel. One side of the “box” will space the bearing down 1”, while the other will space the bearing down 1-1/2”. It can be installed either way. The correct way to install the spacer depends on the wheelbase:
 - For long-bed crew cab trucks, position the spacer so that it lowers the bearing 1-1/2”.
 - For most other applications, position the spacer so that it lowers the bearing 1”.
- Unbolt the carrier bearing from the frame crossmember.
- Position the “30” spacer between the bearing and the crossmember with the correct amount of drop for the wheelbase.
- Attach the bearing and spacer assembly to the crossmember using the supplied 7/16” x 2-3/4” bolts, washers, and nyloc nuts. Tighten (50).
- Perform the remainder of the steps detailed in the 3300 instructions, including clearance and torque checks.

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.