



SUPERLIFT SUSPENSION SYSTEMS

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**Superlift 1-1/4" lift system for 2007 and Newer
1/2-ton Chevrolet Tahoe / Avalanche / Suburban and GMC Yukon / Yukon XL 2WD and 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.**
- Front end realignment is necessary.
- 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.
- 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 (Qty.- if more than one)
55-01-3450	(2) strut preload spacer ring	
00461.....	decal, "Warning To Driver"	

INSTALLATION PROCEDURE

1) PREPARE VEHICLE...

- Place vehicle in neutral. Raise 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 rear tires. Remove front tires.

2) STRUT REMOVAL...

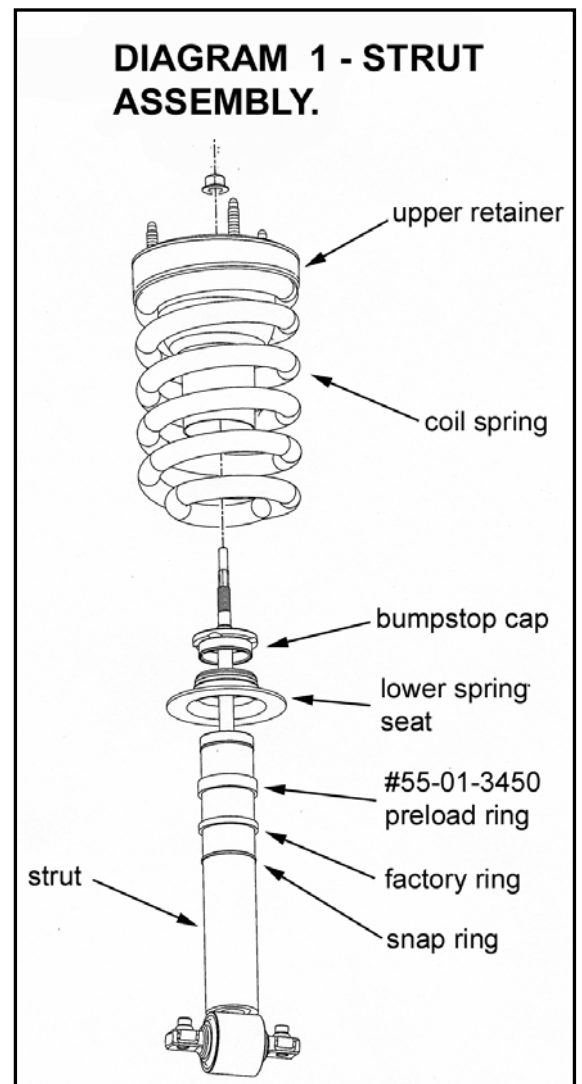
- Mark the orientation of the cam bolts on the upper control arms for later reference during assembly. Loosen the cam bolts and rotate them so that the upper control arm is as far to the outside of the vehicle as possible. This will aid in removing the strut.
- Mark the location of each strut (driver and passenger side) as well as the outermost stud of each strut for later reference during re-assembly.
- Remove the two bolts securing the strut to the lower control arm, followed by the three nuts securing the strut to the frame. Remove the strut while taking precautions not to damage any other vehicle components. Save all hardware for re-use.

3) STRUT PRELOAD SPACER ASSEMBLY AND INSTALLATION...

WARNING: Extreme care must be taken during the following steps. The struts have a tremendous amount of energy stored in them and can cause serious injury or even death if an attempt is made to work on them without the proper tools. Disassembly / assembly of the struts can only be performed by a qualified professional with the special equipment designed for this task. If necessary, the struts can be taken to a shop with the proper equipment to have the necessary work performed.

NOTE: A factory service manual should be on hand for reference. Perform the strut assembly and installation one side at a time.

- [DIAGRAM 1] Place the strut assembly in a heavy-duty strut compressor and compress the coil spring enough to unload the shock. Remove the retaining nut on the upper shock mount and carefully remove the strut cylinder. Make careful note of the order and orientation of the strut pieces for proper re-assembly. There is a zinc-plated compression stop cap at the top of the shock body that will need to be lightly tapped off in order to remove the lower spring seat. Save all components for re-use.



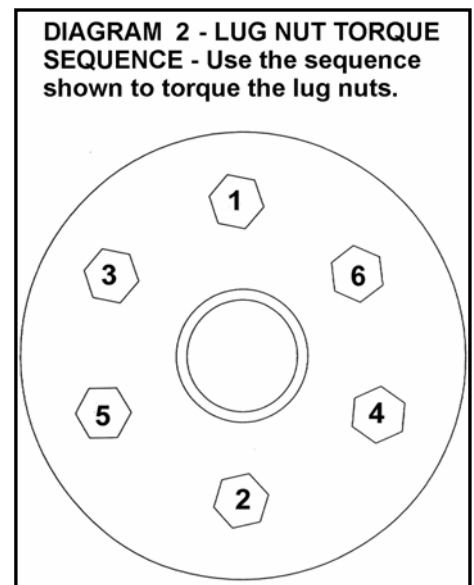
- Slide the preload spacer ring (#55-01-3450) over the shock body so that it rests on top of the stock retaining ring. *The "01" preload spacer must be used with the stock ring.* Reinstall the lower spring seat and compression stop cap, then re-assemble the strut in the same order and method in which it was taken apart. Tighten upper retaining nut (37), then carefully unload the coil.
- Slide the strut assembly through the upper control arm and locate the upper end of the assembly in the frame. Secure the upper end of the assembly using the factory nuts. Do not tighten at this time.
- Attach the lower end of the strut to the lower control arm using the factory hardware.
- Tighten the factory hardware at the top and the bottom of the strut assembly (37).
- Rotate the cam bolts for the upper control arm to line up the marks made during removal. Tighten (53).

4) TIRES / WHEELS...

- [DIAGRAM 2] Tighten the lug nuts (140) 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.



5) 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.
- 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.

6) HEADLIGHTS...

- Readjust headlights to proper setting.

7) 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.

8) ALIGNMENT...

- Realign vehicle to factory specifications.

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.