

# 2007-2018 Toyota Tundra 3 Inch Upper Control Arm Kit INSTALLATION INSTRUCTIONS

Engineered for 4WD models Only.

Fits 2007-2018 Toyota Tundra 4WD

**⚠️ NOTE:** Does Not Fit These Tundra Models –  
TRD Pro, Rock Warrior, Or XSP-X Models

**⚠️ NOTE:** Will NOT work on 2016 TRD Pro  
(Bilstein Piggyback Strut) Models



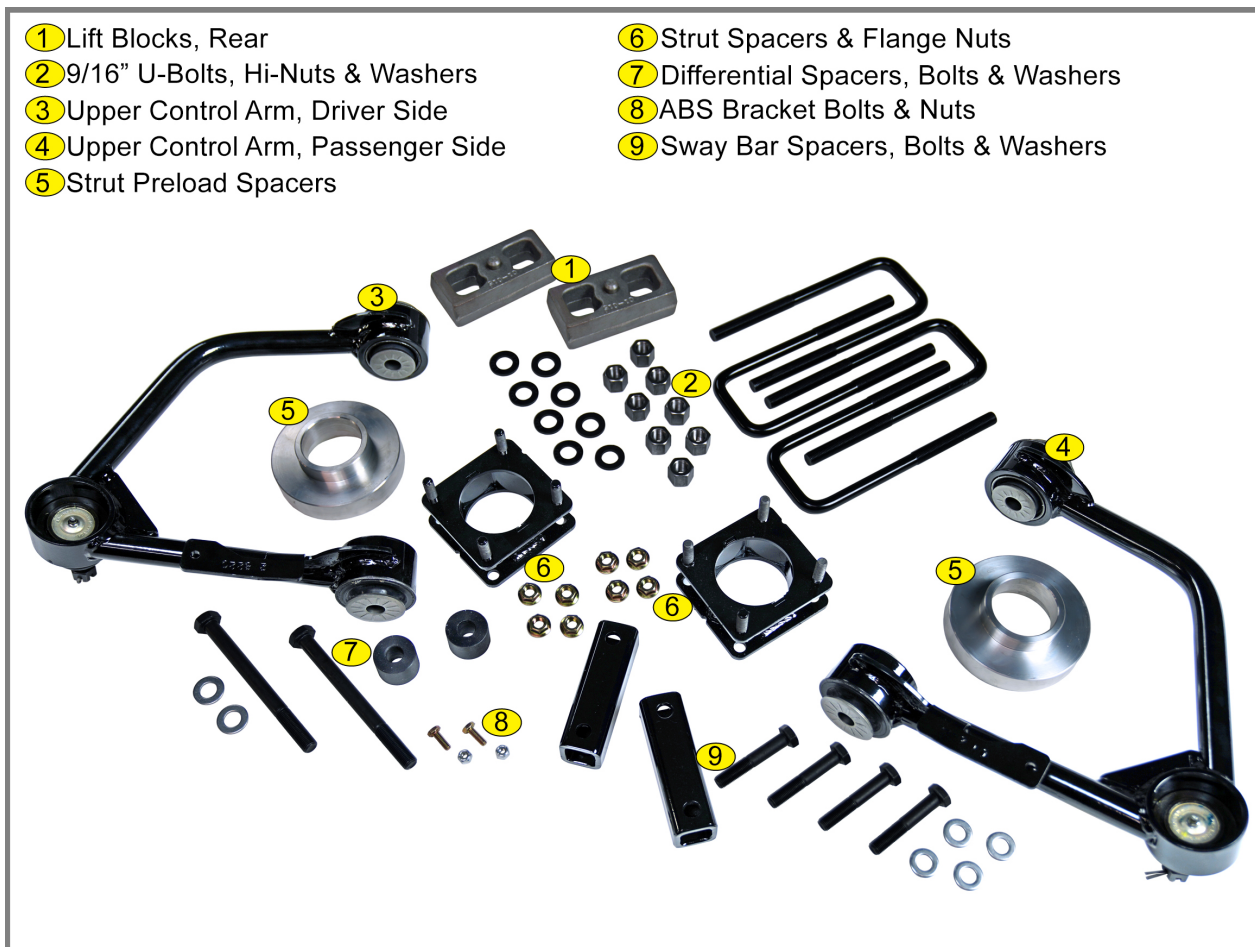
**🚫 CAUTION:** MAKE SURE YOU HAVE THE CORRECT LIFT FOR YOUR VEHICLE:

Double check the Year, Make, Model, Lift Height and KIT Part Numbers.

**⚠️ NOTE:** Prior to beginning the installation, OPEN the Boxes and CHECK the Included Components Compared to the Parts Breakdown. Check all parts and hardware in the box with the parts list below. Be sure you have all needed parts and know where they install.

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.

- |                                     |   |
|-------------------------------------|---|
| ① Lift Blocks, Rear                 | ⑥ Strut Spacers & Flange Nuts           |
| ② 9/16" U-Bolts, Hi-Nuts & Washers  | ⑦ Differential Spacers, Bolts & Washers |
| ③ Upper Control Arm, Driver Side    | ⑧ ABS Bracket Bolts & Nuts              |
| ④ Upper Control Arm, Passenger Side | ⑨ Sway Bar Spacers, Bolts & Washers     |
| ⑤ Strut Preload Spacers             |   |



**How to Read the Kit Breakdown Charts:**

The 'K KIT BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Boxes that are included in the K KIT. The 'KIT BREAKDOWN' lists Part Numbers, Quantities & Part Description of the Individual Components & Hardware Bags that are included in Each Box. The 'HARDWARE BAG BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Individual Components.

**K KIT BREAKDOWN**

Kit Part Number K1011		
Part Number	Qty.	Part Description
8220	1	Front Kit Box
8221	1	Front / Rear Kit box

**KIT BREAKDOWN**

Kit Part Number 8220			Kit Part Number 8221		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-01-8220	1	Control Arm, Driver	55-04-8220	2	Sway Bar Drop Brackets
55-02-8220	1	Control Arm, Passenger	55-03-40016	2	Strut Spacer
55-03-8220	2	Differential Spacers	55-17-8200	2	Strut Preload Spacer
77-8220	1	Hardware Bag, Nuts and Bolts	014	2	Rear Block
			12x212x812ub	4	1/2" x 2-1/2" x 8-1/2" U-Bolt, Square Bend
			77-8221	1	Hardware Bag, Nut and Bolts
			77-1500	1	Hardware Bag, U-Bolt Nuts and Bolts

**HARDWARE BAG BREAKDOWN**

Kit Part Number 77-8220			Kit Part Number 77-8221		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
14x34c8cs	2	1/4" x 3/4" Bolt, Coarse Thread	12mx1.25x70cs	4	12mm x 70mm, 1.25 Pitch
14c5nn	2	1/4" Nut Nyloc, Coarse Thread	12mfw	4	12mm Washer, Flat
14mx1.5x160cs	2	14mm x 160mm, 1.50 Pitch	10mfn	8	10mm Nut, Flange
14mfw	2	14mm Washer, Flat			
Kit Part Number 77-1500					
Part Number	Qty.	Part Description			
1500	8	1/2" Nut, Hi U-Bolt			
1550	8	1/2" Washer, U-Bolt			

Step	Part Number	Qty. PER Kit	Description	New Attaching Hardware	Qty. PER Bracket	Hardware Bag Number
4	55-03-8220	2	Differential Spacers	14mm x 160mm, 1.5 Pitch	1	77-8220
				14mm Washer, Flat	1	
5	55-04-8220	2	Sway Bar Drop Brackets	12mm x 70mm, 1.25 Pitch	2	77-8221
				12mm Washer, Flat	2	
10	55-03-40016	2	Strut Spacer	10mm Nut, Flange	4	77-8221
10	55-17-8220	2	Strut Preload Spacer			
12	55-01-8220	1	Upper Control Arm, Driver Side	1/4" x 3/4" Bolt, Coarse Thread	1	77-8220
				1/4" Nut Nyloc, Coarse Thread	1	
12	55-02-8220	1	Upper Control Arm, Passenger Side	1/4" x 3/4" Bolt, Coarse Thread	1	77-8220
				1/4" Nut Nyloc, Coarse Thread	1	
23	014	2	Lift Block, Rear	1/2" x 2-1/2" x 8-1/2" U-Bolt, Square Bend	4	77-1500
				1/2" Nut, Hi U-Bolt	8	
				1/2" Washer, U-Bolt	8	

# 2007-2018 Toyota Tundra 3 Inch Upper Control Arm Kit INSTALLATION INSTRUCTIONS

**THANK YOU FOR CHOOSING  
SUPERLIFT FOR ALL  
YOUR SUSPENSION NEEDS!**



**Read And Understand All Instructions And Warnings  
Prior To Installation Of System AND Operation Of Vehicle.**

## **INTRODUCTION BEFORE INSTALLATION...**

Installation requires a professional mechanic. In addition to these instructions, professional knowledge of disassembly / reassembly procedures and post installation checks must be known.

PRIOR to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, sway bars and bushings, tie rod ends, pitman arm, idler 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.

Read each step completely as you go.

**Be sure you have all needed parts and know where they install.**

## **⚠ NOTES:**

- Do NOT install this suspension system in conjunction with any other type of aftermarket or fabricated components to gain additional suspension height.
- Front end alignment is necessary.
- A foot-pound torque reading is given in parenthesis ( ) after each appropriate fastener.
- Tool and Wrench/Socket size is given in brackets { } after each appropriate step.
- Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged. Prep all cutting surfaces by removing all debris and frame coatings.
- 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 undercoating 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, excessive undercoating, etc.
- Always wear safety glasses when using power tools.
- A factory service manual should be on hand for reference.

**BEFORE YOU DRIVE...**

Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering components for clearance.

Test and inspect brake system. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/replacement may result in component failure.

Perform head light check and adjustment.

**⚠️ WARNING:** 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, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

**TECH TIP / TIME SAVER...**

- Some minor trimming will be required with certain wheel/ tire combination. This is normal with most aftermarket tire/wheel fitment on TUNDRA trucks. Trimming will normally include the bottom edge of the inner fender shrouds and/or lower corner of front bumper valance. As a rule of thumb, deeper backspacing and shorter/ narrower tires will reduce/eliminate trimming required.

**TIRES & WHEELS...**

Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.

**⚠️ NOTE:** Stock \ Factory 18” Wheels Will NOT Fit back on the vehicle once this suspension system is installed. Aftermarket Wheels Require 6.00-6.25 Inch Back Spacing.


**⚠️ WARNING:** ANY larger or wider tire & wheel combination other than listed Will Require Vehicle Trimming.

TIRE SIZE SPECIFICATIONS			
Tire Size	Wheel	Backspacing (INCH)	Offset (MM)
305/70 R17	17 x 9	6-6.25	+25
295/70 R18	18 x 9	6-6.25	+25
295/60 R20	20 x 9	6-6.25	+25
285/55 R22	22 x 9	6-6.25	+25

Maximum BS/Offset Listed

**TOOLS & TECH...**

This is a list of tools needed to install this lift kit. Double check the list to make sure that you have all the tools and equipment required to accomplish the complete install.

We have also included a **Tech Tip** noted by this icon  **TECH TIP** to help if we have found a quicker or easier way to accomplish a task in the steps.

TOOLS				
Miscellaneous Tools		Wrenches / Socket Sizes		
Floor Jacks	Jack Stands	Standard	Metric	
Ball-Peen Hammer	Chisel	5/16"	10mm	19mm
Adjustable Pliers	Vice Grips	7/16"	12mm	22mm
Torque Wrench	Pry Bar	3/4"	14mm	24mm
Screwdrivers - Flathead & Phillips		13/16"	17mm	
Plastic Fastern Removal Tool		Swivel / Wobble Extension		
Spring Compressor		Socket Extensions - Various Lengths		

**NOTE:** 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 (Left) and one is for the Passenger Side (Right). Unless otherwise noted, always start with the Driver Side.

## FRONT DISASSEMBLY

**NOTE:** Save ALL factory components and hardware for reuse, unless noted.

### PREPARE VEHICLE FOR FRONT...

1. Disconnect the battery.
- Chock rear tires and place transmission in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands, place transmission in low gear for Manual Transmission or Park for Automatic. Remove the front wheels & tires. {Lug Nuts 22mm}

### REMOVE FACTORY BELLY PAN/SKID PLATE...

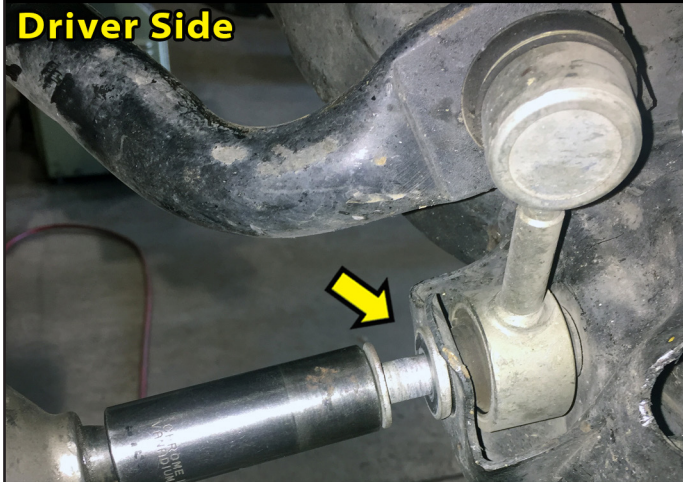
2. **[Illustration 1]** If equipped, remove the factory belly pan. (3) bolts at valance {10mm} (5) bolts at frame. {12mm} The factory belly pan will not be retained.

### REMOVE SWAY BAR...

3. **[Illustration 2-A]** Disconnect the sway bar link from the lower control arm {19mm}
- [Illustration 2-B]** Remove the sway bar mount from the frame {17mm}

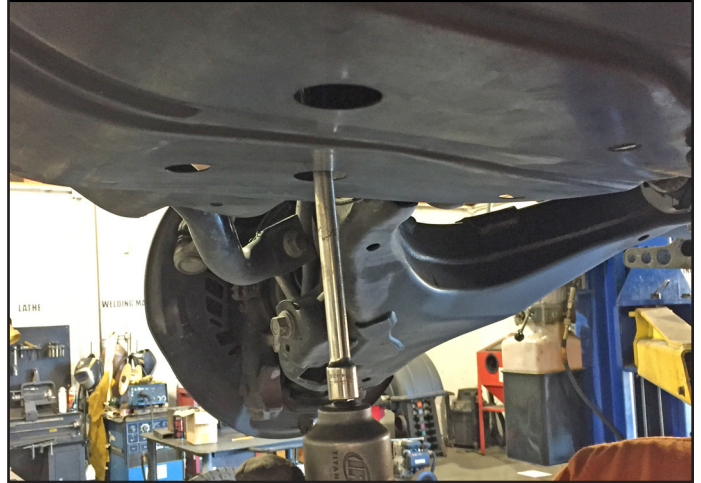
#### [Illustration 2-A]

#### Disconnect Sway Bar Link... Driver Side



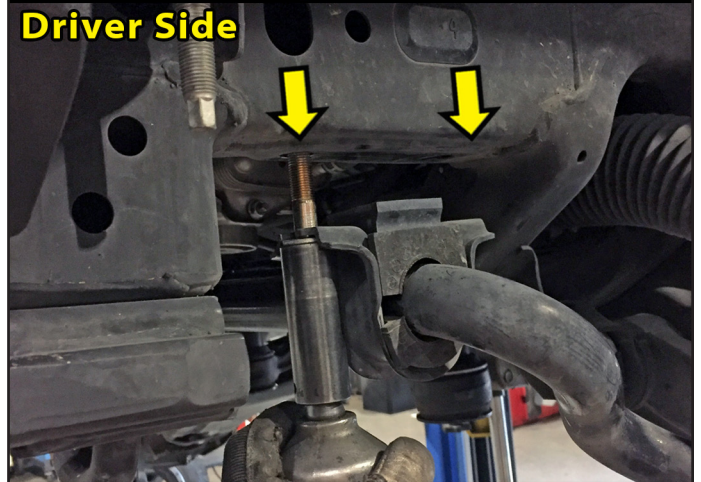
#### [Illustration 1]

#### Remove Belly Pan...



#### [Illustration 2-B]

#### Disconnect Sway Bar Frame Mount... Driver Side



### INSTALL DIFFERENTIAL SPACERS...

4. Locate the (2) #55-03-8220 differential spacers. Locate the SUPERLIFT hardware in Bag #77-8220. PER Side: (1) 14mm x 160mm, 1.5 Pitch & (1) 14mm Washer, Flat.

- Support the differential housing with a jack.

Locate the front differential mounts. Remove the two (2) mount bolts from the frame {19mm} Retain the large factory concave washers. **NOTE:** The front differential mounting brackets will remain attached to the differential.

**[Illustration 3]** Install differential spacers #55-03-8220 using the supplied 14mm bolt and washer.

**⚠ NOTE:** Install the supplied washer onto the supplied bolt. Install bolt/washer into the factory concave washer, into the differential mount, other factory washer, spacer and up through the frame. Fasten with the factory nut. Tighten (90)

Lower the differential housing with a jack. Remove the jack from the differential.

### INSTALL SWAY BAR DROP BRACKETS...

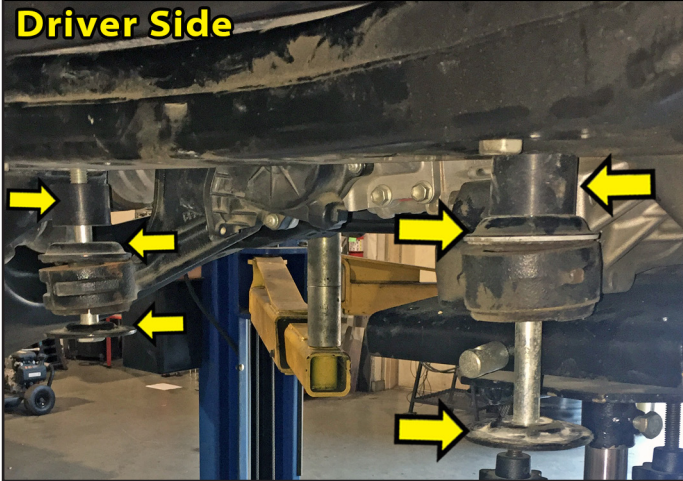
5. Locate two (2) SUPERLIFT #55-04-8220 sway bar drop brackets. These are not side specific.

Locate the SUPERLIFT hardware in Bag #77-8221. PER Side: (2) 12mm x 70mm, 1.25 Pitch & (2) 12mm Washer, Flat.

**[Illustration 4]** Bolt the sway bar body through the sway bar brackets into the frame using the supplied 12mm x 70mm bolt and 12mm washer. {19mm} Tighten. ( )

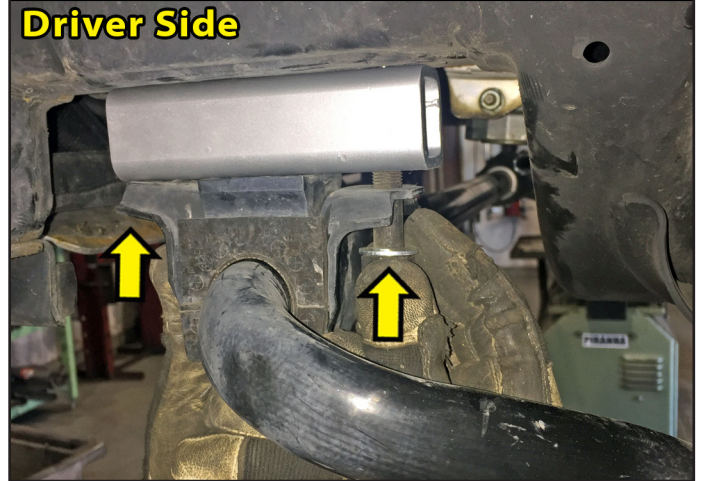
**[Illustration 3]**

#### Install Differential Spacers... Driver Side



**[Illustration 4]**

#### Install Sway Bar Drop Brackets... Driver Side



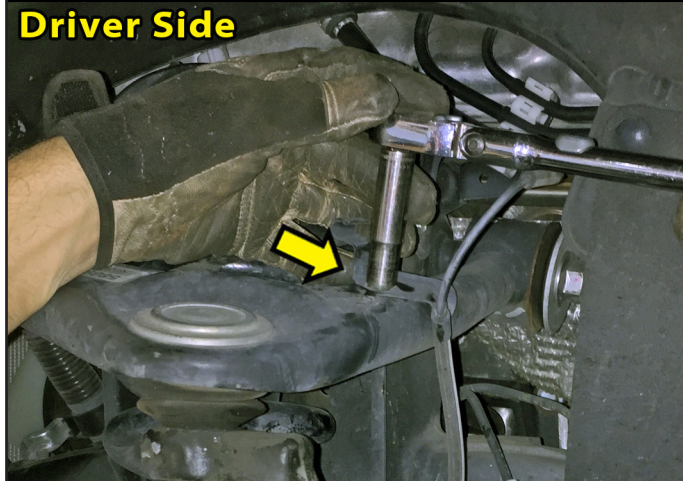
### DISCONNECT ABS & BRAKE LINES FROM KNUCKLE...

6. **[Illustration 5-A]** Disconnect ABS bracket from the top of the Upper Control Arm (UCA) {10mm}

**[Illustration 5-B]** Disconnect brake line bracket from the knuckle {12mm}

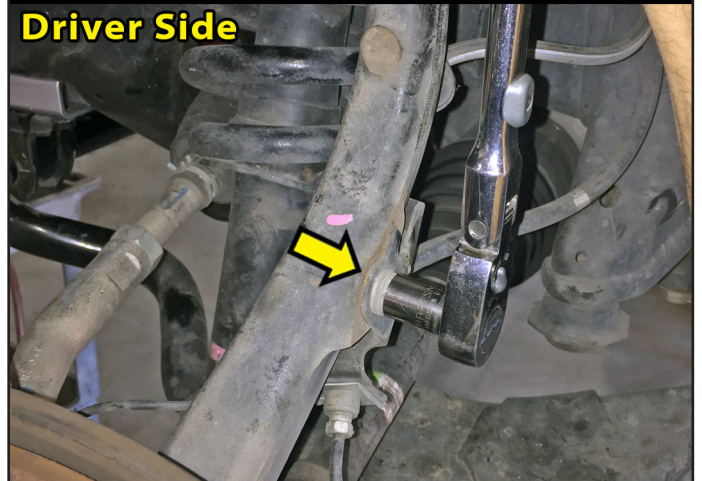
**[Illustration 5-A]**

#### Disconnect ABS Bracket from UCA... Driver Side



**[Illustration 5-B]**

#### Disconnect Brake Line from Knuckle... Driver Side



**DISCONNECT TIE ROD END...**

□□ 7. **[Illustration 6]** Remove the tie rod cotter pin & nut. {24mm} Reinstall the nut a couple of turns by hand. Use a Tie Rod Puller to separate the tie rod from the knuckle. **⚠WARNING:** Be careful. Do not let the knuckle fall to the side abruptly. It could cause damage to the ABS wires or brake lines.

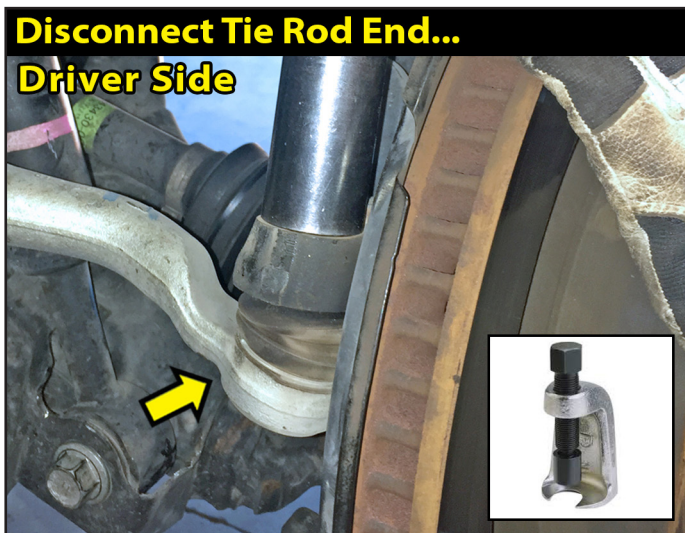
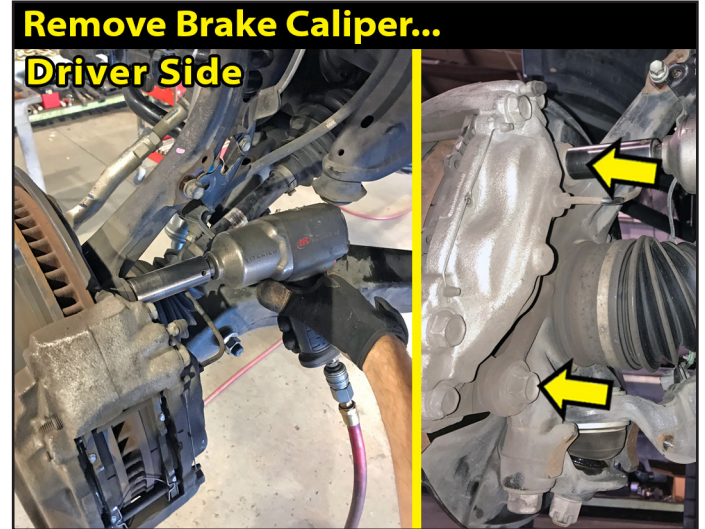
**🔧TECH TIP** If you do not have a puller, you can use the method of striking the knuckle near the ball joint end to dislodge the knuckle. Strike the knuckle portion only.

Remove the tie rod nut and save for re-install.

**REMOVE BRAKE CALIPER...**

□□ 6. **[Illustration 7]** Remove the (2) brake caliper bolts {17mm or 19mm} and remove from the rotor and secure it away from the work area. Retain factory bolts.

Do not let calipers hang from brake lines. Using a bungee strap, wire hook or wire, safely secure the calipers to the frame to remove the tension from the brake lines and to add working room.

**[Illustration 6]****[Illustration 7]****DISCONNECT UPPER BALL JOINT FROM KNUCKLE...**

□□ 8. **[Illustration 8]** Using a jack, slightly lift the LCA to prevent the arms from being at full droop. At the top of the knuckle, remove cotter pin and nut from Upper Ball Joint (UBJ). {19mm} **🔧TECH TIP** Turning the knuckle toward the driver side will allow easy access to the nut.

Using the appropriate puller tool, disconnect the ball joints from the knuckle. **🔧TECH TIP** If you do not have a puller tool you can use a hammer by very carefully striking the ball joint boss' of the knuckle; do not strike the ball joint.

Lower the jack to allow the removal of the strut.

**[Illustration 8]**

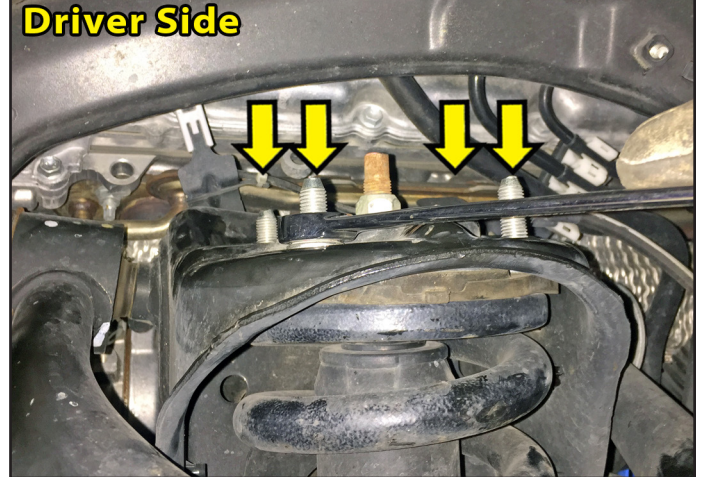
**REMOVE STRUT...**

9. **[Illustration 9-A]** Remove the (4) upper strut nuts. {14mm}

**[Illustration 9-B]** Remove bolt from bottom of strut [22mm]

**[Illustration 9-C]** **⚠ NOTE:** Before you completely remove the strut, 'Mark' the Alignment of the Coil, Top Mount & Isolator. Also Mark 'DR.' & 'PA.' Side.

Remove the strut from the vehicle. Leave the jack support under the knuckle assembly so the CV axles are not over extended.

**[Illustration 9-A]**
**Remove Upper Strut Nuts...  
Driver Side**
**[Illustration 9-B]**
**Remove Bolt from Bottom of Strut...  
Driver Side**
**[Illustration 9-C]**
**Mark & Label Strut...  
Driver Side**
**STRUT SPACER ASSEMBLY...**

10. **🔧 TECH TIP** It is best to disassemble, then assemble one (1) side at a time to keep all the components in order. We start with the Driver side first. **⚠ NOTE:** Note that the top mount has a marking 'OUT →'. This setting goes to the outboard position in the strut mount.

Locate the (2) SUPERLIFT #55-03-40016 strut spacers. Locate the (2) #55-17-8220 preload strut spacers.

Locate the SUPERLIFT hardware in Bag #77-8221 PER Side: (4) 10mm Nut, Flange.

Using the appropriate compressor, compress the coil & remove the top strut nut [17mm]

Separate the upper strut plate from the coil.

**[Illustration 10-A]** Place the factory rubber isolator onto the new strut preload spacer #55-17-8220.

**[Illustration 10-A]** Insert new strut preload spacer #55-17-8200 onto coil.

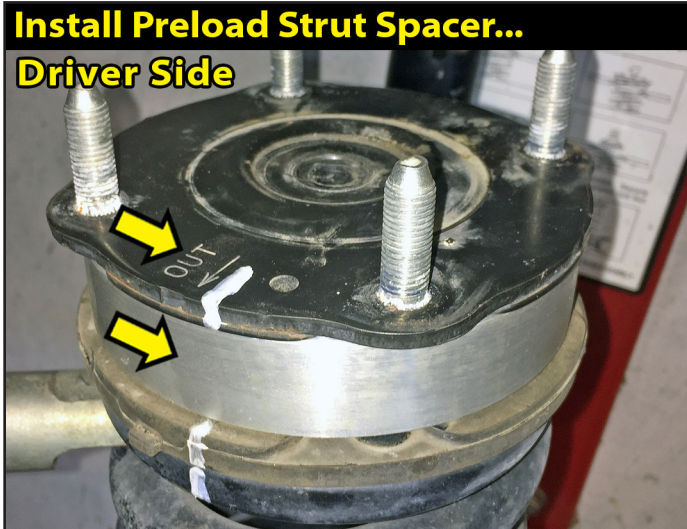
**[Illustration 10-A]** Place factory strut top plate onto new spacer, place bushing and nut on strut shaft. Tighten. {17mm}

**[Illustration 10-B]** Install new strut spacer #55-03-40016 and tighten using the (4) factory nuts. [14mm]

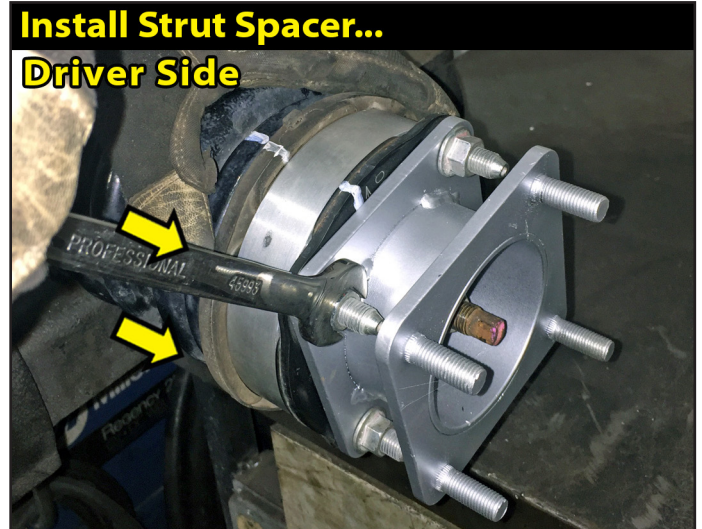
**⚠ NOTE:** #55-42-8200 has a Notch in top and bottom plate. This notch will point to the Outside of the vehicle on Each Side - Driver & Passenger. Remember to keep your Marks in line on the reassembly.



[Illustration 10-A]



[Illustration 10-B]



**REMOVE UPPER CONTROL ARM...**

□□ 11. [Illustration 11] Mark location of alignment cams on upper control arms to allow installation of new arm to same position. Remove the factory upper control arm from the vehicle. [22mm]

Retain the factory hardware.

**GREASE BALL JOINT & INSTALL UCA...**

12. Locate the (1) SUPERLIFT #55-01-8220 UCA-Driver Side & (1) #55-01-8220 UCA-Passenger Side. These UCAs are side specific.

**NOTE:** The UCA short leg with the additional ABS bracket goes toward the rear of the vehicle.

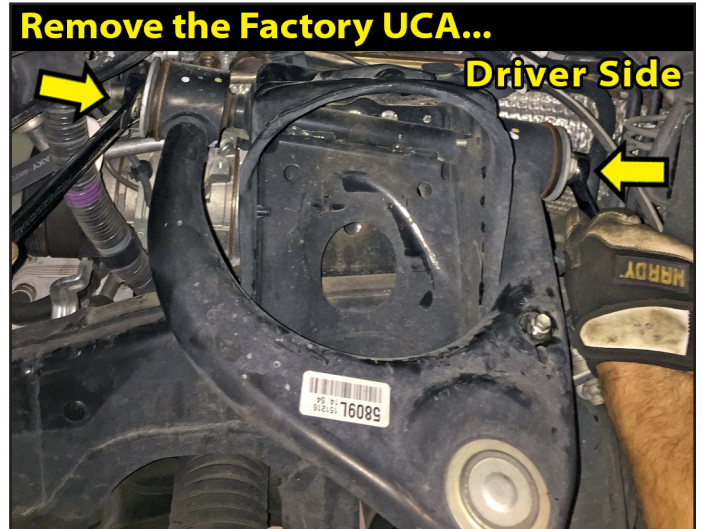
**WARNING:** Note that the new UCAs Must Be Greased BEFORE vehicle is Driven.

**NOTE:** Failure to add grease to the UCA Ball Joint Will Void the UCA Warranty.

□□ [Illustration 12-A] Using a standard manual powered grease gun, attach hose coupler fitting to grease fitting. Press down squarely until you feel the 'snap' of the adapter grabbing the grease fitting.

Watch the dust boot and slowly give the grease gun a few good pumps until you see the boot begin to swell STOP as soon as you boot begins to swell. Detach the coupler from the grease fitting.

[Illustration 11]



[Illustration 12-A]



☐☐ **[Illustration 12-B]** Install the new UCA using the factory hardware. [22mm] Secure hardware, but do not tighten at this time.

### INSTALL STRUT ASSEMBLY...

☐☐ 13. If a jack was used to support the knuckle assembly, lower & remove now. Insert strut assembly into the upper spring tower.

☐☐ **[Illustration 13]** Using the supplied 10mm flange nuts, tighten the four (4) top bolts. {15mm}

☐☐ Connect the lower strut mount to the lower control arm using the factory hardware. Secure hardware, but do not tighten at this time. **TECH TIP** A pry bar and an alignment punch may be useful to position the lower strut mount into the pocket of the lower control arm.

### CONNECT UPPER BALL JOINT TO KNUCKLE...

☐☐ 14. **[Illustration 14]** Connect the upper ball joint to the knuckle with the supplied castle nut and cotter pin. [13/16"]

**[Illustration 13]**



### CONNECT TIE ROD TO KNUCKLE...

☐☐ 15. **[Illustration 15]** Connect the tie rod end to the knuckle (from the bottom side) using the factory hardware. Tighten castle nut & install cotter pin {24mm}

### REATTACH BRAKE CALIPER...

☐☐ 16. Apply thread locker to the factory brake caliper bolts.

☐☐ Install brake caliper onto knuckle and tighten {17mm or 19mm}

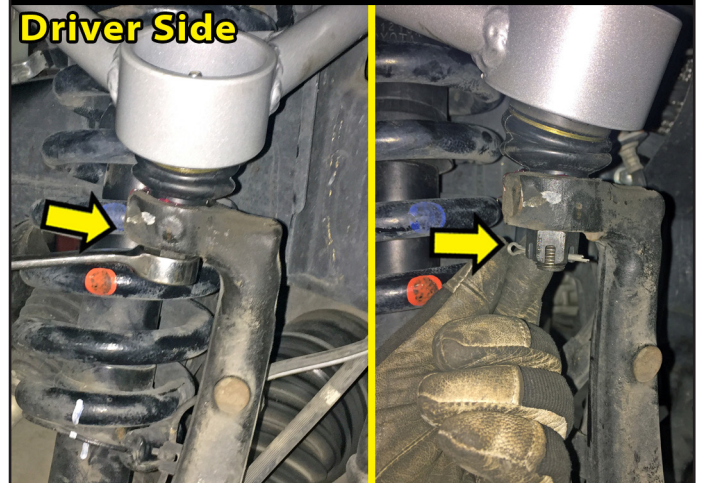
**[Illustration 12-B]**

### Install New UCA...



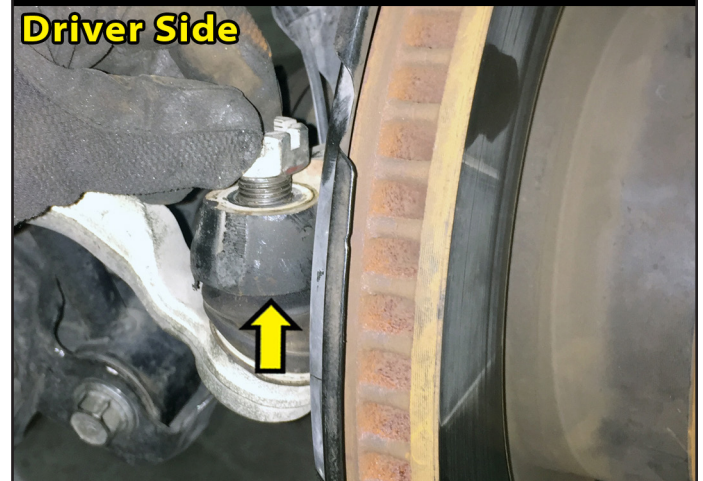
**[Illustration 14]**

### Connect Upper Ball Joint to Knuckle...



**[Illustration 15]**

### Connect Tie Rod to Knuckle...



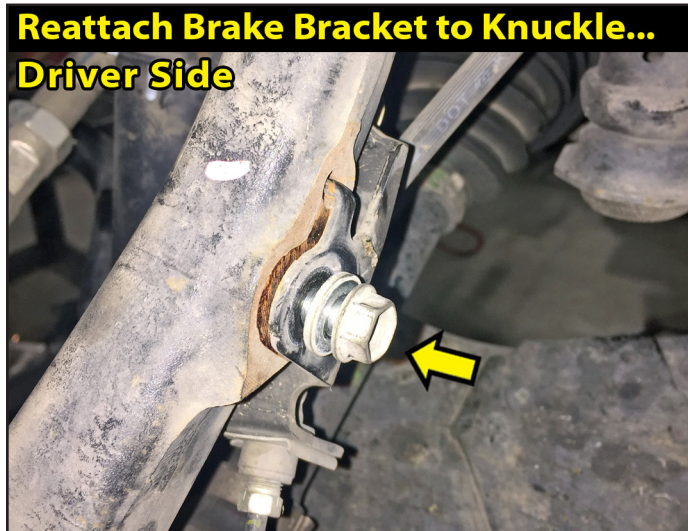
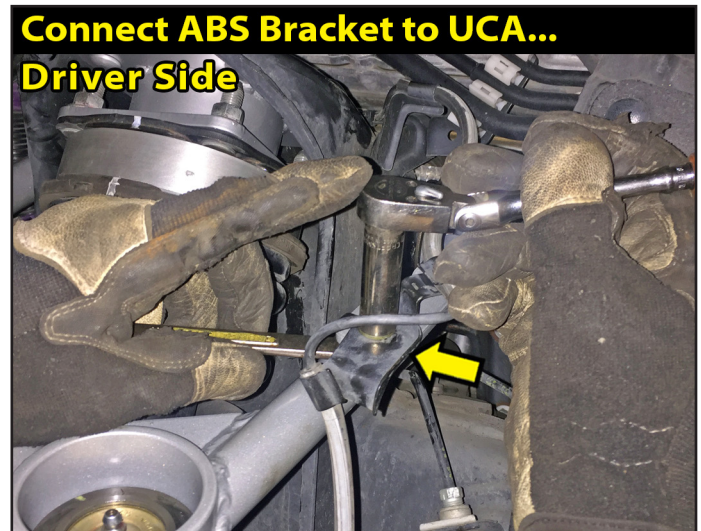
**REATTACH BRAKE LINE BRACKET TO KNUCKLE...**

17. **[Illustration 16]** Reattach the factory brake line bracket to the knuckle using the factory hardware. [12mm] Tighten.

**CONNECT ABS BRACKET TO UCA...**

18. Locate the SUPERLIFT hardware in Bag #77-8221 PER Side: (1) 1/4" x 3/4" Bolt, Coarse Thread & (1) 1/4" Nut Nyloc, Coarse Thread

**[Illustration 17]** Connect the factory ABS bracket to the UCA with the 1/4" x 3/4" bolt and Nyloc nut. [5/16"]

**[Illustration 16]****[Illustration 17]****FRONT TIGHTEN & TORQUE SEQUENCE...**

19. Now tighten and torque everything up... (All Except the upper control arms, the lower strut mount & the sway bar links.) These will be tighten once the lift is complete and the vehicle is on the ground.

Double check all other components to be sure they are all tight & torqued.

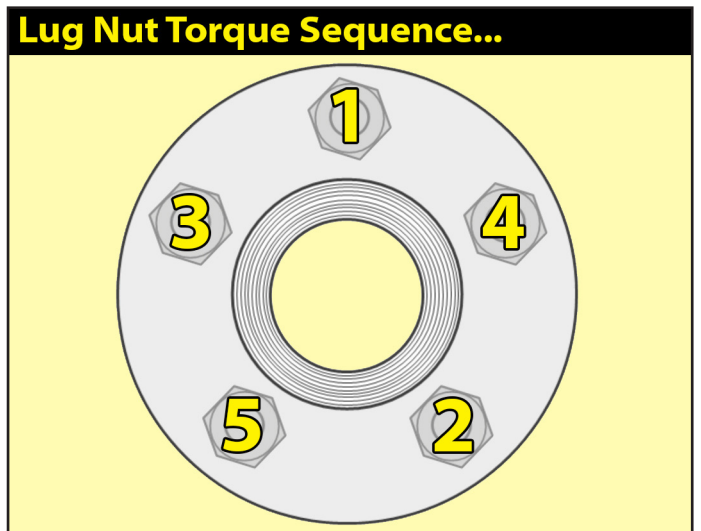
**FRONT TIRES / WHEELS...**

20. **[Illustration 18]** Install the front tires & wheels. {Lug Nuts 22mm} (140) **⚠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.

Lower the vehicle to the ground.

**⚠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.

Reconnect the battery.

**[Illustration 18]**

**FRONT CLEARANCE CHECK...**

21. With the vehicle on the ground, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc.

Raise the vehicle back onto jack stands and secure as per **Step 1**. With the suspension 'hanging' at full extension travel, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc. Lower the vehicle to the floor.


**REAR PROCEDURE**

**NOTE:** Save ALL factory components and hardware for reuse, unless noted.

**22. PREPARE VEHICLE FOR REAR...**

Chock front tires and place transmission in neutral. Raise the rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the front leaf spring hangers. Ease the frame down onto the stands, place transmission 'Park'. Remove the rear wheels & tires. {Lug Nuts 22mm}

Support the rear axle with a hydraulic jack. Leave plenty of room to lower the rear axle.


 **TECH TIP** Secure the axle at the drive shaft yoke with a ratchet strap. The strap acts as a safety precaution and it allows you to adjust/roll the axle as need to position axle rear blocks, u-bolts, etc.

**DISCONNECT REAR SHOCKS...**

23. **[Illustration 19]** Disconnect the shock from the lower mount at the axle. {17mm wrench/17mm socket} Retain lower shock mount hardware.

**REAR BLOCK KIT...**

24.  **NOTE:** The u-bolt plates are Side Specific. The plates are noted on the bottom side LH and RH.

 **TECH TIP** We have found it easier to replace the blocks and u-bolts one (1) side at a time. Start on the Driver side.

Locate the (2) SUPERLIFT #014 lift blocks.

Locate the (4) SUPERLIFT # 12X212x812UB - 1/2" x 2-1/2" x 8-1/2" U-Bolts, Square Bend.

Locate the SUPERLIFT hardware in Bag #77-1500 PER Side: (4) 1/2" Nut, Hi U-Bolt & (4) 1/2" Washer, U-Bolt.

**[Illustration 20-A]** Remove the u-bolts & u-bolt plate. {19mm}

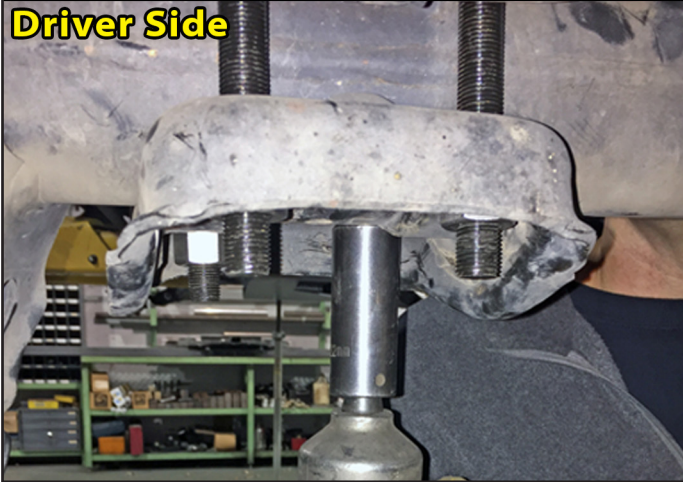
Clean spring pads of all debris.

**[Illustration 20-B]** The lift block is flat. Position the SUPERLIFT block #014 on top of the axle pad.

Using the floor jack(s), mate the springs to the blocks, be sure that the center bolt heads seat properly with the pin offset to the front and hole to the rear. Carefully lower axle enough to install new blocks. Make sure to not overextend any brake lines or ABS lines.

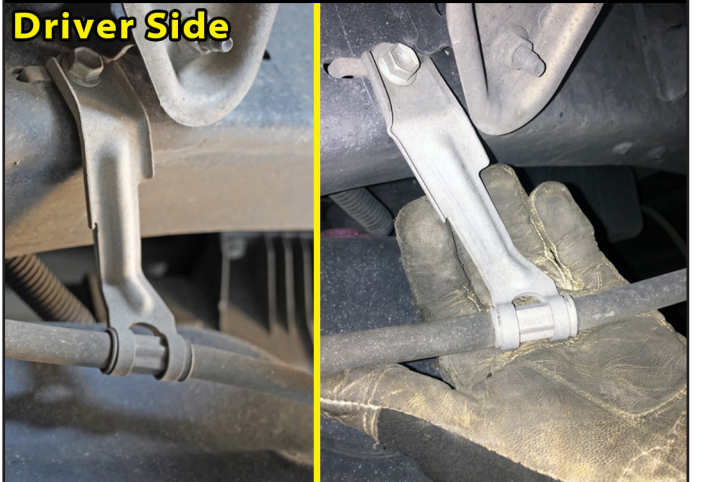
Install the supplied 1/2" u-bolts. Evenly torque the u-bolts using an "X" tightening sequence. (90) {7/8"}

**[Illustration 19]**

**[Illustration 20-A]****Remove U-Bolts & U-Bolt Plate...  
Driver Side****[Illustration 20-B]****Install Rear Block Kit...  
Driver Side****BEND EMERGENCY BRAKE BRACKETS...**

□ 25. **[Illustration 21-A]** Locate the emergency brake line bracket that attaches to the axle next to the leaf spring toward the wheel. To gain clearance over the leaf spring, slightly 'twist/bend' the bracket parallel to the leaf spring as shown. {pliers/crescent wrench}

□ **[Illustration 21-B]** Locate the e-brake bracket on the outside of the frame rail just behind the leaf spring front eye; on both the Drive & Passenger side. To also gain clearance, bend the bracket downward as shown.

**[Illustration 21-A]****Position E-Brake Bracket at Axle...  
Driver Side****[Illustration 21-B]****Position E-Brake Bracket at Frame...  
Driver Side****RECONNECT REAR SHOCKS...**

□□ 26. **[Illustration 19]** Reconnect the shock at the lower mount at the axle using the factory hardware. {17mm wrench/17mm socket}

**REAR TIRES / WHEELS...**

□□ 27. **[Illustration 18]** Install the rear tires & wheels. {Lug Nuts 22mm} **⚠️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.

Lower the vehicle to the ground.

**OVERALL TIGHTEN & TORQUE SEQUENCE...**

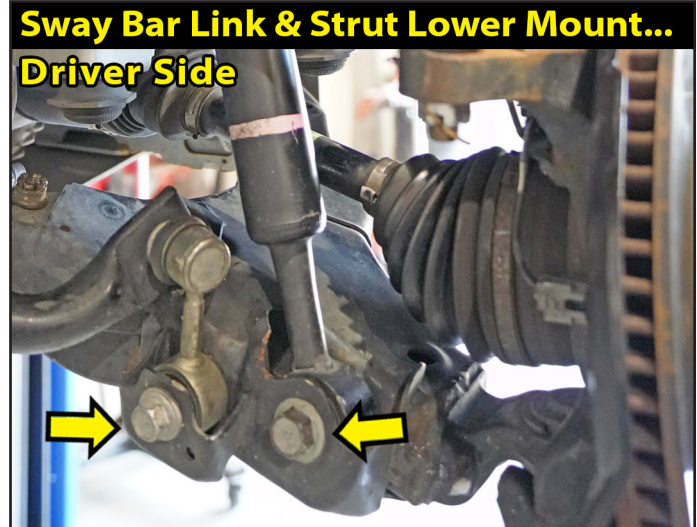
28. Tightening sequence... Bounce the front end to settle the suspension.

Upper control arms with cams in the "neutral position" {24mm} (173)

**[Illustration 22]** Install the factory sway bar links into the lower control arm factory position using the factory hardware. {19mm} (90)

**[Illustration 22]** Strut lower bolt {22mm} (140)

Torque lug nuts on all four (4) wheels {22mm} (140)

**[Illustration 22]****FINAL CHECKS****CLEARANCE CHECK...**

29. Check all hardware for proper torque specifications.

With the vehicle on the ground, check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels, brake hoses, wiring, etc. Check tire/wheel clearance with the fenders/bumper as well as with the steering knuckle. **⚠ NOTE:** Depending on your choice of tire size and wheel width, it is not uncommon to trim the lower plastic valance of the bumper and inner fender shroud slightly to add proper tire clearance while turning.

**WHEEL ALIGNMENT...**

30. Realign vehicle to factory OEM specifications. It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. It is recommended that your vehicle alignment be checked after any off-road driving.

**HEADLIGHTS...**

31. Re-adjust headlights to proper setting. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle head lamps for proper aim and alignment.

**FOUR WHEEL DRIVE...**

32. Activate the four wheel drive system and check for proper engagement.

**SUPERLIFT WARNING DECAL...**

33. Install the **WARNING TO DRIVER** decal on the inside of the windshield, sun visor or on the dash, within Driver's view.

**IMPORTANT MAINTENANCE INFORMATION**

**⚠ WARNING:** 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, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

**LIMITED LIFETIME WARRANTY / WARNINGS**

Your SUPERLIFT® product is covered by the Limited Warranty explained below that gives you specific legal rights. This limited warranty is the only warranty SUPERLIFT® makes in connection with your product purchase. SUPERLIFT® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or limited warranty.

**SUPERLIFT, LLC, LIMITED LIFETIME WARRANTY**

What is covered? Subject to the terms below, SUPERLIFT® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warranter is SUPERLIFT, LLC, doing business as SUPERLIFT® Suspension Systems ("SUPERLIFT®").

What is not covered? Your SUPERLIFT® Limited Warranty does not cover products SUPERLIFT® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.).
- Damage to, or resulting from, the vehicle's electronic stability system, related components or other vehicle systems.
- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

If a replacement part is needed before the SUPERLIFT® part in question can be returned, you must first purchase the replacement part. Then, if the part in question is deemed warrantable, you will be credited / refunded.

**OTHER LIMITATIONS - EXCLUSION OF DAMAGES - YOUR RIGHTS UNDER STATE LAW**

- Neither SUPERLIFT® nor your independent SUPERLIFT® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights, and this is the only warranty SUPERLIFT® makes in connection with your product purchase. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you. SUPERLIFT® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or Limited Warranty.

**IMPORTANT PRODUCT USE AND SAFETY INFORMATION / WARNINGS**

**⚠️ WARNING:** As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall"; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover 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 performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

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.

**WE WANT TO SEE YOUR RIDE...**

Grab photos of your SUPERLIFT Equipped truck in various poses and in action.