



SUPERLIFT®

S U S P E N S I O N

1994 - 2001 DODGE RAM 1500 5" LIFT KIT INSTALLATION INSTRUCTIONS

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

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.
- Welding is required. Protect any heat-sensitive components located in the immediate area by covering the with a water-saturated cloth. Most undercoatings are flammable but can be extinguished using a water-filled spray bottle or an ABC rated fire extinguisher; have one on hand.
- 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. Paint all exposed metal surfaces.
- Before attaching components, be sure mating surfaces are free of grit, grease, undercoating, etc.
- 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 "tightening" step.
- Do not fabricate any components to gain additional suspension height.
- 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.

Kit Part Number K100 1994-1999 Models			Kit Part Number K101 2000-2001 Models		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
145	1	coil springs	145	1	coil springs
4512	1	shock kit	4512	1	shock kit
4513	1	rear lift blocks	4513	1	rear lift blocks
4514	1	control arms and pitman arm	4515	1	control arms and pitman arm
4511	1	control arm brackets and track bar bracket	4511	1	control arm brackets and track bar bracket

Kit Part Number 145			Kit Part Number 77-1507		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
01-144	1	coil spring, driver side	716X314X412UB	4	7/16" x 3-1/4" x 4-1/2" ubolt, square
01-145	1	coil spring, passenger side	716F8SFN	8	7/16" flange nut

Kit Part Number 4512			Kit Part Number 77-1509		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
01-85150	2	shock cylinder, Superide rear	916CW	4	9/16" ubolt washer
01-88510	2	shock cylinder, Superide front	1511-B09	4	9/16" high nut, fine thread
77-80038	2	shock hardware bag, rear			
77-80026	2	shock hardware bag, front			

Kit Part Number 4513			Kit Part Number 77-4530		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-01-201	2	rear lift blocks, 7"	11-4505	16	poly bushing half
10552	4	9/16" x 2-9/16" x 16" ubolt, square bend	12-4505	4	sleeve, 0.75" OD x 0.50" ID x 2.375" L
77-1509	1	hardware bag, 9/16" nuts and washers	15-4505	4	sleeve, 0.75" OD x 0.562" ID x 2.625" L
77-1507	1	hardware bag, 7/16" bolts and nuts	14GF	8	Grease Fitting, 1/4"

Kit Part Number 4514 1994-1999 Models			Kit Part Number 77-4531		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-21-4530	2	control arm, upper	11-4505	16	poly bushing half
55-02-4530	2	control arm, lower	17-4505	4	sleeve 0.75" OD x 0.625" ID x 2.625" L
01-4005	1	pitman arm	18-4505	4	sleeve 0.75" OD x 0.58" ID x 2.375" L
77-4530	1	control arm hardware bag	14GF	8	Grease Fitting, 1/4"

OR					
Kit Part Number 4515 2000-2001 Models			Kit Part Number 77-4511		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-21-4530	2	control arm, upper	1550	1	1/2" washer, thick
55-02-4530	2	control arm, lower	38CSFN	2	3/8" flange nut, coarse thread
01-4006	1	pitman arm	12MLN	10	12mm stover nut
77-4531	1	control arm hardware bag	12MX1.75X110CS	2	12mm x 1.75 x 110mm bolt
			12MX1.75X40CS	8	12mm x 1.75 x 40mm bolt
			12SW	23	12mm washer
			F470L	1	thread locker
			18MNN	1	18mm nyloc nut
			18MX2.5X70CS	1	18mm x 2.5 x 70mm bolt
			1555	1	5/8" washer, thick
			12X212C8CS	1	1/2" x 2-1/2" bolt, coarse thread
			12C8SN	2	1/2" stover nut
			18X2CP	2	1/8" x 2" cotter pin
			516CSNN	1	5/16" nyloc nut, coarse thread
			516SW	1	5/16" sae washer
			516X1C5CS	1	5/16" x 1" bolt, coarse thread

Kit Part Number 77-80038			Kit Part Number 77-4511A		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
01-60418	2	small poly bushing 0.75" ID x 1.44" L	01-302	2	poly bump stop
39-3480	2	sleeve 0.75" OD x 0.555" ID x 1.67" L	1-14-4505	4	bump stop gusset
			07-4530	1	step washer
			12-4505	2	sleeve, 0.75" OD x 0.50" ID x 2.375" L
			55-07-4508	1	brake hose bracket, rear

Kit Part Number 77-80026			Kit Part Number 88-4511		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
02-2210	1	sleeve 0.75" OD x 0.56" ID x 1.75" L	0046	4	shock decal
01-60419	1	large poly bushing 0.75" ID	00467	1	U.S.A. flag decal
142731	1	stem bushing and washer pack	118X238AP	1	1-1/8" x 2-3/8" alcohol pad
			FORM#4507	1	instruction form

Step	Part Number	Qty. per Kit	Description	New Attaching Hardware	Qty. per Bracket	Hardware Bag Number	
11	55-02-4530	2	control arm, lower (1994-99 models)	11-4505 - poly bushing half	4	77-4530	
				15-4505 - sleeve 0.75" OD x 0.562" ID x 2.625" L	2		
				1/4" grease fitting	2		
	OR						
11	55-02-4530	2	control arm, lower (2000-01 models)	11-4505 - poly bushing half	4	77-4531	
				17-4505 - sleeve 0.75" OD x 0.625" ID x 2.625" L	2		
				1/4" grease fitting	2		
12	55-03-4530	1	control arm bracket, driver side	01-302 - poly bump stop	1	77-4511A	
				1-14-4505 - bump stop gusset	2		
				12-4505 - sleeve 0.75"OD x 0.50" ID x 2.375" L	1	77-4511	
				3/8" flange nut, coarse thread	1		
				12mm stover nut	5		
				12mm x 1.75 x 110mm bolt	1		
				12mm x 1.75 x 40mm bolt	4		
12mm flat washers	10						
12	55-04-4530	1	control arm bracket, passenger side	01-302 - poly bump stop	1	77-4511A	
				1-14-4505 - bump stop gusset	2		
				3/8" flange nut, coarse thread	1	77-4511	
				12mm stover nut	5		
				12mm x 1.75 x 110mm bolt	1		
				12mm x 1.75 x 40mm bolt	4		
				12-4505 - sleeve	1		
12mm flat washers	10						
14	55-21-4530	2	control arm, upper (1994-99 models)	11-4505 - poly bushing half	4	77-4530	
				12-4505 - sleeve 0.75" OD x 0.50" ID x 2.375" L	2		
				1/4" grease fitting	2		
	OR						
14	55-21-4530	2	control arm, upper (2000-01 models)	11-4505 - poly bushing half	4	77-4531	
				18-4505 - sleeve 0.75" OD x 0.58" ID x 2.375" L	2		
				1/4" grease fitting	2		
15	55-22-4530	1	track bar bracket	18mm nyloc nut	1	77-4511	
				18mm x 2.5 x 70mm bolt	1		
				5/8" washer, thick	1		
				1/2" x 2-1/2" bolt, coarse thread	1		
				1/2" stover nut, coarse thread	2		
				1/2" sae washer	3		
				1/8" x 2" cotter pin	2		
07-4530 - step washer	1	77-4511A					
16	01-144	1	coil spring, driver side				
16	01-145	1	coil spring, passenger side				
17	01-88510	2	shock cylinder - Superide front	02-2210 - sleeve 0.75" OD x 0.56" ID x 1.75"L	1	77-80026	
				01-60419 - large poly bushing 0.75" ID	1		
				142731 - stem bushing and washer pack	1		
20	01-4005	1	pitman arm (1994-99 models)	F470L, thread locker	0.5	77-4511	
				OR			
20	01-4006	1	pitman arm (2000-01 models)	F470L, thread locker	0.5	77-4511	
30	55-01-201	2	rear lift block, 7"	9/16" x 2-9/16" x 16" ubolt, square	2	77-1509	
				9/16" ubolt washer	4		
				9/16" high nut, fine thread	4		
				7/16" x 3-1/4" x 4-1/2" ubolt, square	2		77-1507
				7/16" flange nut, fine thread	4		
31	01-85150	2	shock cylinder - Superide rear	01-60418 - small poly bushing 0.75" ID x 1.44" L	2	77-80038	
				39-3480 - sleeve 0.75" OD x 0.555" ID x 1.67" L	2		
32	55-07-4508	1	brake hose bracket, rear	5/16" X 1" bolt, coarse thread	1	77-4511	
				5/16" sae washer	1		
				5/16" nyloc nut, coarse thread	1		

FRONT DISASSEMBLY

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

1) PREPARE VEHICLE...

Chock rear tires and place transmission in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands and place transmission in park. Remove front tires.

2) FRONT SHOCKS...

Remove the lower shock retaining bolt.

Open the hood and remove the upper shock nut and the three nuts for the upper shock brackets and remove the brackets. Then pull the shock up through the coil tower.

3) TRACK BAR...

Loosen the track bar bolt at the axle but do not remove. Disconnect the track bar at the frame; using the appropriate puller tool separate the track bar from the frame.

4) PITMAN ARM...

Separate the drag link from the pitman arm. Remove the pitman arm retaining nut, then separate the pitman arm from the steering sector shaft using a puller tool. Discard pitman arm.

5) SWAY BAR...

Unbolt the sway bar links from the sway bar body. Note the orientation of the sway bar body. Unbolt the sway bar body from the frame and flip it upside down so that the ends of the bar step up instead of down and reinstall on the frame in the factory location. Do not connect the links at this time.

6) BRAKE LINE BRACKETS...

Unbolt the brake hose bracket that is bolted to each side of the front axle, just forward of where the upper link arms attach.

7) FOUR-WHEEL DRIVE WIRING...

The electrical wiring for the four-wheel drive must be disconnected so the axle can be lowered enough to allow coil spring removal. Simply unplug the connectors at the passenger side of the axle.

8) CONTROL ARMS...

Paint or scribe alignment marks on each cam bolt and axle bracket so the bolts can be returned to their original position.

With the axle still supported with a jack, detach the upper and lower control arms from the axle and the frame.

9) COIL SPRINGS...

Carefully lower the front axle until the coil springs become loose; use caution when lowering the front axle housing to avoid damaging the brake lines, vacuum lines, and front driveshaft. Remove the coil springs and rubber insulators. Save the rubber insulators for reuse.

FRONT ASSEMBLY

10) LOWER CONTROL ARM...

Lubricate the supplied bushing halves and sleeves; install them in the Superlift lower control arm (55-02-4530).

Install a supplied grease fitting into each eye.

Connect a lower control arm (55-02-4530) to the axle using the factory cam bolts, then to the frame using the factory hardware. These bolts should be installed from the outside. Be sure to position the control arm so that the grease fittings are easily accessible for vehicle service. Do not fully tighten at this time.

11) CONTROL ARM BRACKETS...

[Illustration 1] There are factory variances that need to be checked before installing the control arm brackets (55-03-4530 driver's side; 55-04-4530 passenger's side). Place the new control arm brackets over the factory mounts. Take one of the supplied 12mm bolts and check to see if the upper holes, on the sides of each factory axle bracket, are large enough for the bolts to pass through. If not, remove the new control arm bracket and drill the holes out to 1/2". Note there are two holes per side.

[Illustration 1] Drill out the lower hole on the sides of each axle bracket to 1/2".

[Illustration 2] Reinstall the new control arm brackets (55-03-4530 driver's side; 55-04-4530 passenger's side) on the factory axle brackets. Place the supplied 3/4" O.D. x 2.375" long sleeve inside the factory axle bracket, aligned with the middle slot and secure the "03" and "04" brackets and sleeve using the supplied 12mm x 110mm bolt, washers, and stover nut. Do not tighten at this time.

[Illustration 2] Install the supplied 12mm x 40mm bolts, washers, and stover nuts in the remaining holes of the "03" and "04" brackets. There are four bolts per bracket, two per side; place a washer under each bolt head and each head should face the outside of the vehicle. Do not tighten at this time.

12) BUMP STOPS...

Place the thick 1/2" washer under the polyurethane bump-stop (01-302) and bolt the bump stop to the "03" and "04" bracket using a 3/8" flange nut. (30)

Illustration 1

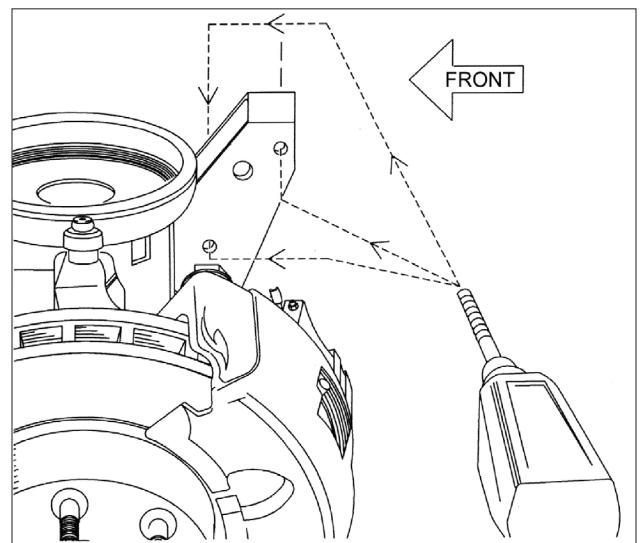
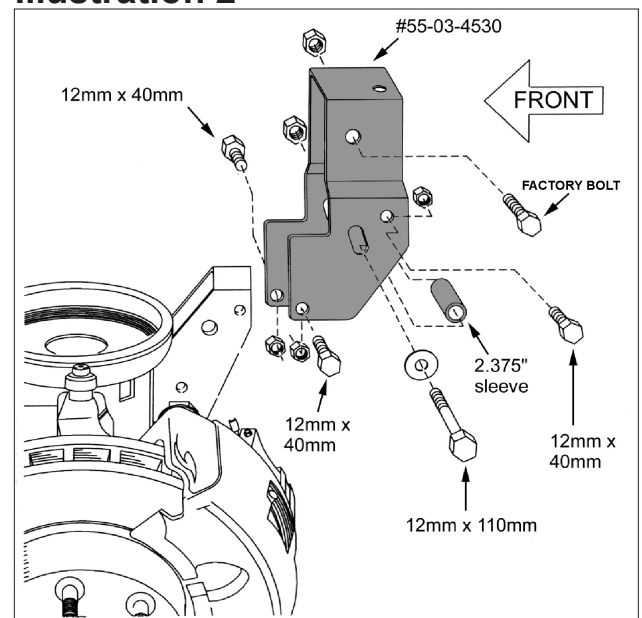


Illustration 2



13) UPPER CONTROL ARMS...

□□ Lubricate the supplied bushing halves and sleeves and install them in the Superlift upper control arms (55-21-4530).

□□ Install a supplied grease fitting into each eye.

□□ Slide the front eye of the upper control arm far enough into the “03” and “04” brackets to start the rear eye in the factory frame mount. Be sure to position each control arm so that the grease fittings can be easily accessed for service. Attach the rear eye using the factory hardware. Do not tighten at this time.

□□ Line up the front control arm eye in the “03” and “04” brackets. Secure by installing the factory bolt from the outside. Do not tighten at this time.

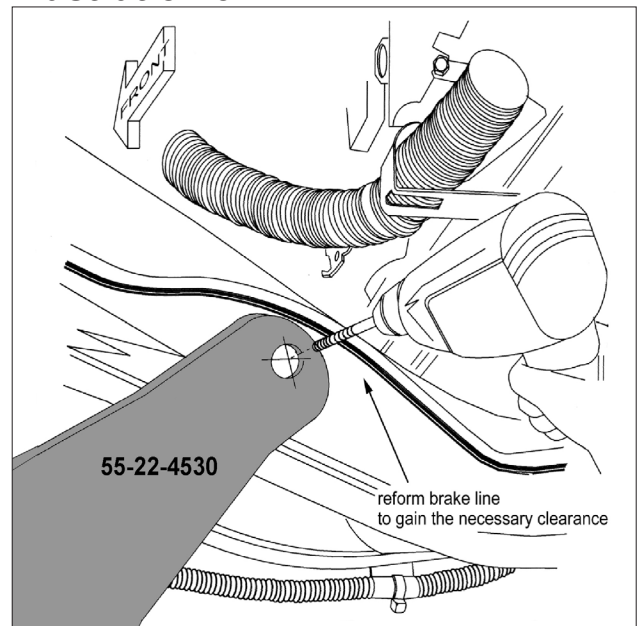
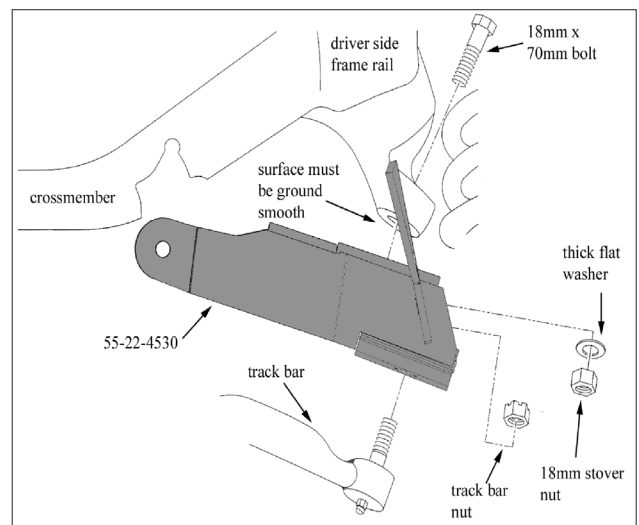
14) TRACK BAR BRACKET...

□ [Illustration 3] Prior to installing the new track bar bracket (55-22-4530), remove the bolt clamp that holds a steel brake line from the rear of the crossmember. Carefully push the line up and out of the way approximately 2 inches.

□ [Illustration 4] Position the track bar drop bracket (55-22-4530) against the factory track bar mount to get an idea where the drop bracket will make contact with the original mount. Closely examine the factory mount to be sure its surface is smooth where it makes contact with the Superlift bracket. Some heavy-duty models have a reinforcement plate welded to the mount that **MUST** be ground smooth. Also check the fit of the gusset on the “22” bracket that contacts the bottom of the frame for later welding (see Illustration 6 for reference). In some cases it may be necessary to trim the gusset slightly or bend towards the frame so that the bracket fits flush with the factory track bar mount. Grind as necessary, then check-fit the “22” bracket once again to ensure it fully contacts the factory mount.

NOTE: The mating surface of the factory track bar mount and the “22” bracket must be 100 percent smooth before proceeding. If not, the bracket will cause creaking and popping noises once the installation is complete and will greatly weaken the assembly as a whole.

□ [Illustration 5] Apply thread locker to the end of the supplied 18mm x 70mm bolt and place the extra-thick washer under the bolt head. Start the bolt in the factory track bar mount and thread it all the way through the “22” bracket. Install the supplied 18mm stover nut and tighten until snug.

Illustration 3**Illustration 4**

□ [Illustration 4] Position the “22” bracket so that it is flat against the frame crossmember. Once again examine the mating surface to be sure the bracket makes full contact with the crossmember. In some cases minor grinding will be necessary. If so, mark the areas on the crossmember and use a die grinder or similar tool to gain the necessary clearance.

□ [Illustration 3 and 5] Using the “22” bracket as a template, drill a 1/2” hole in the crossmember. Be sure that this hole comes out below the weld on the front-side of the crossmember as shown. On some models the brake line bracket hole can be drilled out to the 1/2” diameter and the step washer (07-4530) will not be needed.

□ [Illustration 5] Insert the supplied 1/2” x 2-1/2” bolt with a flat washer in the hole, then, if needed, install the supplied step washer (07-4530) and nyloc nut. Position the half washer so that the thick half is under the weld and the thin half is over the weld as shown. Basically, the washer should provide an even surface for the nut.

□ Torque the 18mm bolt (200) and 1/2” bolt (70-75), but be sure not to crush the crossmember.

□ [Illustration 6] Clean the area where the gusset on the “22” bracket contacts the frame. Once the surfaces are prepped, weld the gusset to the frame as shown. Allow the area to cool, then paint or undercoat all affected surfaces.

□ Reform the previously relocated brake line so that it clears the “22” bracket and slide the down the line approximately 3 inches. Drill a 19/64” hole in the crossmember and reattach the clamp using the factory self-tapping bolt.

15) COIL SPRINGS...

□□ Place the new coil springs (01-144 driver’s side; 01-145 passenger’s side) in the seat on the axle. Place the rubber isolators on top of the coils and carefully raise the axle until the coils are firmly seated in the coil towers. Keep a load on the jack to hold the coils in place, but not enough to lift the vehicle frame off the jack stands.

16) FRONT SHOCKS...

□□ Install the bushings and sleeves in the new front shock (01-88510) lower eye and a cup washer and bushing half on the stem; then slide the shocks down through the coil towers and secure the lower ends using the factory hardware. Do not tighten at this time.

□□ Reinstall the factory upper shock bracket using the factory hardware and tighten. (37)

□□ Position the stem mount of the shock through the mounting hole in the center of the upper shock mount. Install the remaining bushing half and cup washer on the shock stem, followed by the retain-

Illustration 5

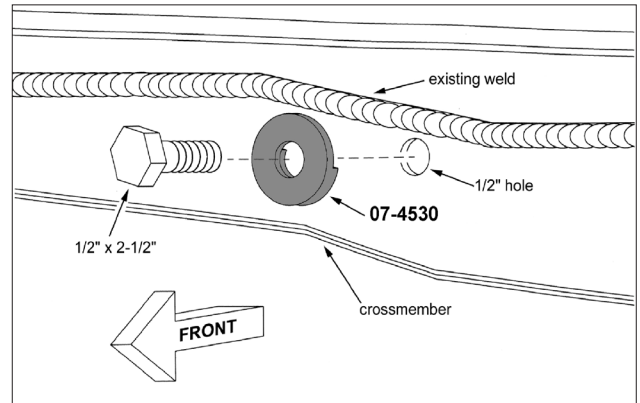
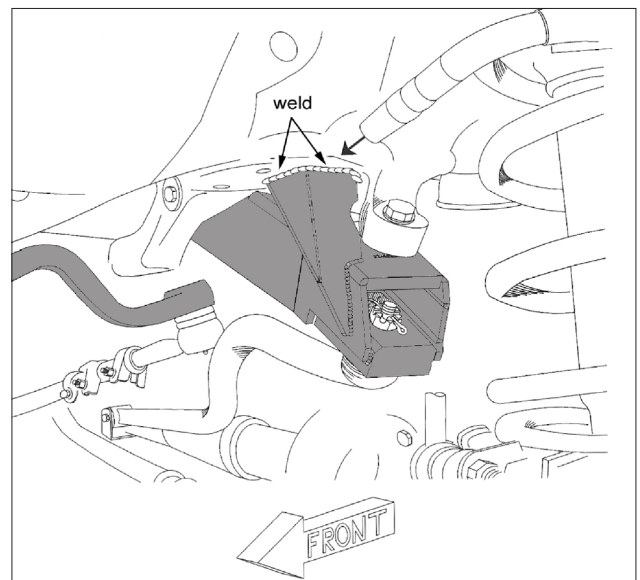


Illustration 6



ing nut. Tighten the nut until the shock bushings swell slightly.

- Tighten the lower shock hardware. (100)

17) SWAY BAR LINKS...

- Reattach the factory sway bar links to the bar using the factory bushings and hardware.

Connect the other end of the links to the axle brackets. The sway bar and links should be above the axle brackets, not below as they were from the factory.

18) FOUR-WHEEL DRIVE WIRING...

- Reconnect the axle electrical wiring.

19) PITMAN ARM...

Apply tread locker to the factory pitman arm nut. Install the pitman arm (01-4005 94-99 models; 01-4006 00-01 models) on the steering sector shaft using the original lock washer and nut tighten. (185) Be sure to install the new supplied cotter pin.

Loosen the drag link adjustment sleeve clamps and rotate the drag link end 180 degrees. Insert the drag link end into the pitman arm and tighten nut. (65)

Position the adjustment sleeve clamps so the clamp bolts are parallel with the floor and tighten. (40)

20) TRACK BAR...

Raise the track bar and connect it to the bottom of the track bar bracket. Install the original castellated nut and tighten. (62) Be sure to install the new supplied cotter pin.

21) CLEARANCE CHECK...

With the vehicle still on the jack stands and the suspension "hanging" at full extension travel, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay close attention to the clearance of the sway bar end and the drag link / tie rod assembly. On some 1994-1997 models it may be necessary to perform some minor trimming in order to gain adequate clearance for the drag link.

22) BUMP STOP REINFORCEMENT WEDGES...

[Illustration 7] The stock frame bump stop contact points must be reinforced by welding in the supplied triangle shaped wedges. Weld them in place as shown.

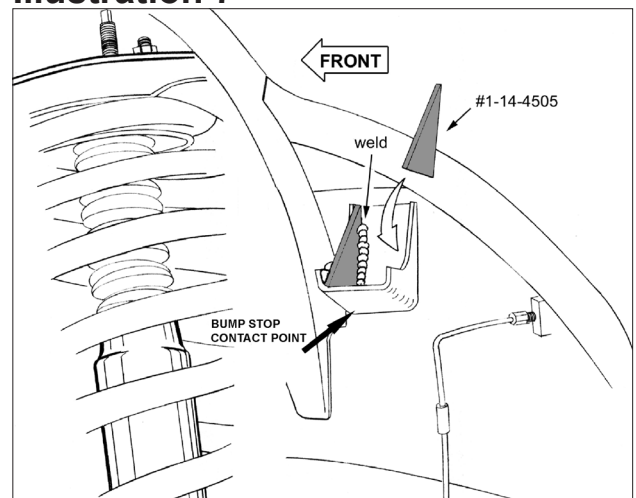
After the weld had cooled, paint or undercoat all exposed metal surfaces.

23) TIRES AND WHEELS...

[Illustration 8] Tighten the lug nuts in the sequence shown to the factory specifications.

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

Illustration 7



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.

24) CLEARANCE CHECK...

Once again, 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.

25) HARDWARE TIGHTENING SEQUENCE...

On each side, torque the following fasteners:

Realign the front lower control arm eccentric cam bolts with the marks made during removal and tighten. (110)

Tighten the rear lower control arm bolt. (62)

Tighten the front upper control arm bolt. (89)

Tighten the rear upper control arm bolt. (62)

Torque the lower track bar bolt on the axle to factory specifications. (151)

REAR ASSEMBLY

26) PREPARE VEHICLE...

Chock the front tires. Position a jack beneath the center of the rear axle of the vehicle. Raise rear of vehicle and 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. Remove the rear tires.

27) BRAKE HOSE...

Unbolt the brake line bracket from the driver's side frame rail.

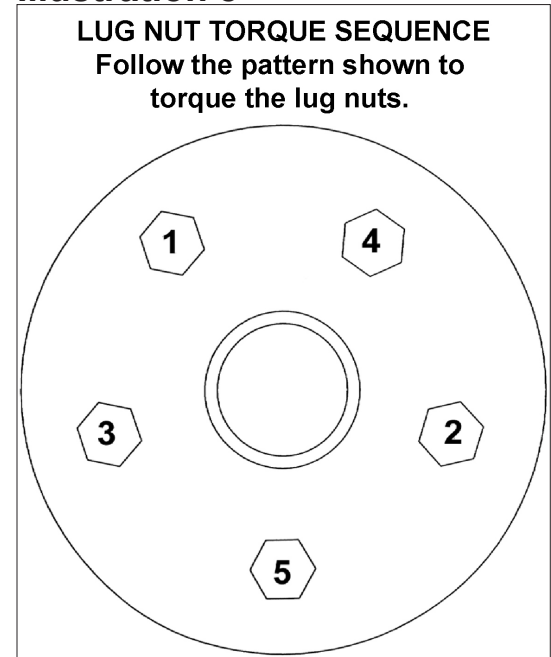
28) SHOCK ABSORBERS...

Remove the shock absorbers. Discard.

29) INSTALLING BLOCKS...

Remove ubolts and then lower the axle several inches away from springs; discard the ubolts and hardware.

Illustration 8



Remove the factory block and clean axle spring pads of all debris.

Position the new block (55-01-201) on top of the axle spring pad, with the larger end toward the rear of the vehicle. Then using the floor jack(s), mate the springs to the blocks; be sure that the center bolt heads seat properly. Install the new 9/16" ubolts (10552) and factory ubolt plate. Evenly torque the ubolts using an "X" tightening sequence. (150)

Install the new 7/16" ubolts over the leaf spring and through the top plate of the lift block and tighten using the supplied flange nuts. (60)

30) SHOCK ABSORBERS...

Install the bushings and sleeves into the new shock (01-85150) eyes.

Install the shock absorbers; Superide shocks must be installed with the cylinder body mounted at the axle. (76)

31) BRAKE HOSE BRACKET...

Bolt the new brake hose bracket (55-07-4508) to the frame in the factory location using the factory hardware. (15)

Carefully reform the brake line to gain the slack needed to bolt the factory brake hose bracket to the new bracket using the supplied 5/16" bolt, washer, and nyloc nut. (15)

32) TIRES / WHEELS...

[Illustration 8] Reinstall tires and wheels. Tighten the lug nuts in the sequence shown. (151)
{21mm}

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.

Lower vehicle to the floor.

33) ALIGNMENT...

Realign vehicle to factory specifications.

34) CLEARANCE CHECK...

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.

35) FOUR WHEEL DRIVE...

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

36) HEADLIGHTS...

Re-adjust headlights to proper setting.

37) 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.

38) SUPERLIFT BADGES...

This kit is packaged with a Superlift badge. Prior to installation, use the supplied alcohol pad to eliminate all soap and or other non-adhering residues that may impair adhesion, thoroughly clean the entire area of placement.

The adhesive on our badges is pressure sensitive and must be applied using pressure on all areas of the graphic. Like any PSA (pressure sensitive adhesive), it can take up to 72 hours for the adhesive to fully cure. Once the badge is in place do not peel it up, this will diminish the adhesive properties and could result in damaging the badge itself.

To keep your Superlift badge in "like new" appearance keep the badge free/clear of solvents and chemicals that could cause the adhesive to dry or dissolve. This includes gasoline, diesel fuel, paint thinner, and alcohol. Soap and water is all that is needed for cleaning. Degreasers can be used sparingly and hand whipped/applied if needed, although not suggested.

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, 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 warrantor 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.

Remedy Limited to Repair or Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of the product covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer's responsibility.

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.

Superlift, LLC, Satisfaction Guarantee

We want you to purchase our product with confidence and be 100% satisfied with the end result. If you have any legitimate issue, and Superlift® cannot rectify it to your satisfaction, Superlift® will take back the Superlift® brand product and refund the customer 100% of the product purchase price.

The details:

- Offer valid to the original retail consumer for six months after product purchase.
- May require a Superlift® dealer's participation in order to assist in "troubleshooting" the issue.
- Any costs related to labor, freight, incidental or consequential are not refunded.
- Refund will not exceed Superlift's® published retail price.

Important Product Use and Safety Information / Warnings

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.

SUPERLIFT SUSPENSION

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