



SUPERLIFT SUSPENSION SYSTEMS

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**Front Double Shock System for 1999 and newer F-250 / 350
 Super Duty 4WD Pickup with 2" to 8" Lift**

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, check 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 must be on hand. The manual will contain fastener torque specifications, assembly techniques, and / or special tool requirements that are unique to this particular year and model vehicle.
- Included shocks' length is adequate for 2" to 4" of lift over stock ride height. They will not work on trucks lifted less than 2" or more than 4".
- Prior to attaching components, be sure all surfaces are free of grit, grease, undercoating, etc.
- A torque specification in foot-pounds is shown in parenthesis "()" after each fastener.
- Use the check off box "☐" found at each step to help you keep your place. Two "☐☐" denotes that one box is for the driver side and one is for the passenger 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)
55-04-9650	upper bracket, passenger side	1/2" x 6-1/2" bolt 1/2" x 1-1/4" bolt (2) 1/2" SAE flatwasher (2) 1/2" Nyloc nut (1) 3/4" OD x 1-1/2" long spacer sleeve
55-05-9650	upper bracket, driver side..... lower shock mount hardware	same as above (1) 3/4" OD x 1-1/2" long spacer sleeve (1) 1/2" x 6-1/2" bolt (2) 1/2" USS washer (1) 1/2" nyloc nut

85100	(4) shock absorber..... for 2" lift system	(4) shock boot, tie, decal (4) hardware pack
OR		
85144	(2) shock absorber..... for 3", 4", and 6" lift system	(2) shock boot, tie, decal (2) hardware pack
OR		
85154	(2) shock absorber..... for 8" lift system	(2) shock boot, tie, decal (2) hardware pack
00421	decals, 2" x 5" yellow Superlift	

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, just behind the front spring shackle. Ease the frame down onto the jack stands. Leave the jack under the axle to support it during installation. Place transmission in low gear or "park", and chock rear tires. Remove front tires.

Steps 2 through 5 are performed one side at a time. Start on the driver's side.

2) FACTORY SHOCK ABSORBERS and MOUNTS...

- Remove shock absorber.
- Remove the three bolts that attach the factory bracket for the shock's upper end to the frame rail; discard the bracket.

3) UPPER BRACKETS: #55-04-9650 PASSENGER SIDE, #55-05-9650 DRIVER SIDE...

- The "04" bracket mounts in basically the same location as stock, but it does not use any of the factory bracket's mounting holes. There is a different set of four existing frame holes that are used. Enlarge these four existing holes to 1/2" diameter.
- Install the "04" bracket using the three original fasteners and the one furnished 1/2" x 1-1/4" bolt and Nyloc nut. Use the provided flatwashers on both sides of the 1/2" bolt. Tighten all four fasteners (76).

4) LOWER BRACKET MODIFICATIONS...

- Drill out the factory lower shock mounting hole to 1/2" using a 1/2" drill bit. File smooth any burrs.

5) SUPERLIFT SHOCK ABSORBERS...

- Install shock bushings, sleeves, boot, and decal.
- On the upper end, the shocks mount in the outside sets of tabs. A 1-1/2" long spacer sleeve goes between the two inboard tabs.

- On the lower end, the shocks mount on the outside of the OE shock mount tabs. Insert the supplied spacer sleeve (#55-06-9650) in the lower shock mount where the original shock was positioned.
- On both sides, insert a 1/2" x 6-1/2" bolt and Nyloc nut (76) through the entire assembly using the supplied 1/2" USS washers on both ends of the bolt.

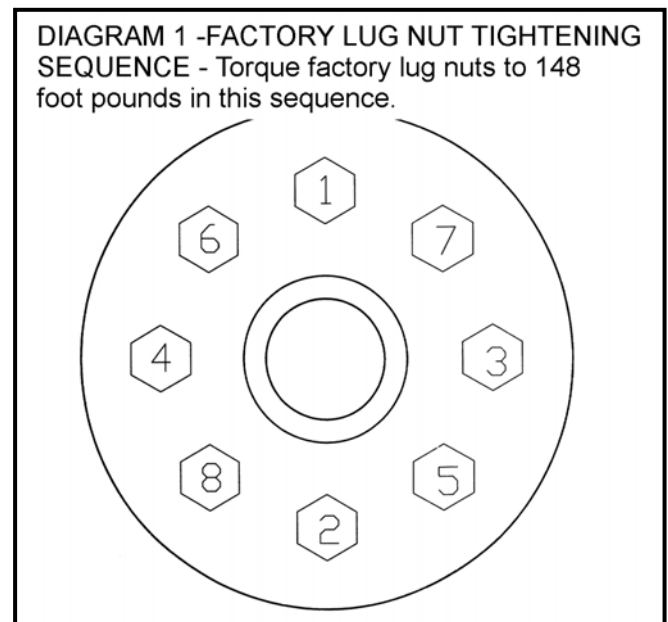
Repeat Steps 2 through 5 on passenger's side.

6) WHEELS / TIRES...

WARNING: When a wheel is installed, always check for and remove any corrosion, dirt or foreign material on the mounting surfaces of the wheel, or the drum / rotor surfaces that contact the wheel. Installing wheels without 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.

On each side:

- NOTE:** Inspect the lug nut and washer assemblies. Replace the assembly if the washer portion will not spin freely.
- Position wheel / tire onto vehicle. Turn the wheel until one lug is at the top of the wheel hub bolt circle.
- Install the lug nuts loosely. Tighten the lug nuts only until snug using the lug nut tightening pattern shown in [DIAGRAM 1] to minimize runout. The lug nuts are fully tightened in a later step.



7) INITIAL CLEARANCE CHECK...

- With the vehicle still on jack stands, lower the jack(s) so the suspension is "hanging" at full extension travel.

8) TORQUE SPECIFICATIONS and FINAL CLEARANCE CHECK...

- Raise vehicle and remove the jack stands. Lower the vehicle to the ground so that the suspension is supporting the weight of the vehicle. Torque the following:
 - spring-to-axle U-bolts (99)
 - [DIAGRAM 1] wheel lug nuts (148)

CAUTION: Failure to tighten the lug nuts in the sequence shown can result in high tire and wheel runout, which speeds up the development of brake roughness, shudder and vibration.

WARNING: Retighten lugs 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.

- Again, cycle the steering lock-to-lock and inspect the tires / wheels, and the steering, suspension and brake systems for proper operation, tightness and adequate clearances.

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.