SUPERLIFT SUSPENSION
300 HUEY LENARD LOOP | WEST MONROE | LA 71292
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SUPERLIFT.COM

2010-2022 Toyota 4Runner
3" Upper Control Arm Kit
INSTALLATION INSTRUCTIONS

MAKE SURE YOU HAVE THE CORRECT LIFT FOR YOUR VEHICLE:
Double check the Year, Make, Model, Lift Height and KIT Part Numbers.

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.

KIT BREAKDOWN		
Part Number	**Qty.**	**Description**
66-01-8400	1	Upper Control Arm, Driver Side
66-02-8400	1	Upper Control Arm, Passenger Side
55-03-8400	2	Preload Spacer
55-04-8400	2	Strut Spacer
55-07-8400	2	Rear Coil Spacer
55-12-8400	2	Rear Shock Bracket
77-8400	1	Hardware Bag: Kit
77-8401	1	Hardware Bag: Spacers
77-8402	1	Hardware Bag: Kit

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
4	55-06-8400	2	Differential Spacer	14mm x 155mm Bolt, 2.0 Pitch	1	77-8400
				14mm Washer, Flat	1	
				14mm Nut, Nyloc	1	
11	66-01-8400	1	Upper Control Arm, Driver Side	#1112CT - Cable Ties	2	77-8401
11	66-02-8400	1	Upper Control Arm, Passenger Side	#1112CT - Cable Ties	2	77-8401
12	55-03-8400	2	Preload Spacer			
12	55-04-8400	2	Strut Spacer	10mm x 45mm Bolt, 1.5 Pitch	3	77-8400
				10mm Nut, Flange	3	
17	55-08-8400	2	Bump Stop Spacer			
19	55-09-8400	3	Skid Plate Spacer	12mm x 50mm Bolt, 1.5 Pitch	1	77-8400
				12mm Washer, Flat	1	
32	55-07-8400	2	Rear Coil Spring Spacer	3/8" x 1-1/4" bolt, coarse thread	1	77-8402
				3/8" washer, uss	1	
				55-13-8400 tab nut	1	
33	55-12-8400	2	Rear Shock Bracket	3/8" x 1" bolt, coarse thread	1	77-8402
				3/8" washer, sae	1	
				3/8" nut, flange coarse thread	1	
				3/4" x 3-1/2" bolt, coarse thread	1	
				3/4" washer, sae	2	
				3/4" nut, nyloc	1	
30	55-05-8400	1	Brake Line Spacer, Rear	8mm x 50mm Bolt, 1.25 Pitch	1	77-8400
				8mm Washer, Flat	1	

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.

- 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 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.

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.

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.

Stock \ factory wheels will fit back on the vehicle once this suspension system is installed.

TIRE SIZE SPECIFICATIONS			
Tire Size	Wheel	Backspacing (INCH)	Offset (MM)
265/70 R17	17 x 8.5	4.75	0mm
265/65 R18	18 x 8.5	4.75	0mm
275/55 R20	20 x 8.5	4.75	0mm
275/45 R22	22 x 8.5	4.75	0mm

Any larger or wider tire & wheel combination other than listed will require vehicle trimming.

All tire & wheel combinations should be test fit prior to installation. Some minor trimming maybe required. Some minor trimming will be required with certain wheel/tire combinations. This is normal with most aftermarket tire/wheel fitments on today's 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.

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 & INSTALLATION

Note: save all factory components and hardware for reuse, unless noted.

1. Prepare vehicle for front...

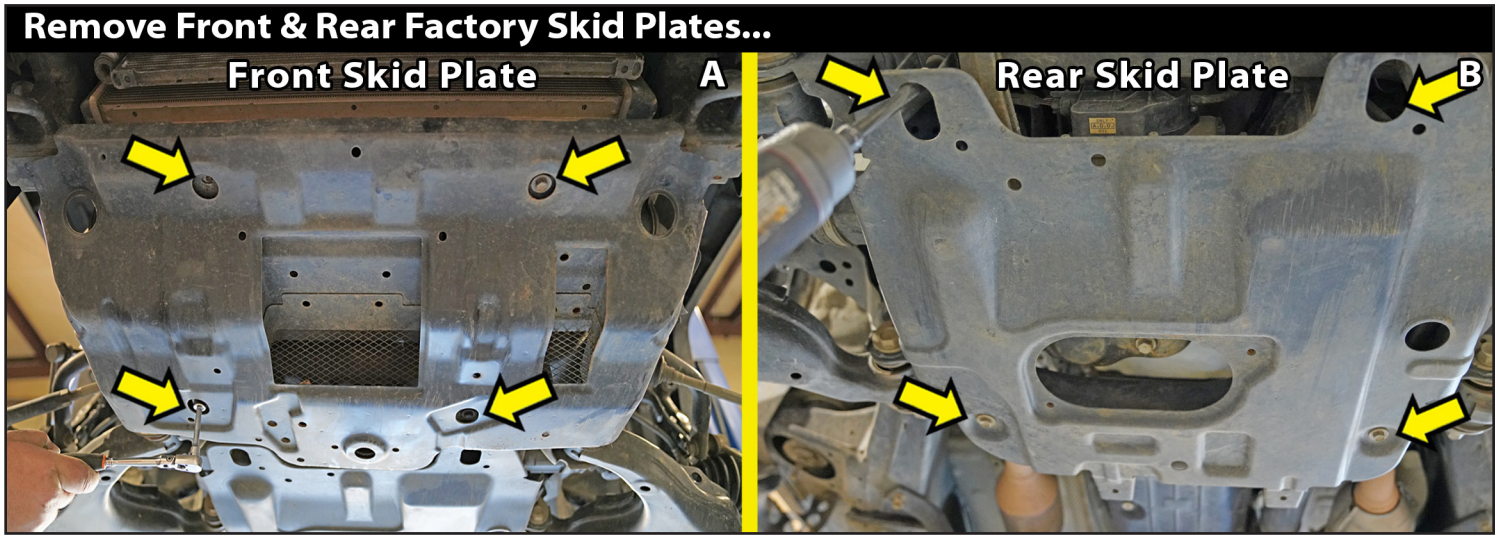
☐ Disconnect the battery.

☐☐ 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]

2. Remove front & rear factory skid plates/belly pan… 2wd installers skip to step 5

☐ **[Illustration 1-a & 1-b]** If equipped, remove the front and rear factory skid plates. Hold the skid plate when removing fasteners, so it does not fall. On the front skid plate, remove the (4) factory bolts. On the rear skid plate, remove the (4) factory bolts. [12mm] an extension is needed for the (2) forward bolts. Both factory skid plates and hardware will be retained.

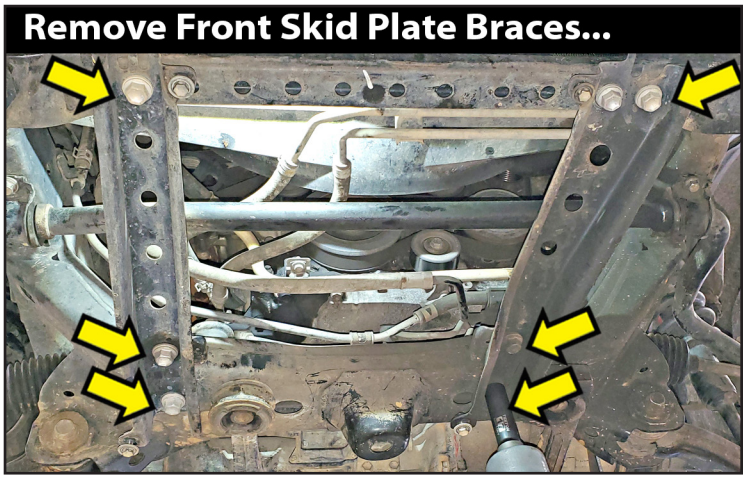
[Illustration 1]



3. Remove front skid plate braces…

☐☐ **[Illustration 2]** Remove the (2) front skid plate braces. [17mm] front mounts: (2) bolts on the driver side & (1) bolt on the passenger side. Rear mounts: (2) bolts per side. Toyota year models have various skid plate braces designs. Yours may look different from the photo, but the removal is similar.

[Illustration 2]



4. Install differential spacers...

☐ Locate the superlift #55-06-8400 differential spacer in hardware bag #77-8401. Per side: (1)

☐ Locate the superlift hardware in bag #77-8400. Hardware per side: per side: (1) 14mm x 155mm bolt, 2.0 Pitch, 14mm flat washer & (1) 14mm nyloc nut.

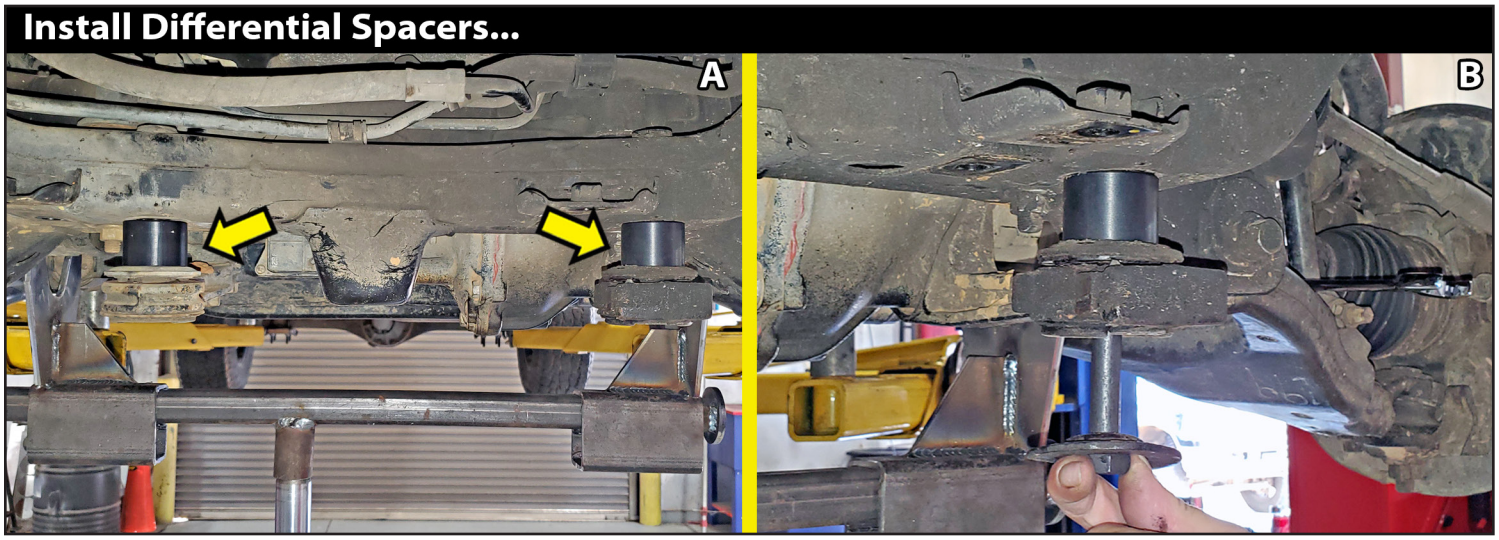
☐ Support the differential housing with a jack.

☐ **[Illustration 3-a & 3-b]** Locate the (2) front differential mounts. Remove the two (2) mount bolts from the crossmember. [22mm bolt | 19mm nut] retain the large factory concave washers. Leave the differential factory rubber isolator in place.

☐☐ Lower the differential. Place the factory concave washer onto the supplied 14mm x 155mm bolt. Slide the bolt up through the differential mount, factory rubber isolator, #55-06-8400 differential spacer and through the crossmember. Attach with 14mm flat washer & 14mm nyloc nut. [22mm bolt | 19mm nut] tighten (100)

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

[Illustration 3]

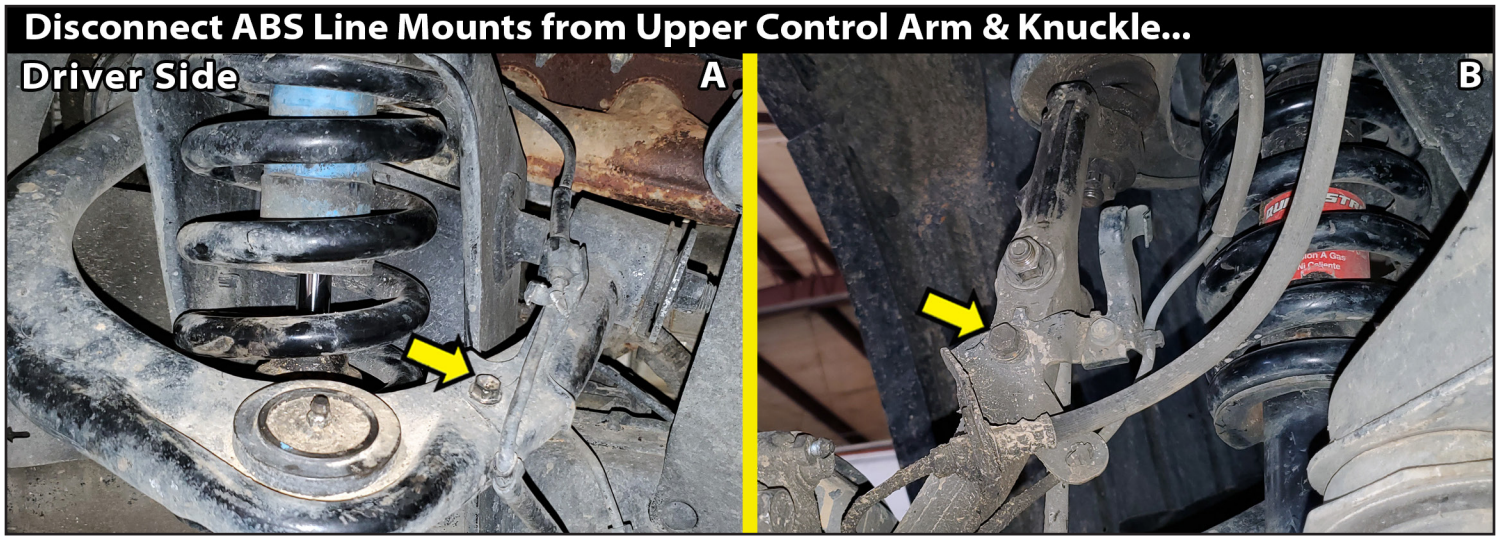


5. Disconnect abs & brake lines from knuckle…

☐☐ **[Illustration 4-a]** Disconnect abs bracket from the top of the upper control arm (UCA) [10mm]

☐☐ **[Illustration 4-b]** Disconnect abs/brake line bracket from the knuckle [10mm]

[Illustration 4]



[Illustration 5]

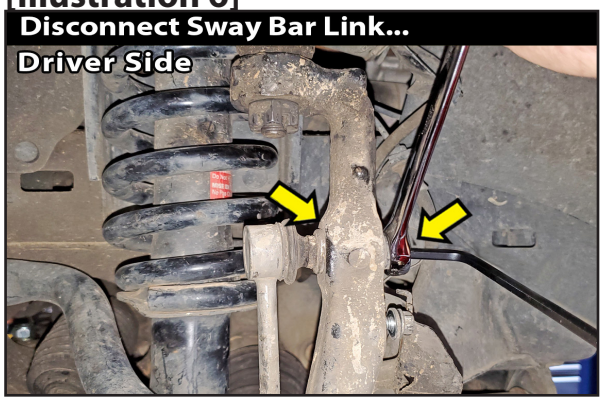
6. Disconnect tie rod end…

☐☐ **[Illustration 5-a]** Remove the tie rod cotter pin & nut. [19mm] reinstall the nut a couple of turns by hand.

☐☐ **[Illustration 5-b]** Use a tie rod puller to separate the tie rod from the knuckle. 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.

[Illustration 6]



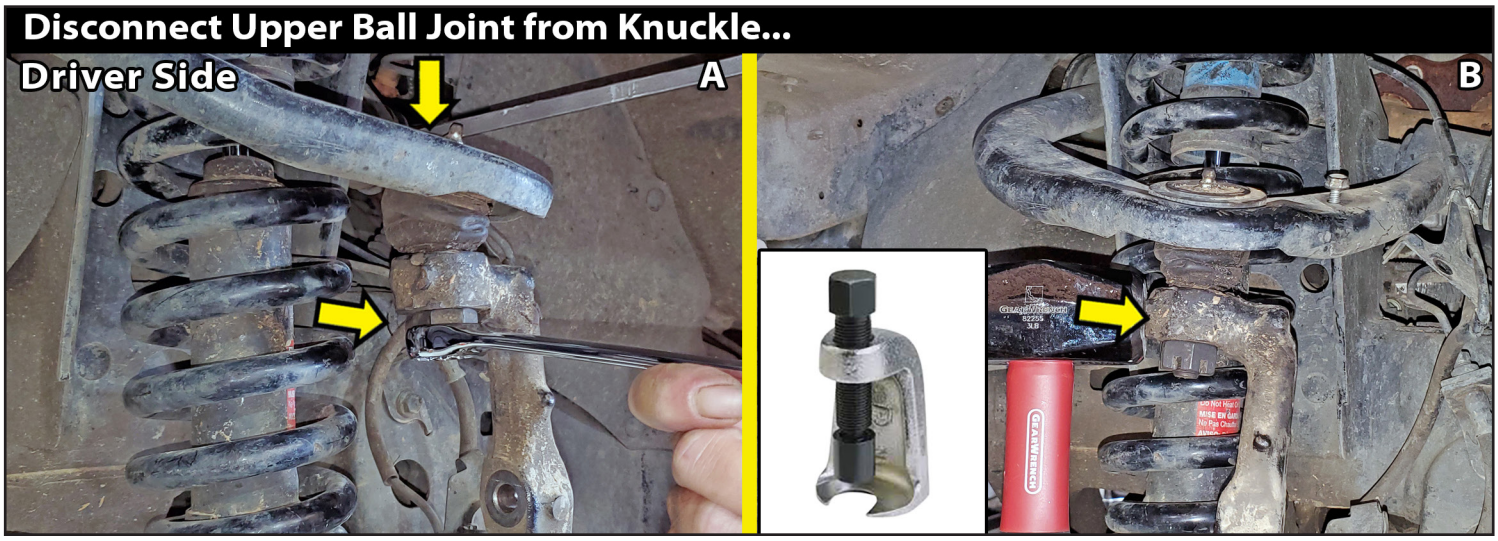
7. Remove sway bar…

☐☐ **[Illustration 6]** Disconnect the sway bar end link from the steering knuckle. [17mm] Retain factory hardware.

8. Disconnect upper ball joint from knuckle…

☐☐ **[Illustration 7]** Using a jack, slightly lift the lower control arm to prevent the arms from being at full droop. At the top of the knuckle, remove cotter pin and pull down on upper control arm to remove the ball joint nut. [19mm] slowly allow upper control arm to return to neutral position. Reinstall the nut a couple of turns by hand.

[Illustration 7]



☐ Using the appropriate puller tool, disconnect the ball joints from the knuckle. 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.

9. Remove upper control arm…

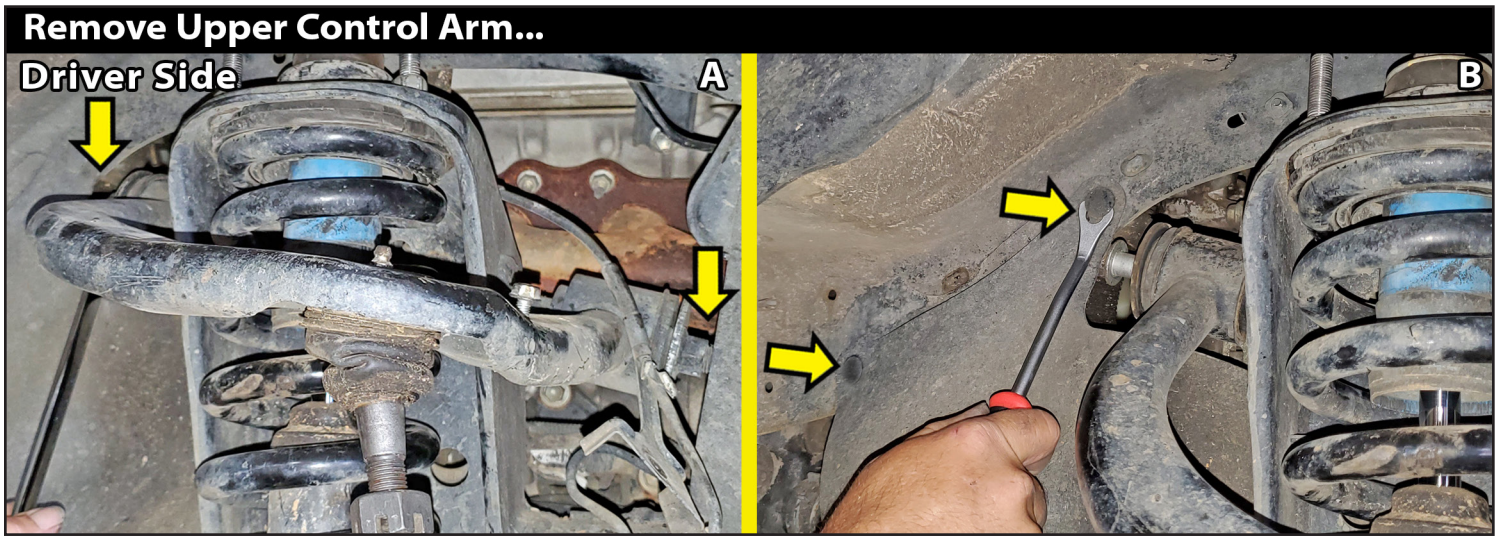
☐☐ **[Illustration 8-a & 8-b]** Remove control arm nut and washer. [19mm] the inner fender liner on some models may need to be removed to allow access. [Plastic fastener removal tool]

☐☐ **[Illustration 8-c & 8-b]** Push the upper control arm bolt toward the front of the vehicle until it contacts the body. Mark where bolt contacts body. Push bolt back into control arm. Using pliers or an adjustable crescent wrench, slowly bend body out at mark to provide clearance to remove the upper control arm bolt.

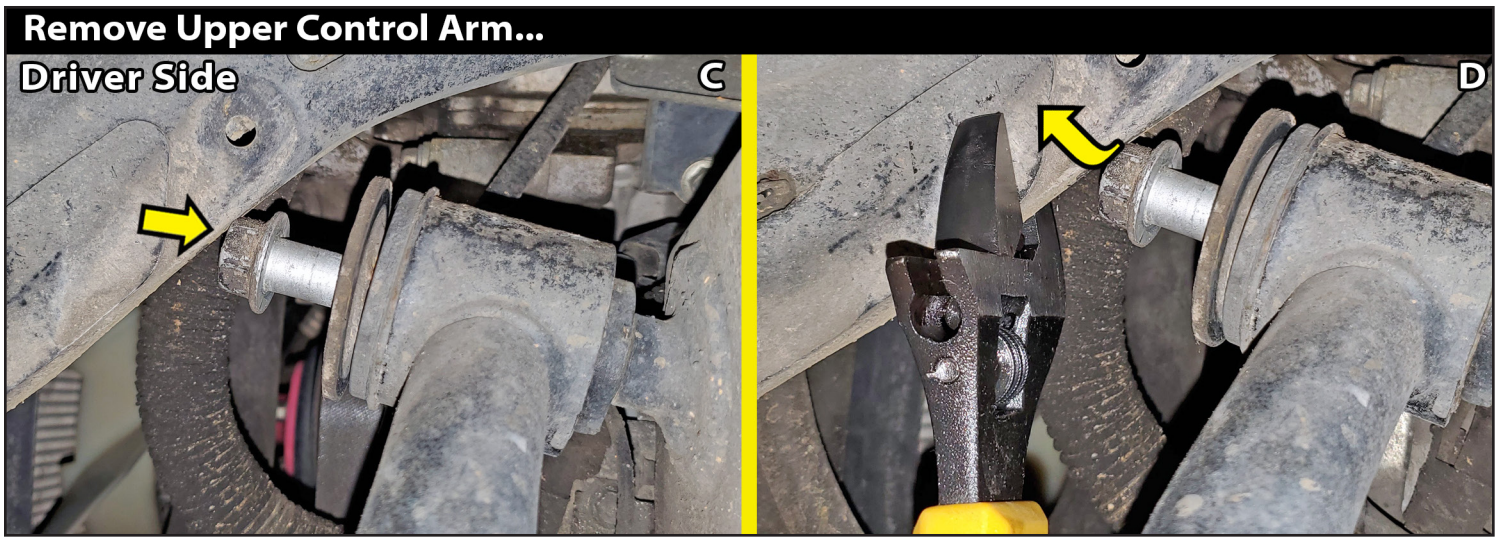
☐☐ Slowly push the upper control arm bolt forward and behind bent lip of body: bend more if needed. Guide bolt through any obstructions in engine compartment.

☐☐ Remove upper control arm and remaining washer.

[Illustration 8-A & 8-B]



[Illustration 8C & 8D]



☐☐ Lower the jack to allow the removal of the strut.

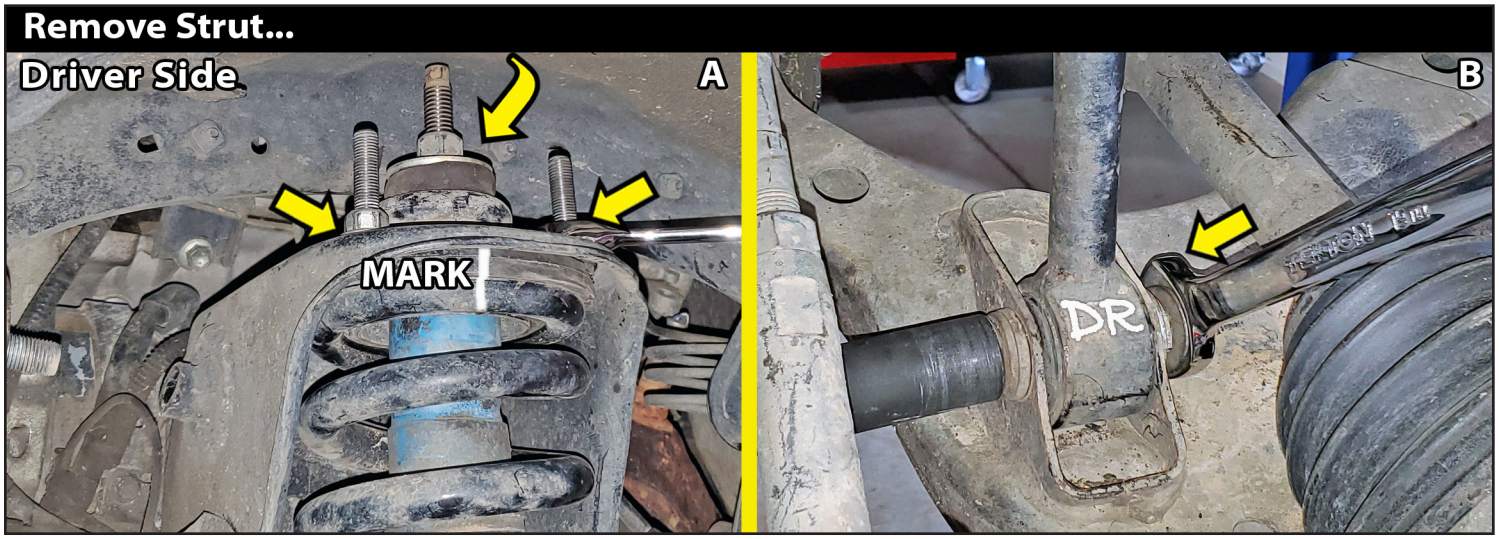
10. Remove strut…

☐☐ **[Illustration 9-a]** Remove the (3) upper strut nuts. [14mm] before you remove the strut, 'mark' the alignment of the coil, top mount & isolator. Also mark 'dr.' & 'Pa.' Side.

☐☐ **[Illustration 9-b]** Remove bolt from bottom of strut at the lower control arm. [19mm] retain hardware.

☐☐ Remove the strut from the vehicle. Leave the jack support under the knuckle assembly, so the cv axles do not over extend.

[Illustration 9]



11. Grease ball joint & install upper control arm (UCA)...

☐ Locate the (1) superlift #66-01-8400 UCA-driver side & (1) #66-02-8400 UCA-passenger side. These UCAs are side specific. The longer, bent tube of the UCA goes to the front of the vehicle. The UCA short leg goes toward the rear.

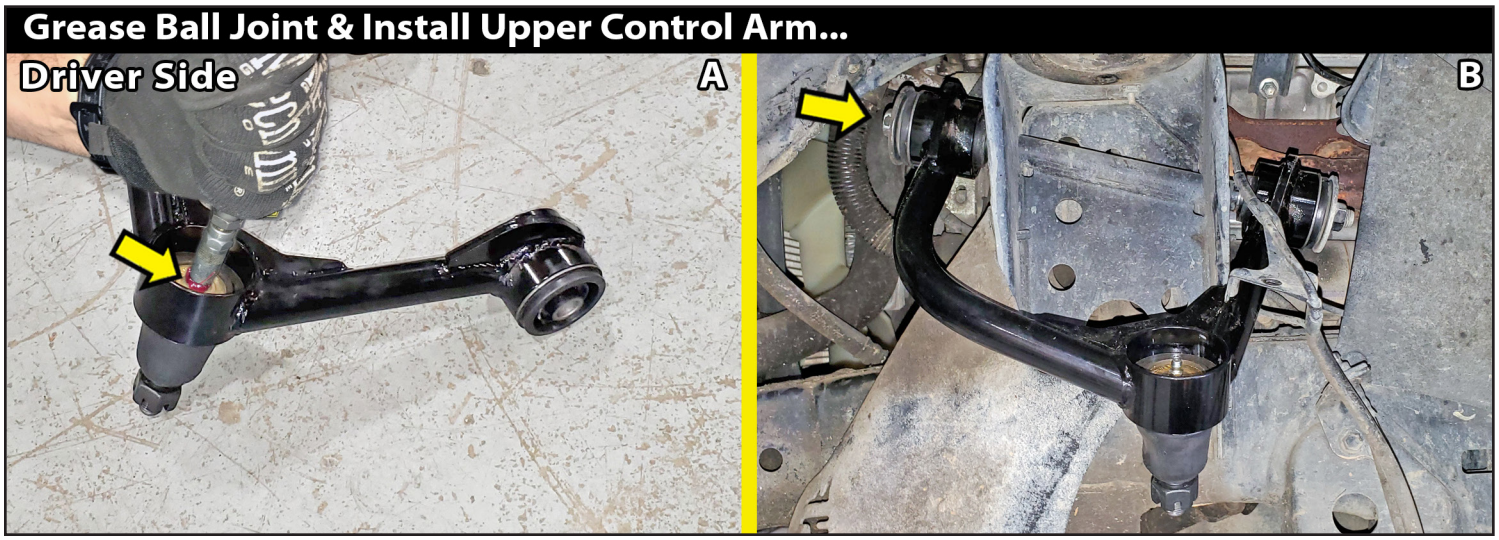
Note that the new UCAs must be greased before vehicle is driven. Failure to add grease to the UCA ball joint will void the UCA warranty.

☐☐ **[Illustration 10-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 10-b]** Install the new UCA using the factory hardware. [19mm] secure hardware, but do not tighten at this time.

[Illustration 10]



☐ Using pliers or an adjustable crescent wrench, slowly bend body back into the factory position. Reattach the factory inner fender liner.

12. Strut spacer assembly...

☐ It is best to disassemble, then assemble one (1) side at a time to keep all the components in order. Locate the (2) superlift #55-03-8400 preload strut spacers. Locate hardware bag #77-8400. Hardware per side: (3) 10mm x 45mm bolts, 1.5 Pitch.

☐☐ **[Illustration 11-a]** Using the appropriate compressor, compress the coil & remove the top strut nut. [19mm | 8mm] separate the upper strut plate from the coil. Remove the factory rubber spring seat.

☐☐ **[Illustration 11-b]** Place the factory rubber spring seat onto the new strut preload spacer #55-03-8400.

☐☐ **[Illustration 11-c]** Place new strut preload spacer #55-03-8400 with factory rubber spring seat onto coil. Remember to keep your marks in line on the reassembly (coil, coil seat, strut plate, etc.).

☐☐ **[Illustration 11-d & 11-e]** Using a vise and hammer, remove the oem studs from the upper strut plate. Install the supplied (3) 10mm x 45mm bolts into the factory strut plate. Align the strut top plate onto preload spacer. Be sure that the bolt heads align properly into the slots on the preload spacer.

☐☐ **[Illustration 11-f]** Align strut into place, re-install the factory bushing, washer and nut on strut shaft. Tighten. [19mm | 8mm] Remember to keep your marks in line on the reassembly (coil, upper and lower coil seat, strut plate, etc.).

13. Install strut assembly...

☐ Locate the (2) superlift #55-04-8400 strut spacers. Locate the hardware bag #77-8400. Hardware per side: (3) 10mm flange nuts.

☐☐ If a jack was used to support the knuckle assembly, lower & remove now.

☐☐ **[Illustration 12-a]** Place the #55-04-8400 strut spacer on top of the strut. Insert strut assembly into the upper spring tower. Attach the three (3) top bolts using the supplied 10mm flange nuts. Tighten. [15mm] (47)

☐☐ **[Illustration 12-b]** Connect the lower strut mount to the lower control arm using the factory hardware. Install bolt rear-to-front. Secure hardware, but do not tighten at this time. A pry bar and an alignment punch may be useful to position the lower strut mount into the pocket of the lower control arm.

14. Connect upper ball joint to knuckle & tie rod to knuckle...

☐☐ **[Illustration 13-a]** Connect the upper ball joint to the knuckle with the supplied castle nut. [13/16"] (81) Install supplied cotter pin.

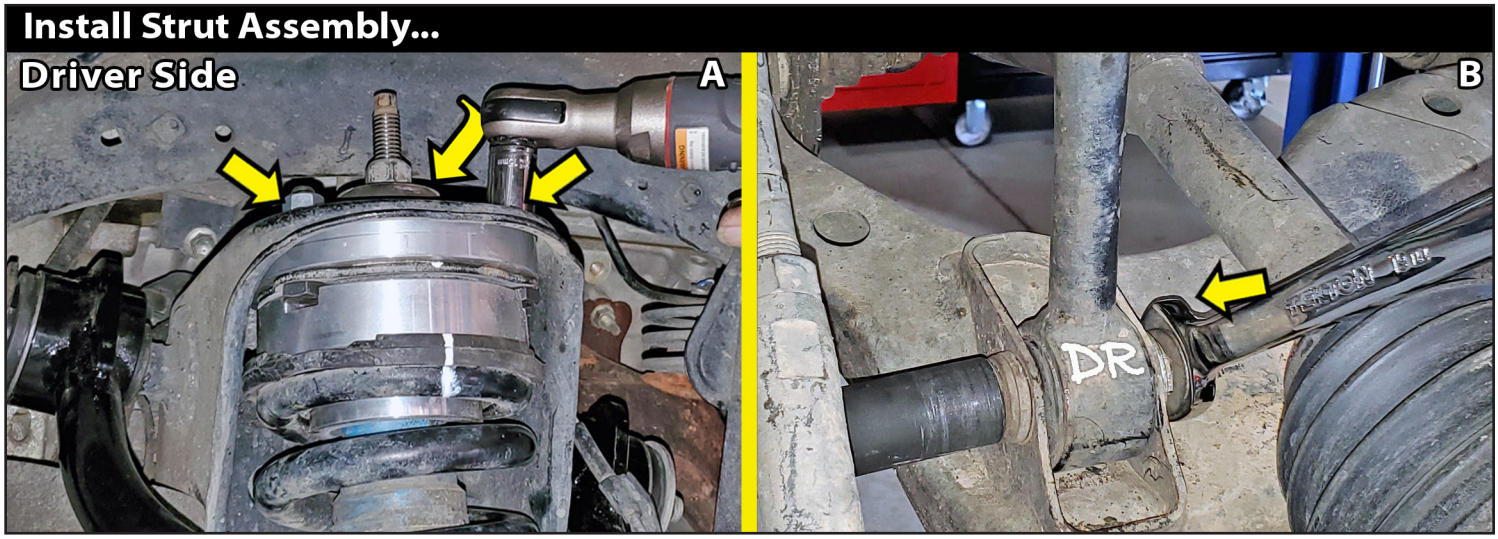
☐☐ **[Illustration 13-b]** Connect the tie rod end to the knuckle using the factory hardware. Tighten castle nut. [19mm] (67) install cotter pin.

15. Reattach brake line bracket to knuckle...

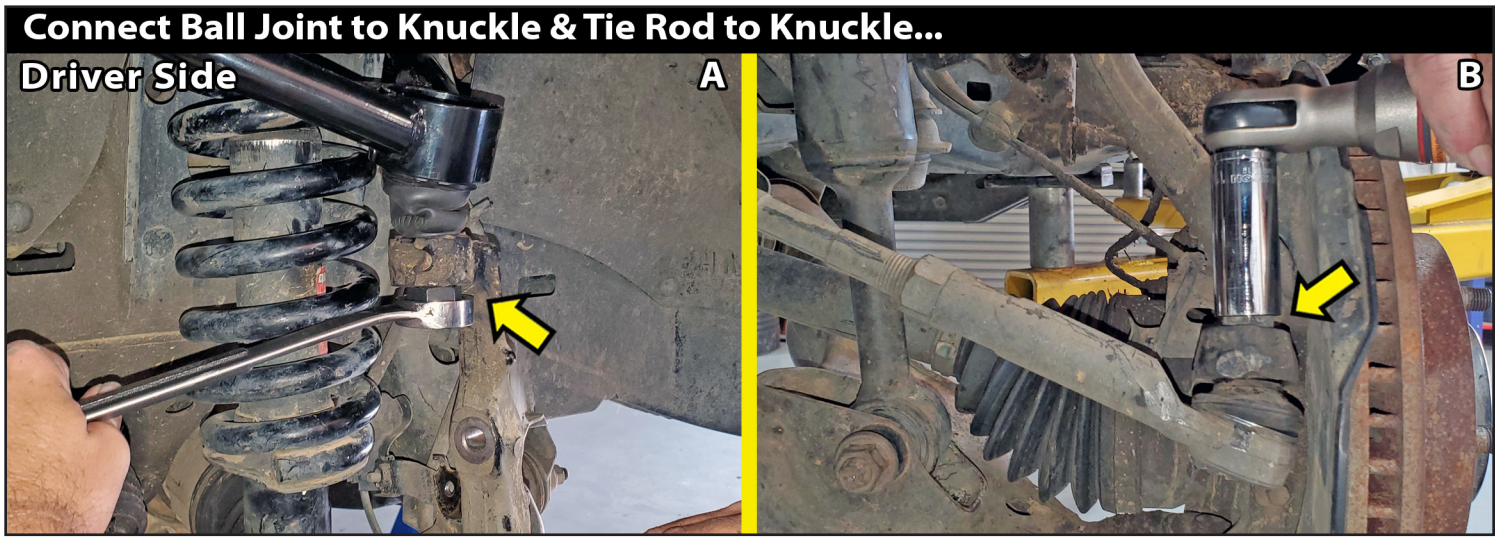
☐☐ **[Illustration 14]** To allow additional slack in the line, remove the abs line from the abs/brake line bracket

[Illustration 11]

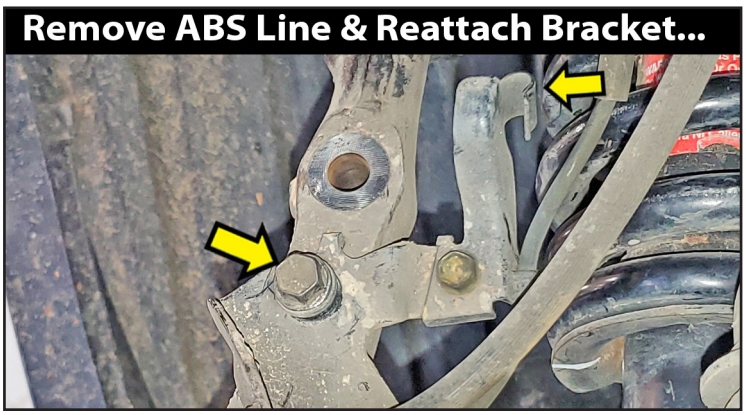
[Illustration 12]



[Illustration 13]



[Illustration 14]



at the upper mount tab. Carefully bend the tab open with a flat screw driver taking care not to damage the abs line.

☐☐ Reattach the factory abs/brake line bracket to the knuckle using the factory hardware. [10mm] tighten.

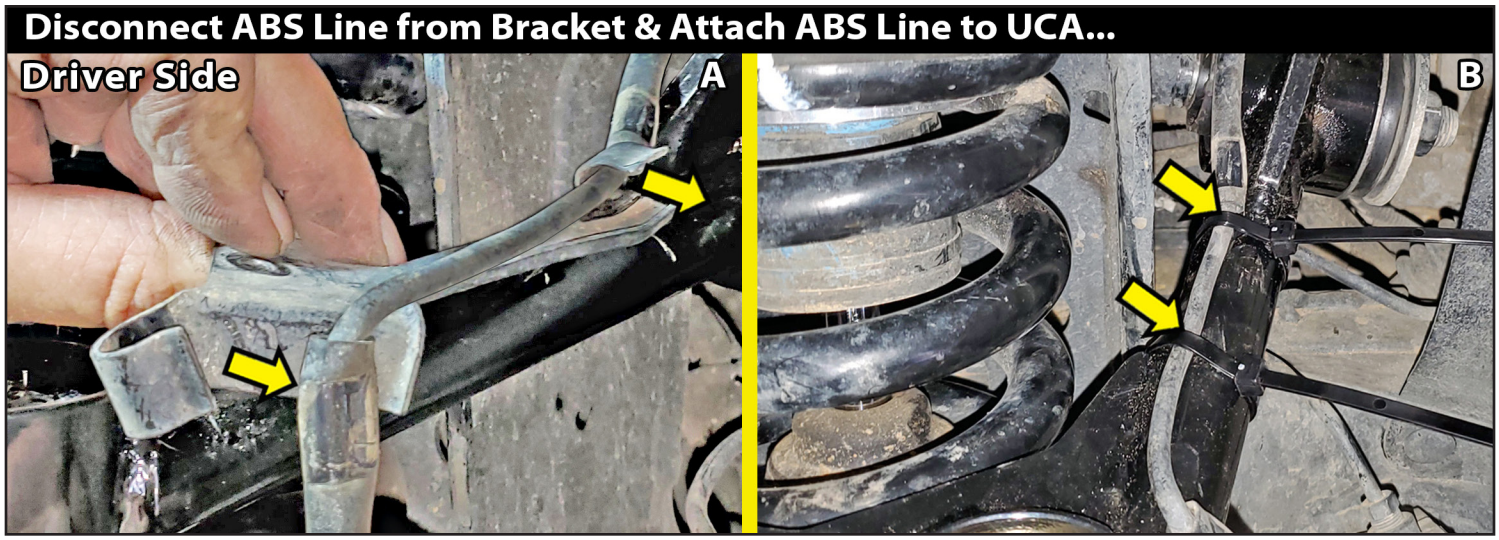
16. Disconnect abs line from bracket & attach abs line to UCA...
Locate hardware bag #77-8400. Hardware per side: (2) #1112ct cable ties.

☐☐ **[Illustration 15-a]** Disconnect the abs line from the factory abs bracket that was connected to the upper control arm. Carefully bend the (2) tabs open with a flat screw driver taking care not to damage the abs line.

☐☐ **[Illustration 15-b]** Attach the abs line to the rear leg of the superlift upper control arm with (2) cable ties. Trim excess cable tie.

☐☐ **[Illustration 8]** Re-install the factory inner fender liner.

[Illustration 15]



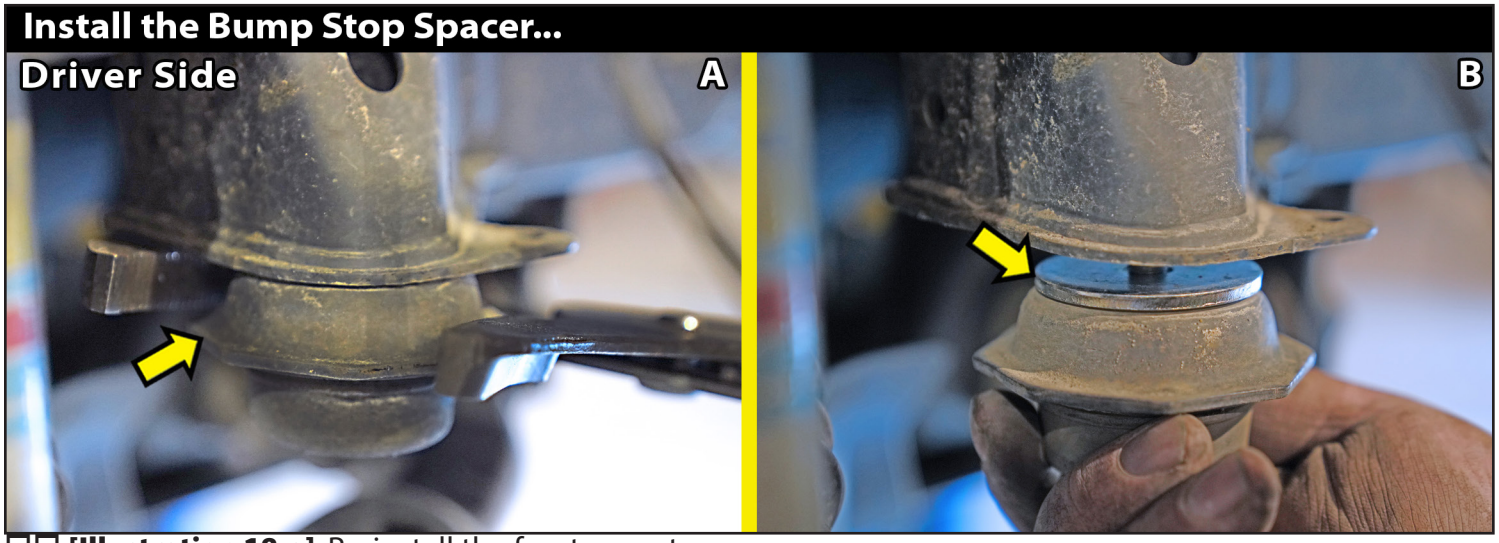
17. Install bump stop spacer...
Locate the superlift #55-08-8400 bump stop spacer in hardware bag #77-8401. Per side: (1)

☐☐ **[Illustration 16-a & 16-b]** Locate the factory bump stop above the rear of the lower control arm. Remove the factory rubber bump stop from the frame mount. [Large adjustable pliers] install the #55-08-8400 bump stop spacer onto the bump stop and re-install the bump stop into place. Tighten.

18. Reconnect sway bar link to knuckle...
☐☐ **[Illustration 17]** Reconnect the sway bar end link into the steering knuckle using the factory hardware. [17mm] secure hardware, but snug tighten only.

19. Re-install front skid plate braces… 2wd installers skip to step 21
☐☐ Locate the superlift #55-09-8400 skid plate spacer in hardware bag #77-8401. Per side: (1) #55-09-8400 skid plate spacer. Locate the hardware bag #77-8400. Hardware per side: (1) 12mm x 50mm bolt, 1.5 Pitch & (1) 12mm flat washers.

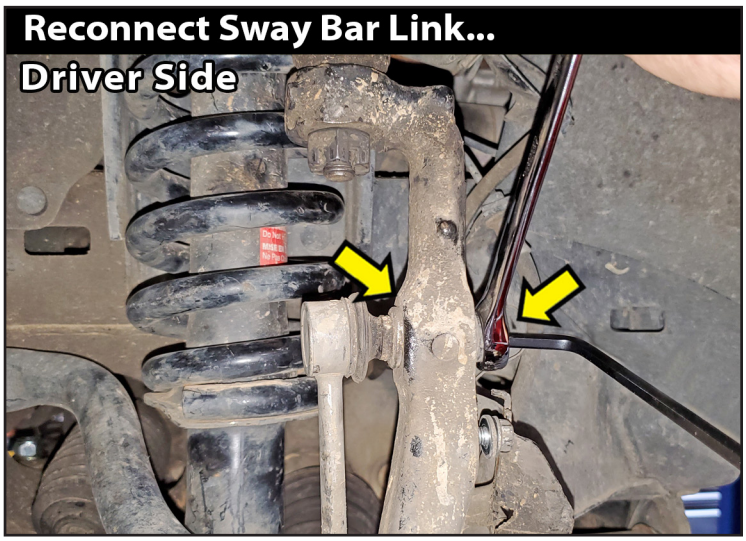
[Illustration 16]



☐☐ **[Illustration 18-a]** Re-install the front mounts of the (2) front skid plate braces using the factory hardware: (2) bolts on the driver side & (1) bolt on the passenger side. [17mm] Toyota year models have various skid plate braces designs. Yours may look different from the photo, but the re-installation is similar.

☐☐ **[Illustration 18-b]** At the rear mount, place the #55-09-8400 skid plate spacer in between the skid plate brace and the crossmember. Install (1) per side in the rear mounting hole. Attach the 12mm flat washer onto the 12mm x 50mm bolt and install up through the brace, spacer and into the crossmember. [18mm]

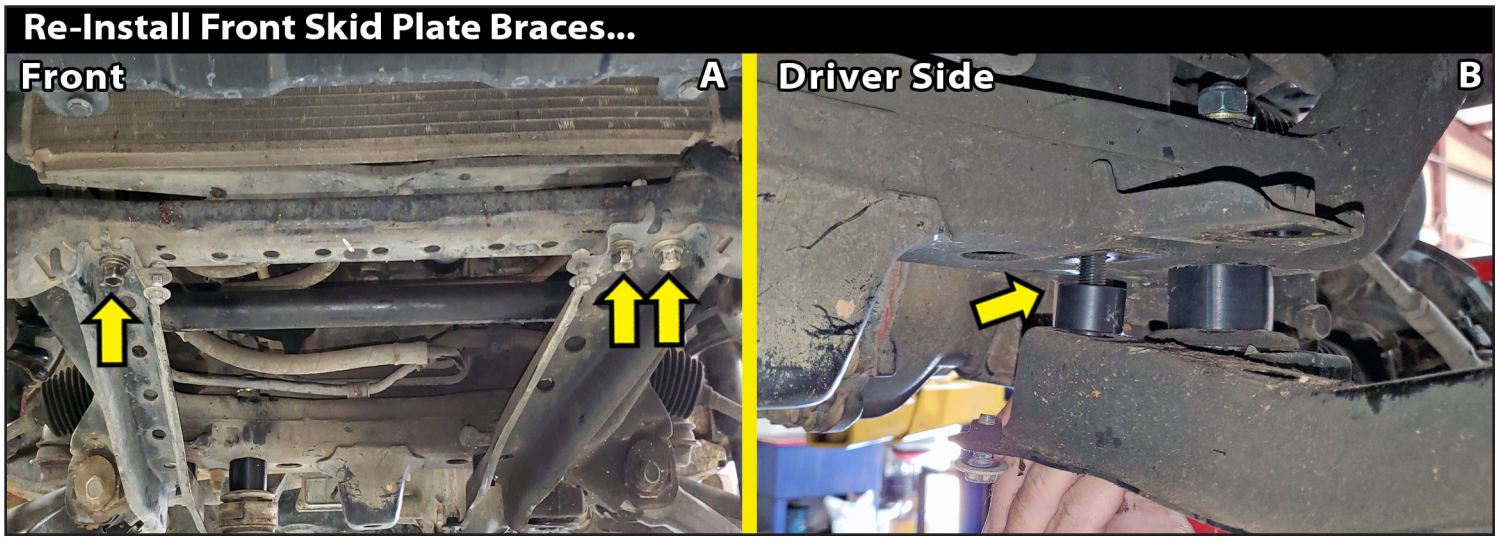
[Illustration 17]



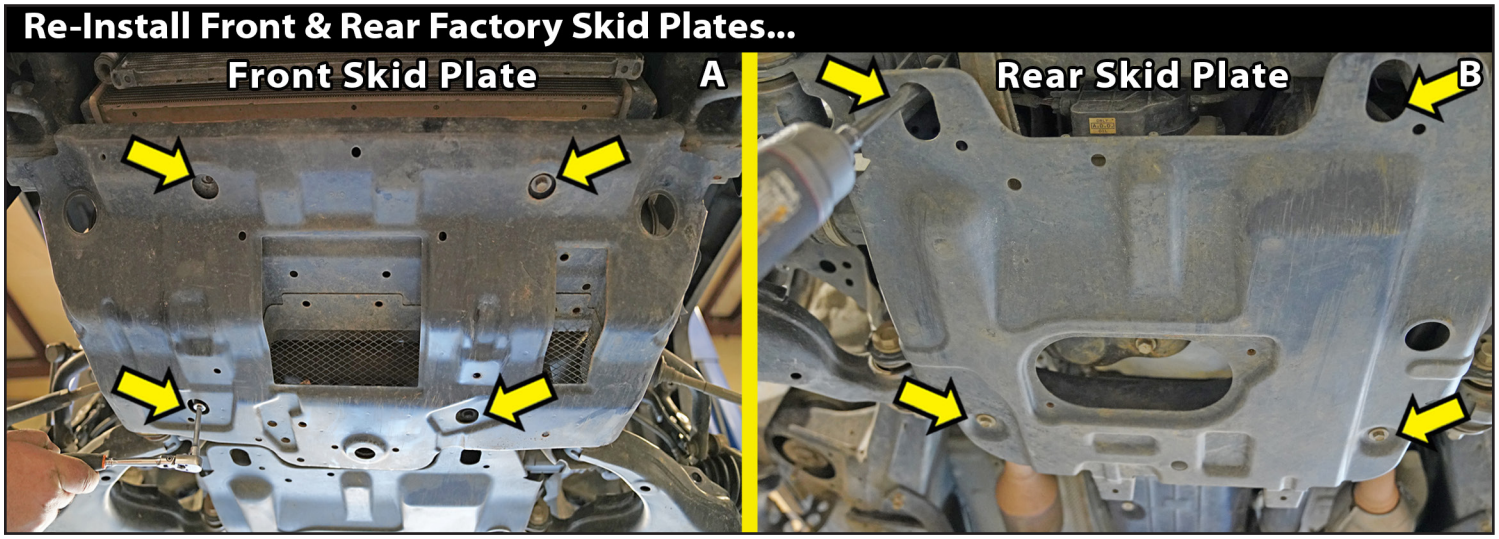
20. Re-install front & rear factory skid plates/belly pan…

☐ **[Illustration 19]** If equipped, re-install the front and rear factory skid plates. On the front skid plate, re-install the (4) factory bolts. On the rear skid plate, re-install the (4) factory bolts. [12mm]

[Illustration 18]



[Illustration 19]



21. Front tighten & torque sequence...

☐☐ 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.

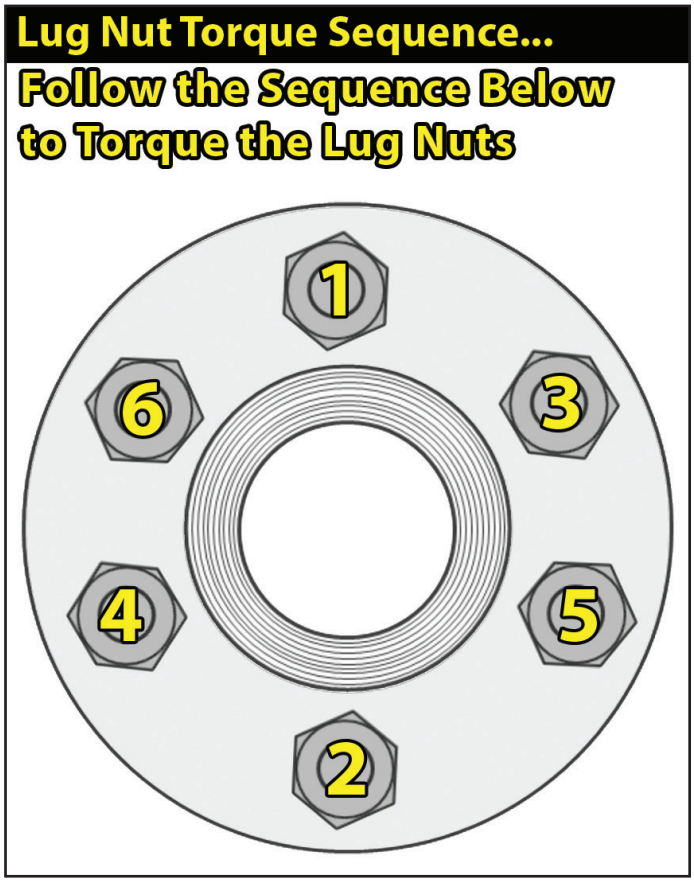
22. Front tires / wheels...

☐☐ **[Illustration 20]** Install the front tires & wheels. 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.

Re-tighten 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.

[Illustration 20]



☐ Reconnect the battery.

23. Overall tighten & torque sequence...

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

☐☐ **[Illustration 10]** Upper control arms with cams in the "neutral position" [19mm] (85)

☐☐ **[Illustration 17]** Factory sway bar links to knuckle [17mm] (52)

☐☐ **[Illustration 12]** Strut lower bolt [19mm] (61)

24. Front clearance check...

☐☐ 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.

25. Prepare vehicle for rear...

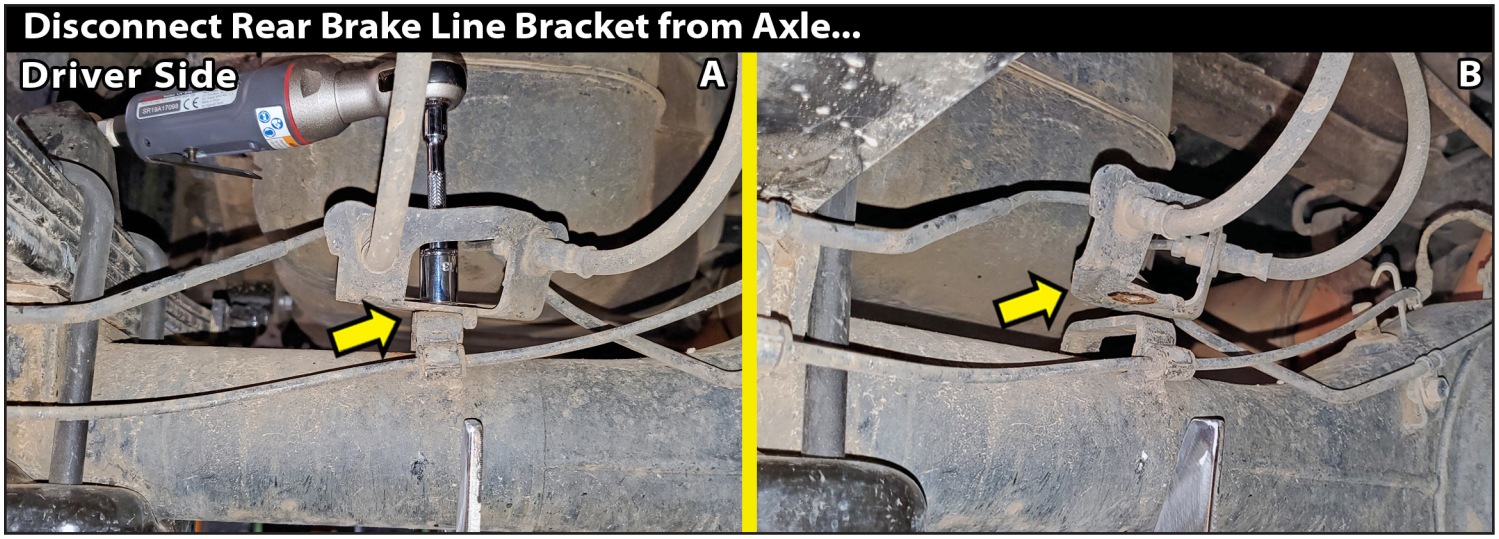
☐☐ Chock front tires and place transmission in neutral. Raise the rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the front leaf spring hangers. Ease the frame down onto the stands, place transmission 'park'. Remove the rear wheels & tires. [Lug nuts 22mm]

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

26. Disconnect rear brake line bracket from axle...

☐ **[Illustration 21]** Disconnect the factory brake line bracket from the driver side axle housing. [12mm]

[Illustration 21]



27. Control arms...

☐☐ [Illustration 22 & 23] Loosen both the upper and lower rear control arms at the frame and the axle. Do not remove.

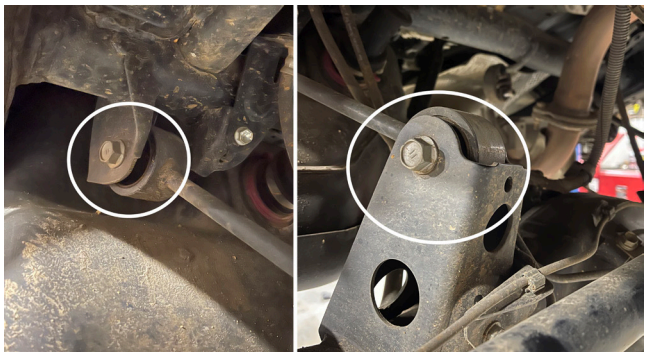
28. Track bar...

☐☐ [Illustration 24] Loosen track bar at the frame and the axle. Do not remove.

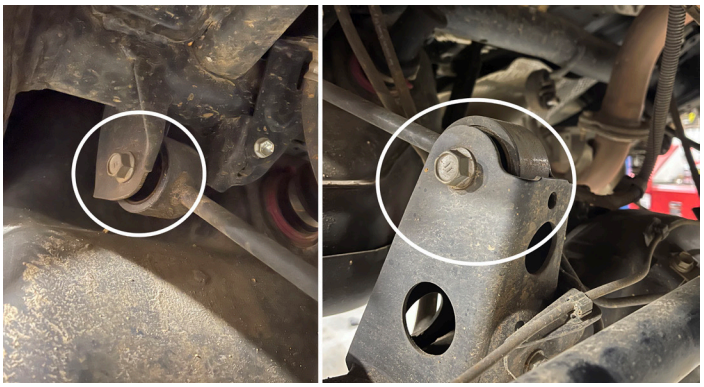
29. Sway bar link...

☐☐ [Illustration 25] Disconnect the sway bar link from the frame.

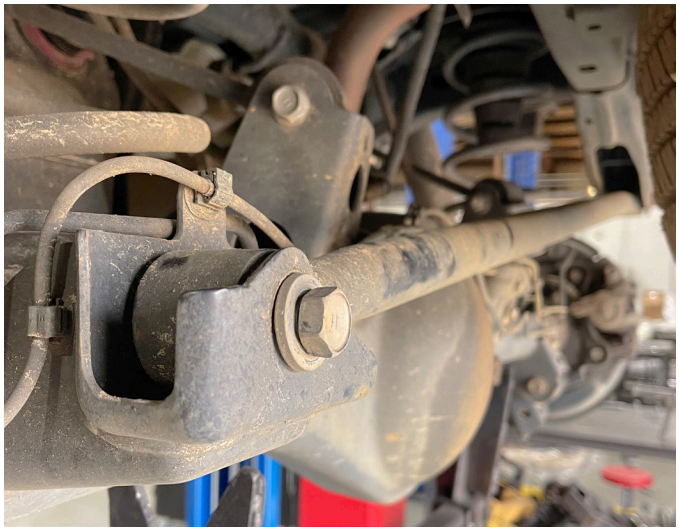
[Illustration 22]



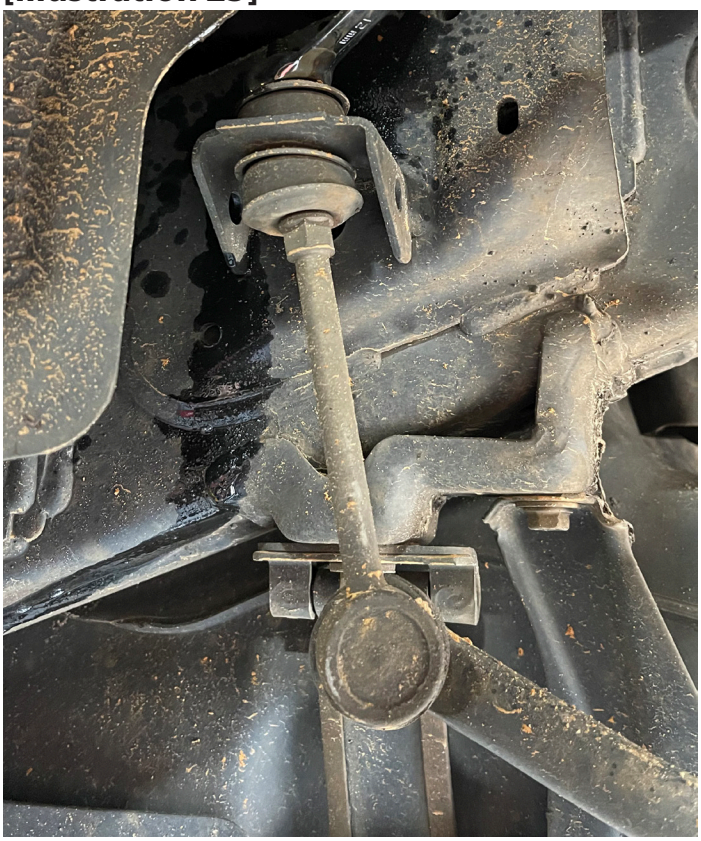
[Illustration 23]



[Illustration 24]



[Illustration 25]



[Illustration 26]

30. Shocks...

☐☐ [Illustration 26] Remove the lower shock bolt and set aside.

31. Coil springs...

☐☐ Lower the axle enough to remove the rear coil springs.

32. Coil spring spacer...

☐☐ [Illustration 27] Install the new coil spring spacer #55-07-8400 into the upper coil spring mount and secure to the frame using the supplied 3/8" bolt, uss washer, and tab nut #55-13-8400.

[Illustration 27]

[Illustration 28]

[Illustration 29]

33. Shock bracket...

☐☐ [Illustration 28] Place the new shocks bracket #55-12-8400 on the axle and secure to the factory location using the factory hardware.

☐☐ Using the bracket as a template drill a 3/8" hole through the axle mount.

☐☐ Secure the bracket through the newly drilled hole using the supplied 3/8" hardware.

34. Coil springs...

☐☐ [Illustration 29] Install the factory bump stop on the top of the coil spring and place the coil spring into the coil mounts and raise the axle into position to hold the spring.

35. Shocks...

☐☐ Reattach the shock to the new shock bracket using the supplied 3/4" hardware.

36. Sway bar link...

☐☐ Connect the sway bar link from the frame.

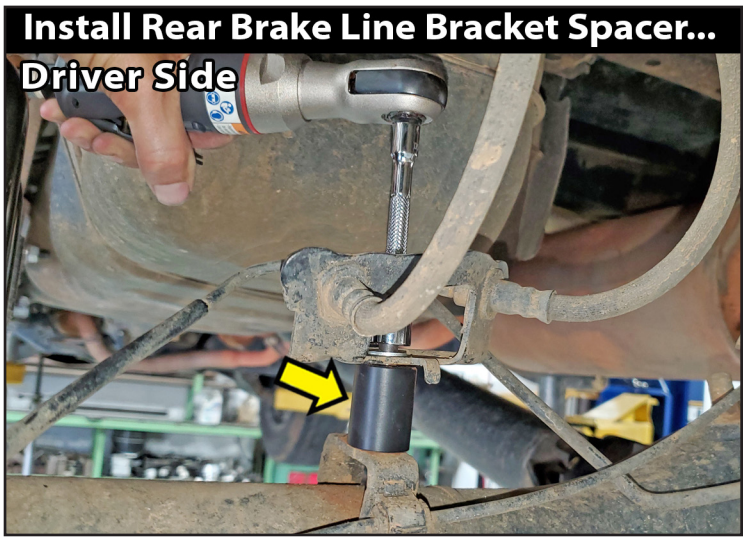
37. Install rear brake line bracket spacer...

☐ Locate the (1) Superlift #55-05-8400 rear brake line spacer.

☐ Locate the superlift hardware bag #77-8400. Hardware per side: (1) 8mm x 50mm bolt, 1.25 Pitch & (1) 8mm flat washer.

☐ **[Illustration 26]** Attach the 8mm flat washer onto the 8mm x 50mm bolt. Insert the bolt through the rear brake line bracket, then through the #55-05-8400 spacer and into the factory axle mount. Tighten. [13mm]

[Illustration 26]



38. Rear tires / wheels...

☐☐ **[Illustration 20]** Install the rear tires & wheels. [Lug nuts 22mm] 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.

39. Control arms...

☐☐ Tighten both the upper and lower rear control arms at the frame and the axle.

40. Track bar...

☐☐ Tighten track bar at the frame and the axle.

FINAL CHECKS

41. Clearance check...

☐☐ 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. 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.

42. Wheel alignment...

☐ 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.

43. Headlights...

☐☐ 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.

44. Four wheel drive…

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

45. Superlift warning decal...

☐ 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

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.

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.

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.

We want to see your ride...

Grab photos of your superlift equipped truck in various poses and in action.
Email pictures to us at **sales@superlift.Com**
Tag us on **facebook: @superlift suspension systems**
Tag us on **instagram: #superlift, #superliftsuspension, #superliftequipped**

Thanks for choosing superlift...

For questions, technical support and warranty issues relating to this superlift products, please contact superlift directly.

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