



SUPERLIFT®

S U S P E N S I O N

**Superlift® Level-It System for
1999 - 06 General Motors 1/2-ton Pickup, 2WD
Also fits 2007 Classic Body Style**

INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the control arms and bushings, anti-sway bars and bushings, steering linkage, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Superlift® directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.**
- Front end realignment is necessary.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not install any additional components or modify this system to gain additional suspension height.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- Speedometer recalibration is recommended if a taller tire is used.
- 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.

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 <small>(Qty.- if more than one)</small>	PART NO.	DESCRIPTION
1-01-40009	(2) coil spring spacer	00461	decal, "Warning To Driver"
02-40009	(2) shock spacer	00421	decal, Superlift® die-cut

DISASSEMBLY

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

1) **PREPARE VEHICLE...** Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arms. Ease the frame down onto the stands, place transmission in low gear or “park”, and chock rear tires. Remove front tires.

2) **ANTI-SWAY BAR LINKS...** The anti-sway bar links connect the bar body-to-lower control arms. Remove both links.

NOTE: Steps 3 through 8 are performed one side at a time.

3) **ABS WIRES...** Unplug the ABS wire at its connector located on top of the frame rail then unclip the wire from the upper control arm.

4) **BRAKE CALIPERS...**

Remove the two bolts securing the caliper bracket-to-knuckle; do not detach the caliper from the bracket.

Leave the brake hose attached to the caliper. Remove the two bolts securing the brake hose to the upper control arm and knuckle. Using mechanic’s wire, hang the calipers out of the way. Do not stretch or pinch the brake hose.

5) **TIE RODS...** Remove the nut securing the tie rod end- to-knuckle. Using the appropriate puller tool, separate the tie rod end from the knuckle.

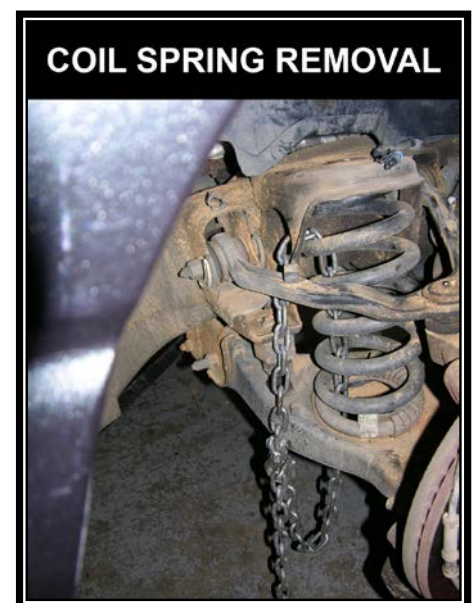
6) **COIL SPRINGS ... [SEE PHOTO] WARNING:** Use extreme caution when unloading the coil springs; they have a tremendous amount of energy stored in them and can cause serious injury if allowed to unload in an uncontrolled fashion.

Loosen, do not remove, the two bolts attaching the lower control arm-to-frame.

The upper control arms are secured to the frame via two eccentric cam bolts. Rotating these bolts changes front axle alignment. During reassembly, it is important that the eccentrics be returned to their original position to serve as a baseline for final alignment. Scribe a line on each eccentric, and the flanges they contact, for reference during reassembly. Loosen, do not remove, the cam bolts.

Use a jack to load the lower control arm slightly, then remove factory shock absorbers.

As a safety measure, route a length of chain through the window in the side of the coil tower, through the inside of the coil, then out the lower control arm. Fasten the chain back to itself leaving only enough slack to allow the coil to unload.

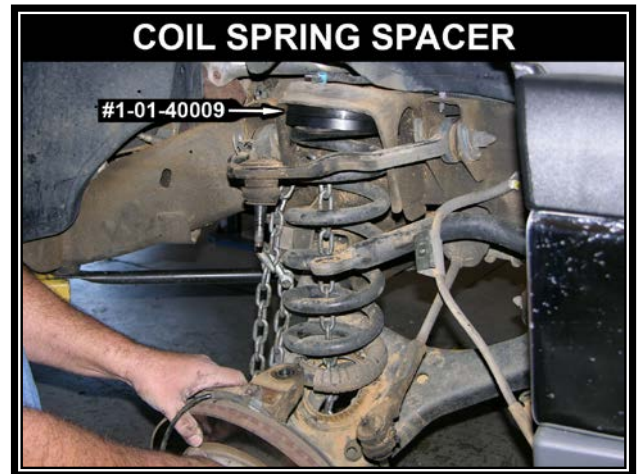


- Remove the upper ball joint nut. Using the appropriate puller tool, separate the ball joint from the knuckle.
- Carefully lower the jack supporting the control arm enough to remove the coil spring.
- Remove the safety chain. Discard the factory rubber coil isolator.

ASSEMBLY

7) COIL SPRINGS... [SEE PHOTO]

- Clean dirt / debris from the coil spring's lower seat.
- Position the Superlift® coil spacer on top of the coil spring. Position the coil and spacer into the coil tower, then rotate it so that the pigtail on the bottom of the coil indexes properly in the lower control arm.
- As a safety measure, again install the chain as described during disassembly to contain the spring in the event it becomes dislodged during ompression. Use the jack to raise the lower control arm until the knuckle can be connected to the upper ball joint. Secure ball joint using the factory nut (37). Leave the jack in place.



8) SHOCK ABSORBERS...

- Place the supplied shock spacer (#02-40009) onto the stem end of the shock, followed by the factory washer and bushing half.
- Locate the shock on the vehicle. Tighten the lower shock hardware (19).
- Position the upper bushing half and washer onto the shock stem then secure using the factory nut (15).
- Lower the jack and remove the safety chain.

Perform steps 3 through 8 on opposite side.

9) BRAKE CALIPERS / ABS WIRING... On both sides:

- Reinstall the caliper brackets using the factory hardware (129).
- Reattach the factory brake hose bracket to the upper control arm.
- Reconnect the ABS wire to the upper control arm and frame.



- 10) ANTI-SWAY BAR...** Reconnect both sway bar end links. Tighten until bushings swell slightly.

11) **TIE ROD ENDS...** Reconnect the tie rod ends-to-knuckles (44).

12) **TIRES / WHEELS...** [SEE DIAGRAM] Tighten lug nuts (140) in the sequence shown.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

13) **INITIAL CLEARANCE CHECK...** With the vehicle's frame rails 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.

14) **CONTROL ARMS...**

Lower vehicle to floor. The suspension is now supporting vehicle weight.

On each side, tighten the lower control arm-to-frame bolts (156).

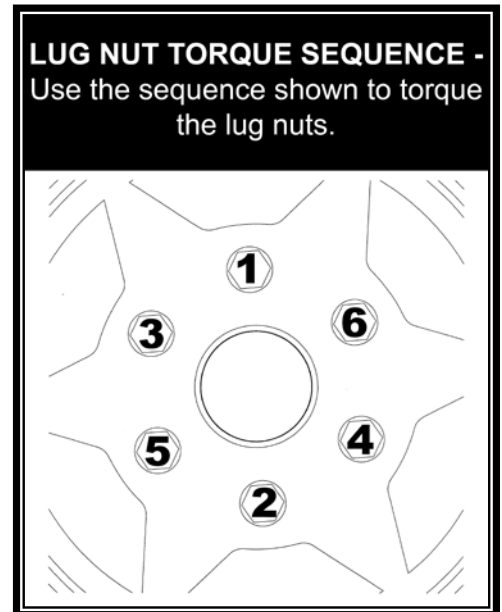
Prior to tightening the upper control arm-to-axle eccentric cam bolts (112), realign the eccentric cams using the scribe marks made during disassembly.

15) **FINAL CLEARANCE and TORQUE CHECK...** With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

16) **HEADLIGHTS...** Readjust headlights to proper setting.

17) **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 "IMPORTANT PRODUCT USE AND SAFETY INFORMATION / WARNINGS" text found at the end of this instruction sheet.

18) **ALIGNMENT...** Realign vehicle to factory specifications.



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.

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 LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems ("Superlift®").

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

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.),
- Damage to or resulting from 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 / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts 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. 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.

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". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; 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.

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