



2019-2021 3" UCA Lift Kit



⚠ CAUTION: 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.

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:

- Stock factory 17" wheels will fit back on the vehicle once this suspension system is installed.
- Do NOT install this suspension system in conjunction with any other type of aftermarket or fabricated

components to gain additional suspension height.

- Do not fabricate any components to gain additional suspension height.
- Prior to drilling and/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 and/or cutting, 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, grime, grease, undercoating, etc.
- Front end alignment is necessary.
- Tool and Wrench/Socket size is given in brackets [] after each appropriate step.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Always wear safety glasses when using power tools.
- A factory service manual should be on hand for reference.
- Due to payload options and initial ride height variances, the amount of lift is a 'base figure'. Final ride height dimensions may vary in accordance to original vehicle stance.

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.

TIRES & WHEELS...

This kit was developed using a 295/60 R20.
Any larger or wider tire & wheel combination other than listed may require vehicle trimming.

⚠️NOTE: ALL tire & wheel combinations should be test fit prior to installation. Some minor trimming may be required.

Torque Specifications					
STANDARD			METRIC		
Size	Grade 5	Grade 8	Size	Grade 8.8	Grade 10.9
5/16"	15 ft/lbs.	20 ft/lbs.	6mm	7 ft/lbs.	10 ft/lbs.
3/8"	30 ft/lbs.	35 ft/lbs.	8mm	17 ft/lbs.	24 ft/lbs.
7/16"	45 ft/lbs.	60 ft/lbs.	10mm	33 ft/lbs.	47 ft/lbs.
1/2"	65 ft/lbs.	90 ft/lbs.	12mm	59 ft/lbs.	83 ft/lbs.
9/16"	95 ft/lbs.	130 ft/lbs.	14mm	101 ft/lbs.	131 ft/lbs.
5/8"	135 ft/lbs.	175 ft/lbs.	16mm	146 ft/lbs.	202 ft/lbs.
3/4"	185 ft/lbs.	280 ft/lbs.	18mm	201ft/lbs.	283 ft/lbs.



FRONT DISASSEMBLY AND INSTALLATION

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

PREPARE VEHICLE

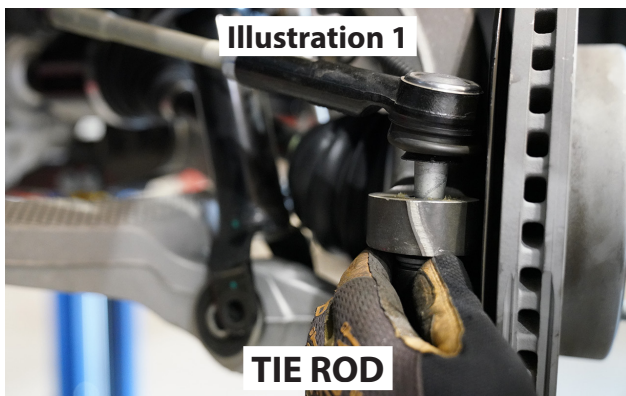
1. Disconnect the battery.
2. Disconnect the electronic rack and pinion steering plugs before starting the installation. Failure to do so may result in a damaged electronic module.
3. Chock rear tires and place transmission in neutral.
4. Raise the front of the vehicle with a jack and secure a jack stand beneath each frame rail.
5. Ease the frame down onto the stands, place transmission in park for automatic transmissions and low gear for manual.
6. Unclip the ABS line from the upper control arm.
7. Remove the front tires and wheels. [22mm]

TIE ROD

8. [Illustration 1] Disconnect the tie rod end from the steering knuckle. [21mm] NOTE: If the appropriate puller tool is not available, you can use a hammer by very carefully striking the tie rod boss of the knuckle; DO NOT STRIKE THE TIE ROD.

SWAY BAR

9. Disconnect the sway bar link from the lower control arm. [18mm]



UPPER BALL JOINT

10. Loosen the upper ball joint nut but do not remove. [21mm]
11. [Illustration 3] Unseat the ball joint from the control arm but leave the stud connected to the control arm. NOTE: If the appropriate puller tool is not available, you can use a hammer by very carefully striking the ball joint boss of the knuckle; DO NOT STRIKE THE BALL JOINT.



LOWER CONTROL ARM

12. [Illustration 4] Mark the position of the cam bolts in the lower control arm.

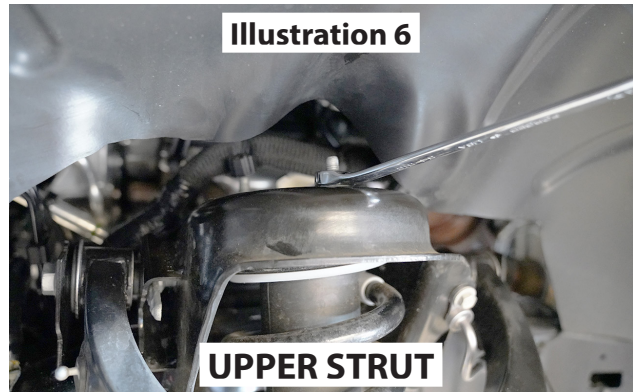
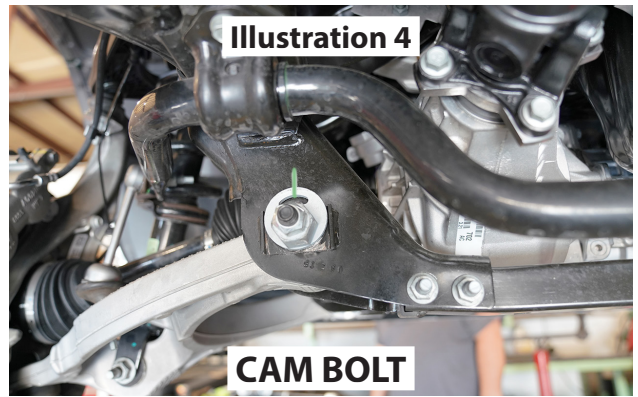
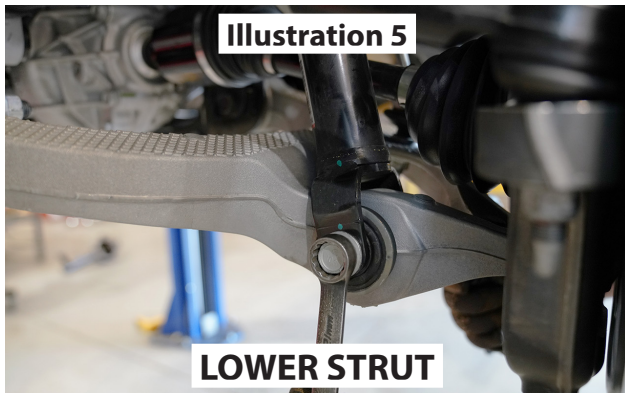
13. Loosen but do not remove the cam bolts.

STRUT

14. Support the knuckle using a jack.

15. [Illustration 5] Remove the lower strut bolt. [18mm]

16. [Illustration 6] Remove the upper strut nuts and remove strut from vehicle. [15mm]



17. [Illustration 7] Mark the orientation of the strut top plate and the strut body.

18. Using a coil compressor, compress the coil spring enough to remove the top strut nut. [18mm]

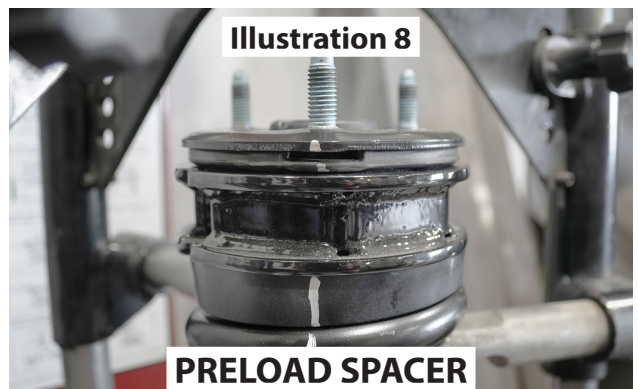
19. Separate the strut top plate from the coil spring.

20. [Illustration 8] Install the new coil preload spacer (44-01-40041) on top of the factory plastic coil indexing ring but under the rubber isolator.

21. Reinstall the strut top plate on to the strut assembly, make sure all alignment marks are aligned and install strut top nut.

22. Remove strut assembly from compressor.

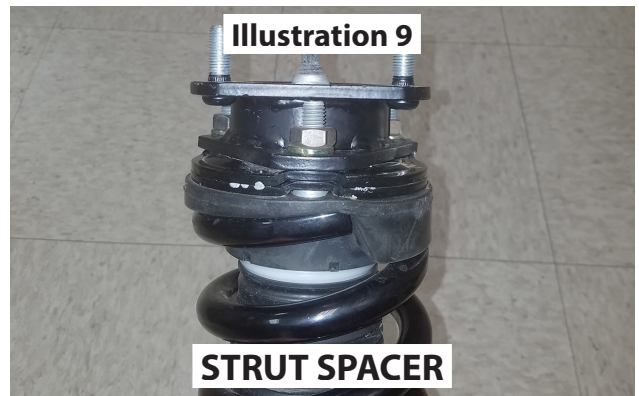
23. [Illustration 9] Install the new strut spacer (55-11-4610) onto the top of the strut assembly using the factory hardware. [16mm]



24. Once the strut spacer is securely fastened make sure the top of the factory studs do not extend past the top of the strut spacer, if they do they must be ground down below the spacer top plate for proper fitment in the vehicle.

25. Install the strut assembly into the vehicle and attach to the frame using the supplied flange nuts. [15mm]

26. Attach the strut assembly to the lower control arm using the factory hardware; do not tighten. [18mm]

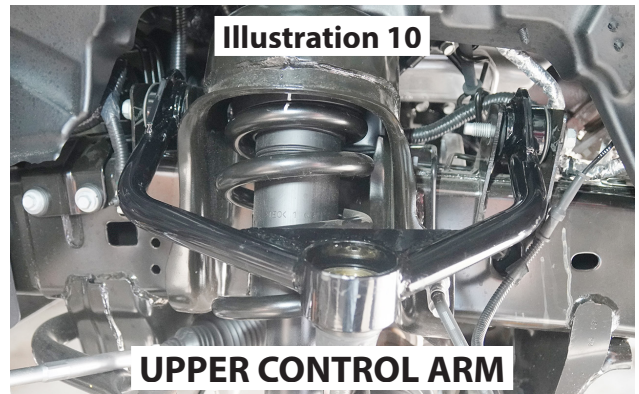


UPPER CONTROL ARM

27. Disconnect the upper ball joint from the knuckle. [18mm] NOTE: Secure the knuckle so that no damage to the CV joints occurs.

28. Remove the upper control arm from the vehicle. [21mm]

29. [Illustration 10] Install the new upper control arm (55-10-4610 driver side; 55-12-4610 passenger side) using the factory hardware; do not tighten. [18mm] These will be tightened once the vehicle is on the ground. NOTE: The ball joint must be GREASED! Failure to do so will void warranty. Ball joints are not greased from the factory.



30. Attach the upper control arm to the knuckle. [21mm] (46)

FRONT CLEARANCE CHECK

31. Install the front tires and wheels.

32. Reconnect the electronic rack and pinion harness.

33. 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.

34. Lower the vehicle to the ground. Reconnect the battery.

35. 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. NOTE: 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.

TORQUE SEQUENCE

36. Realign the marks on the lower control arm cam bolts and tighten. [22mm, 24mm] (165)

37. Tighten the upper control arm bolts. [18mm, 21mm]

REAR DISASSEMBLY AND INSTALLATION

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

PREPARE VEHICLE FOR REAR INSTALLATION

38. 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'.

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

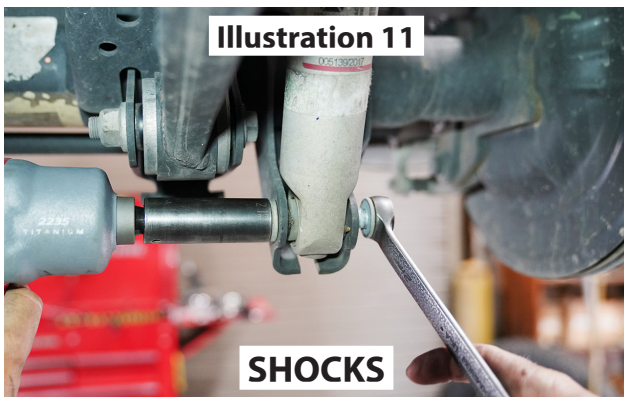
40. Secure the axle at the drive shaft yoke with a ratchet strap. The strap acts as a safety precaution and it allows you to adjust/roll the axle as need to position axle rear blocks, u-bolts, etc.

SHOCKS

41. [Illustration 11] Remove the lower shock bolt and remove shock from lower mount. [21mm]

SWAY BAR

42. [Illustration 12] Disconnect the sway bar link from the axle. [18mm]

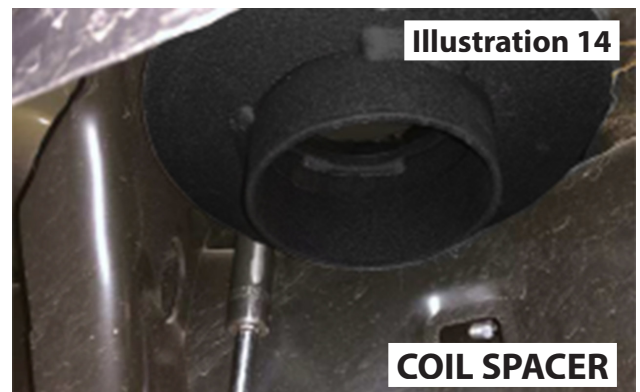
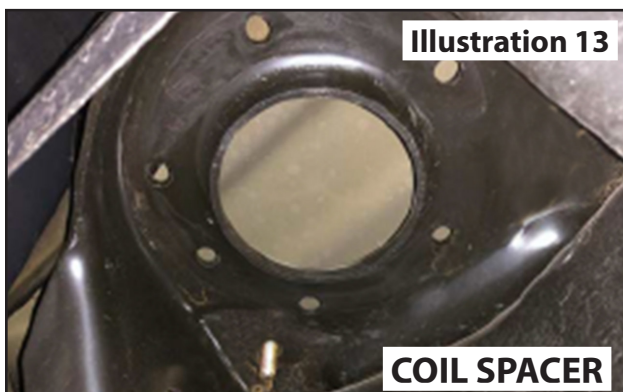


COIL SPRING SPACERS

43. Mark the coil springs, driver and passenger side.

44. Lower the axle enough to remove the coil springs.

45. [Illustration 13 and 14] Install the coil spring spacer into the frame using the supplied 3/8" hardware, through the existing hole. [9/16"]



46. Reinstall the coil springs.

47. Lower the vehicle to the ground.

SHOCKS

48. Reattach the shock to the lower mount using the factory hardware. [21mm]

SWAY BAR LINK

49. Reattach the sway bar link to the axle using the factory hardware. [18mm]

FINAL CHECKS

CLEARANCE CHECK

50. Check all hardware for proper torque specifications.

51. 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.

52. 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.

WHEEL ALIGNMENT

53. Align vehicle to factory specifications.

HEADLIGHTS

54. Adjust headlights to proper setting.

FOUR WHEEL DRIVE

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

WARNING DECAL

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