



**SUPERLIFT SUSPENSION SYSTEMS**  
 300 HUEY LENARD LOOP  
 West Monroe, Louisiana 71292-9421  
 Phone: (318) 397-3000  
 Sales / Tech: 1-800-551-4955  
 FAX: (318) 397-3040  
 www.superlift.com

**Superlift 4" or 6" lift system for  
 1/2-ton IFS Ford part No. 1030 and 1031  
 INSTALLATION INSTRUCTIONS**

**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:**

- Front end realignment is necessary.
- 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 appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- 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.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- A factory service manual should be on hand for reference.

**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.

<b>PART NO</b>	<b>DESCRIPTION</b> <small>(Qty.- if more than one)</small>	<b>NEW ATTACHING HARDWARE</b> <small>(Qty.- if more than one)</small>
	#01, axle pivot bracket..... driver side axle	(2) 7/16" x 1 1/4" Gr. 8 bolt (2) 7/16" Gr. 8 lock nut (2) 7/16" extra-thick flatwasher
	#02, axle pivot bracket..... passenger side axle	(1) 9/16" x 3 1/2" Gr. 8 bolt (1) 9/16" Gr. 8 lock nut (2) 9/16" SAE flatwasher (2) 7/16" x 1 1/4" Gr. 8 bolt (2) 7/16" Gr. 8 lock nut (4) 7/16" extra-thick flatwasher

#05, radius arm, driver side.....(1) 3/4" Gr. 8 lock nut\*  
(4) 7/16" x 1 1/4" Gr. 8 lock nut  
(4) 7/16" Gr. 8 lock nut  
(2) 7/16" Gr. 5 Nyloc nut\*  
(8) 7/16" extra-thick flatwasher

\*shipped with nuts threaded onto the studs to protect threads

#06, radius arm, passenger side..same as driver side

#1032, radius arm bracket .....(4) 3/8" nyloc nut  
adapter plate, Qty. 2

Remaining components .....#2209 radius arm poly bushing set

## FRONT

- 1) If vehicle is equipped with a front anti-sway bar, disconnect the drop links at their attaching points. Bar relocation is performed in a later step.
- 2) Place vehicle in neutral. Raise front of vehicle with a locking pneumatic bumper jack, or secure jack stands underneath the frame horns, directly behind front bumper. Put vehicle in park or gear, set emergency brake, and chock rear tires to prevent any possibility of movement.
- 3) Position a floor jack beneath each axle half, just inboard of where the radius arms attach. Raise each jack until the coils are only slightly loaded; the frame must remain resting securely on the bumper jack or jack stands.
- 4) Remove tires. Remove cotter pin and nut connecting drag link-to-pitman arm, dislodge link with a puller tool or pickle fork, and let linkage hang.

**NOTE:** Replace the link if any stud looseness or deformities are detected, or if you can twist the stud in its socket with your fingers.

- 5) Remove shock absorbers. Detach brake hoses at their upper ends. If the stock rubber units are retained, they must be in good condition; check for chafed spots, cracks, and dry rot. Cap the now-exposed line with a section of plugged tubing to prevent contamination and fluid loss. If the hoses are being replaced, pinch the hoses closed with vice-grips, and disconnect the caliper ends. Screw stock bolts into caliper openings to prevent contamination.
- 6) Remove the coil springs.
- 7) Disconnect front driveshaft, secure the U-joint caps with tape, and tie the shaft up and out of your way.
- 8) Disconnect axle vent hose.

- 9) Remove both axle eye pivot bolts.

**CAUTION:** The axle assembly is very heavy. It may be necessary to reposition the floor jacks in order to "balance" the assembly.

- 10) Detach the rear of the radius arms from their frame mounted brackets. The complete axle / radius arm assembly is now lowered to the floor.

- 11) **RADIUS ARM BRACKET RELOCATION (DIAGRAM 1)** – It is suggested to drill the rivets to allow bracket removal. After starting  $\frac{1}{4}$ " pilot holes, drill off the heads using a  $\frac{7}{16}$ " bit, then dislodge rivets with a hammer and punch. If a torch is used to cut loose the radius arm rivets, take care not to damage the brackets or any wiring / hoses routed inside the frame rails.

**NOTE:** It is critical that both the radius arm brackets are relocated rearward exactly 18" as shown. Prior to drilling, dress the holes and bracket-to-frame mating surfaces; remove burrs, raised edges, endercoating, grit, etc.

**NOTE:** On some trucks the new radius arm bracket location may interfere with one of the transmission crossmember mounting bolts. Superlift has a simple adapter bracket (part #1032) to address this clearance problem. If necessary, install now according to **Diagram 5**.

- 12) **SUPERUNNER RADIUS ARMS-TO-AXLE HALVES (DIAGRAM 4)** – The new arms attach to the axles with the stock mounting hardware. Tighten the bottom bolt (320-340) and the coil stud (240-460).
- 13) **AXLE PIVOT BRACKET FOR DRIVER SIDE AXLE (DIAGRAM 2)**...attaches with the stock mounting hardware. Newer models will require the drilling of two holes at existing holes in the Superlift bracket through the crossmember lip. Install furnished  $\frac{7}{16}$ " bolts (58); flatwashers are used on the crossmember lip side only.
- 14) **AXLE PIVOT BRACKET FOR PASSENGER SIDE AXLE (DIAGRAM 3)**...attaches with  $\frac{9}{16}$ " x  $3 \frac{1}{2}$ " bolt and lock nut, with flatwashers on both sides (115).

Two bolts are added to give the bracket stability. Prior to drilling the crossmember (use an angle-head drill), be sure the bracket's axle eye pivot holes are vertically aligned with the stock eye hole. In other words, the bracket's "drop" must be straight down, both shifted to either side. After drilling, file smooth all burrs and sharp edges. At these two points, use the furnished  $\frac{7}{16}$ " bolts and locking nuts, with flatwashers on both sides (58).

**NOTE:** It is recommended to skip-weld this bracket on 1980-82 models due to their light crossmember.

- 15) REHANGING AXLE / RADIUS ARM ASSEMBLY** – Evenly raise the two floor jacks supporting the assembly until the radius arms studs can be inserted into their frame mounted brackets. The furnished Polyurethane bushings installed as per DIAGRAM 3. Some models have factory spacers (approx. 3/8" thick) located in front of the forward bushing half; these are not reused. The plastic cup washer that seats against the back side of the radius arm bracket is reused. Prelube the bushings' contact surfaces with a light Lithium based grease. Lubricate the radius arm stud threads with WD-40 or a light oil and torque nuts (45) – **DO NOT USE AN IMPACT WRENCH ON THESE NUTS.**

Attach the axle beams to their respective pivot bracket (120-150). Each bracket has two holes; 6" lift uses bottom hole, 4" lift uses top hole.  
Reconnect front driveshaft (10-15).

Reconnect axle vent hose.

- 16) COILS, SHOCKS** – Install new coils and torque upper clip (13-18), lower nut (30-70). On vehicles equipped with factory dual shocks, position the coil bottoms as far rearward as possible to gain clearance between coil and front shock.

Remove the shock mounting brackets from the stock radius arms and install them on the Superrunner arms (30-35) – **DO NOT USE AN IMPACT WRENCH.**

Install shocks, tightening the top stem type bushings only until they swell slightly; tighten lower bolts (40-60).

If additional clearance is needed between the front auxiliary shock and coil spring, re-form the shock's lower mounting bracket. Slip a lever (large crescent wrench, or section of pipe) over the stud and bend bracket forward until clearance is achieved.

- 17) BRAKE HOSES** – If stock hoses are retained, reconnect their upper ends, and bleed air from the brake system as per Ford's maintenance manual.

If Superlift's longer braided stainless steel hoses are used, install per separate instructions.

- 18) SWAY BAR** – Reconnect sway bar drop links, or install new links or spacers as per separate instructions.

- 19) DROPPED PITMAN ARM**...is highly recommended for 4" of lift, and required with 6". Install pitman arm and optional Superrunner Steering System as per separate instructions.

## FINAL PROCEDURES

- 20) TURNING RADIUS STOP BOLTS** – Adjust the stops (located on the steering knuckles) to where they limit turning at least 1/2" before tire-to-radius arm contact.

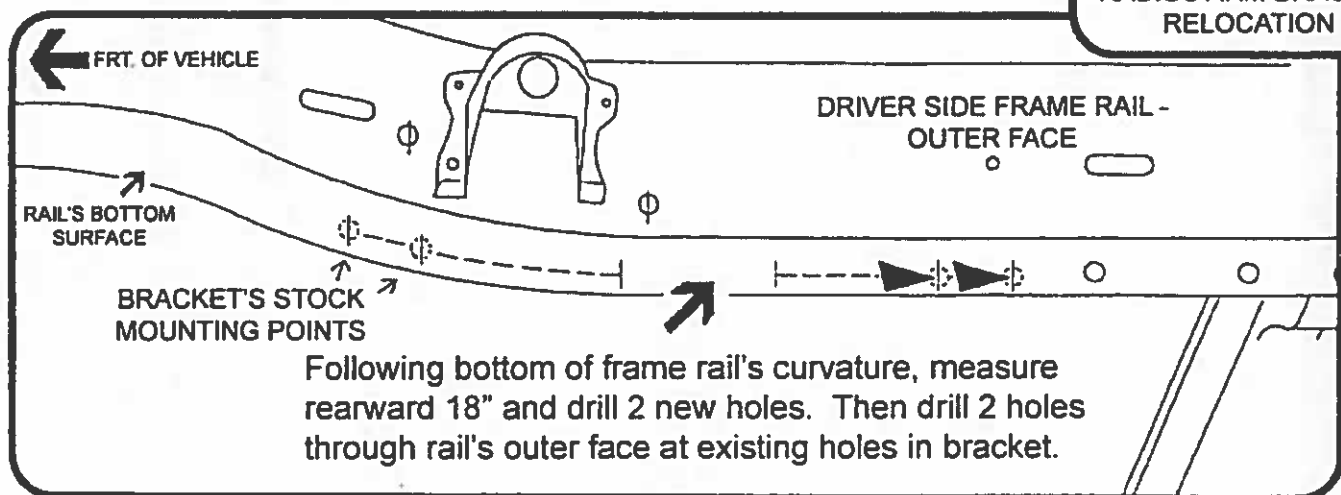
- 21) With the suspension unloaded and hanging, cycle steering lock-to-lock while manually spinning the tires, and inspect steering, suspension, and driveline systems for proper operation and clearance.

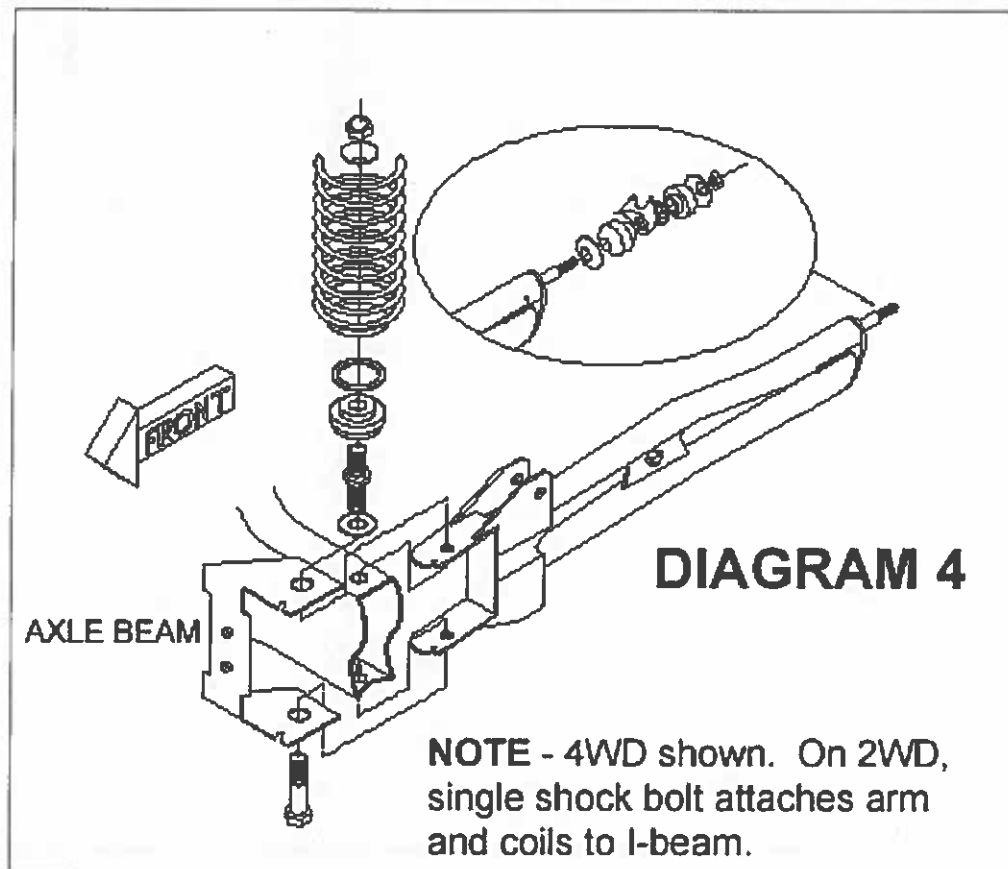
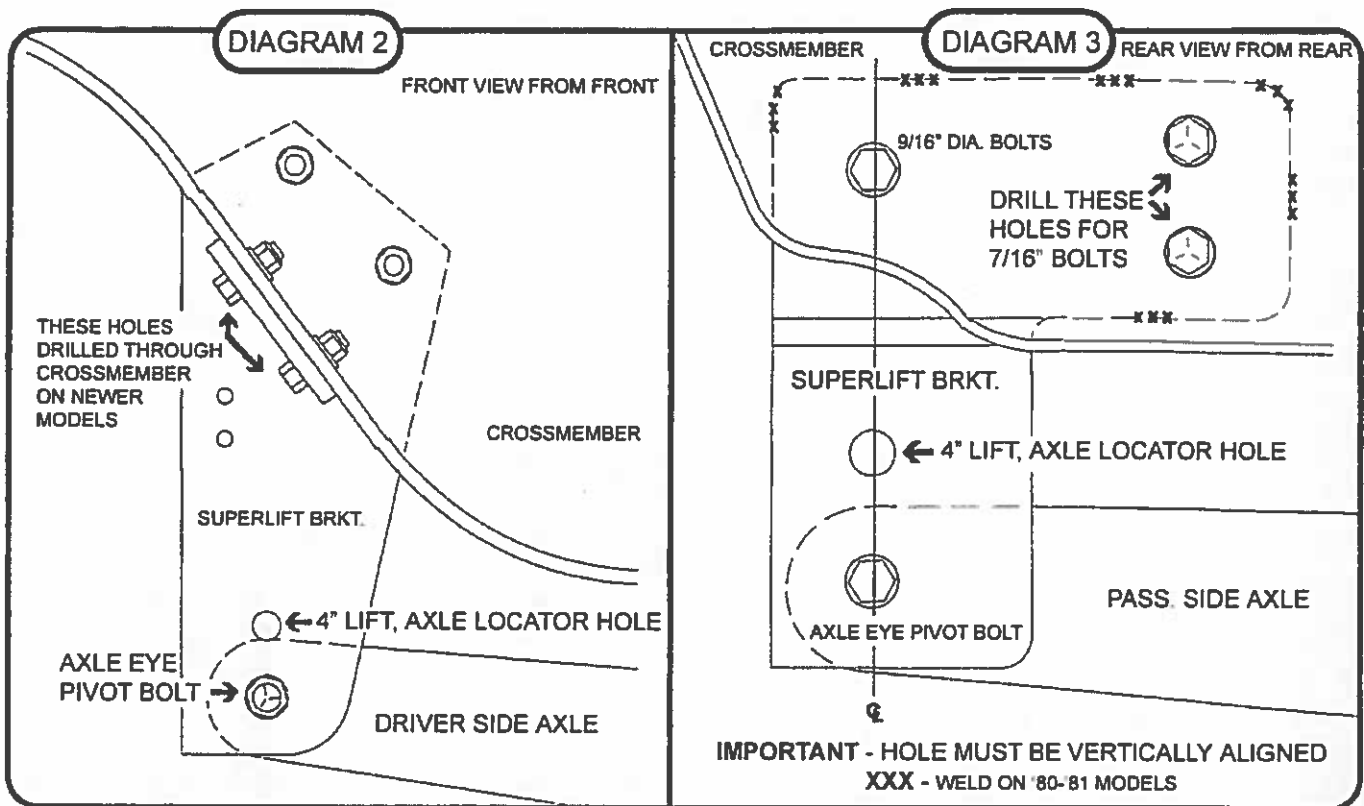
Carefully inspect brake hoses / fittings for leakage, proper routing, clearance, and adequate length.

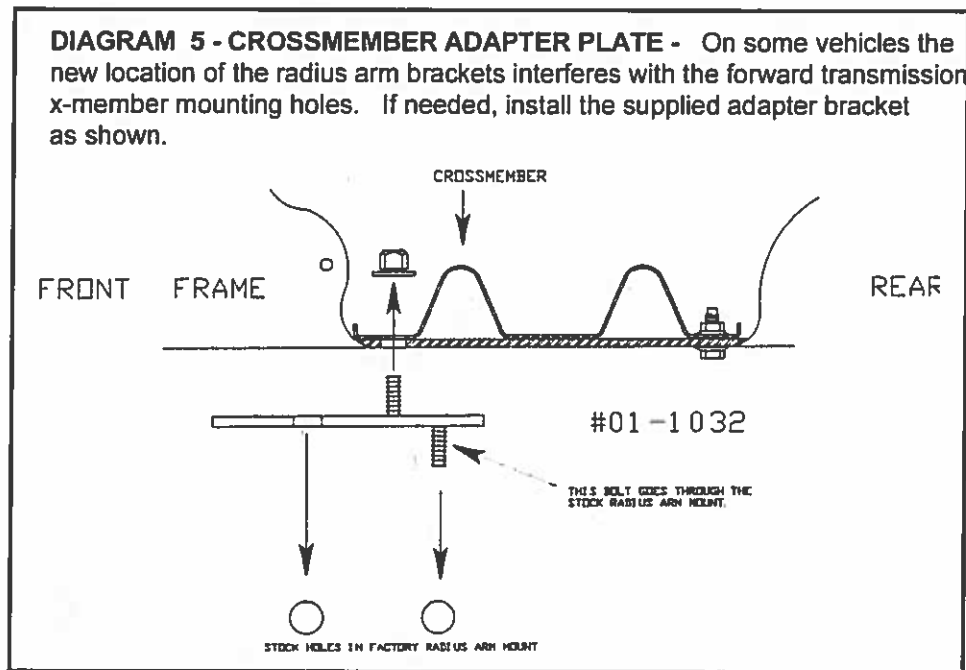
Lower vehicle to the floor, and with the suspension supporting vehicle weight, repeat above inspection.

- 22) Recheck all fasteners for proper tightness, and recheck brake fluid level.
- 23) Perform rear lift as per separate instructions.
- 24) **ALIGNMENT** – Toe angle must be set. Caster angle was kept intact by the radius arm and is non-adjustable. Set camber angle at  $\frac{1}{2}$  degrees to  $\frac{7}{8}$  degrees positive. When the coils settle to their normal  $\frac{1}{2}$ " or so (after approximately 100 miles), camber will read the preferred  $\frac{1}{8}$  degrees to  $\frac{1}{4}$  degrees positive. A driver side reading of  $\frac{1}{8}$  degrees to  $\frac{1}{4}$  degrees more positive than the passenger side improves driveability on high-crowned driving surfaces.

**DIAGRAM 1**  
RADIUS ARM BRACKET  
RELOCATION







### 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.