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SUPERLIFT.COM

2007-2020 GM SUV 4WD

3" UCA Lift Kit INSTALLATION INSTRUCTIONS



INTRODUCTION

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.

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.

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
FRONT						
14	55-11-3600 OR	1	Upper Control Arm, Driver	1/4" x 1/2" Self-Tapping Bolt	1	77-3800
	55-11-3700					
14	55-12-3600 OR	1	Upper Control Arm, Passenger	1/4" x 1/2" Self-Tapping Bolt	1	77-3800
	55-12-3700					
16	55-23-3600	2	Upper Strut Spacer	10mm Carriage Bolts	3	77-13-3600
				10mm Flange Nuts	3	77-3800
				Push Nut	3	77-13-3600
26	55-06-3600	2	Differential Spacer, Rear: 4WD ONLY			77-3600A
27	55-05-3600	2	Differential Spacer, Front: 4WD ONLY	12mm x 120mm Bolt	2	77-3600
				12 Standard Washer	2	77-3600A
31	55-04-3600	1	Differential Skid Plate: 4WD ONLY	1-26-7055 - 1" OD x 1/2" Thick Spacer	2	77-3600
				10mm x 35mm Bolt	2	77-3600A
				3/8" U-Bolt Washer	2	
REAR						
11	55-30-3600	2	Coil Spacer	55-33-3600 Coil Spacer Retainer	1	77-3612A
				3/8" x 3-1/4" Carriage Bolt	1	77-3612
				3/8" Flange Nut	1	
13	55-31-3600	1	Shock Bracket, Rear Driver Side	9/16" x 3" Bolt, Coarse Thread	1	77-3612
				9/16" USS Washer	2	
				9/16" Nyloc Nut	1	
				7/16" x 1" Carriage Bolt	1	
				7/16" Flange Nut	1	
13	55-32-3600	1	Shock Bracket, Rear Passenger Side	9/16" x 3" Bolt, Coarse Thread	1	77-3612
				9/16" USS Washer	2	
				9/16" Nyloc Nut	1	
				7/16" x 1" Carriage Bolt	1	
				7/16" Flange Nut	1	
18	55-35-3600	2	Bump Stop Spacer, Rear	3/8" x 1" Bolt, Coarse Thread	1	77-3612
				3/8" Flange Nut	1	
				55-36-3600 Tab Nut Wrench	1	77-3612A
20	55-34-3600	2	Air Shock Link, Rear			77-3612A

Installation requires a professional mechanic. 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:

- The ball joints **DO NOT** come pre-greased---They **MUST** be greased prior to installation.
- Front end alignment is necessary.
- 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, excessive undercoating, etc.
- A factory service manual should be on hand for reference.

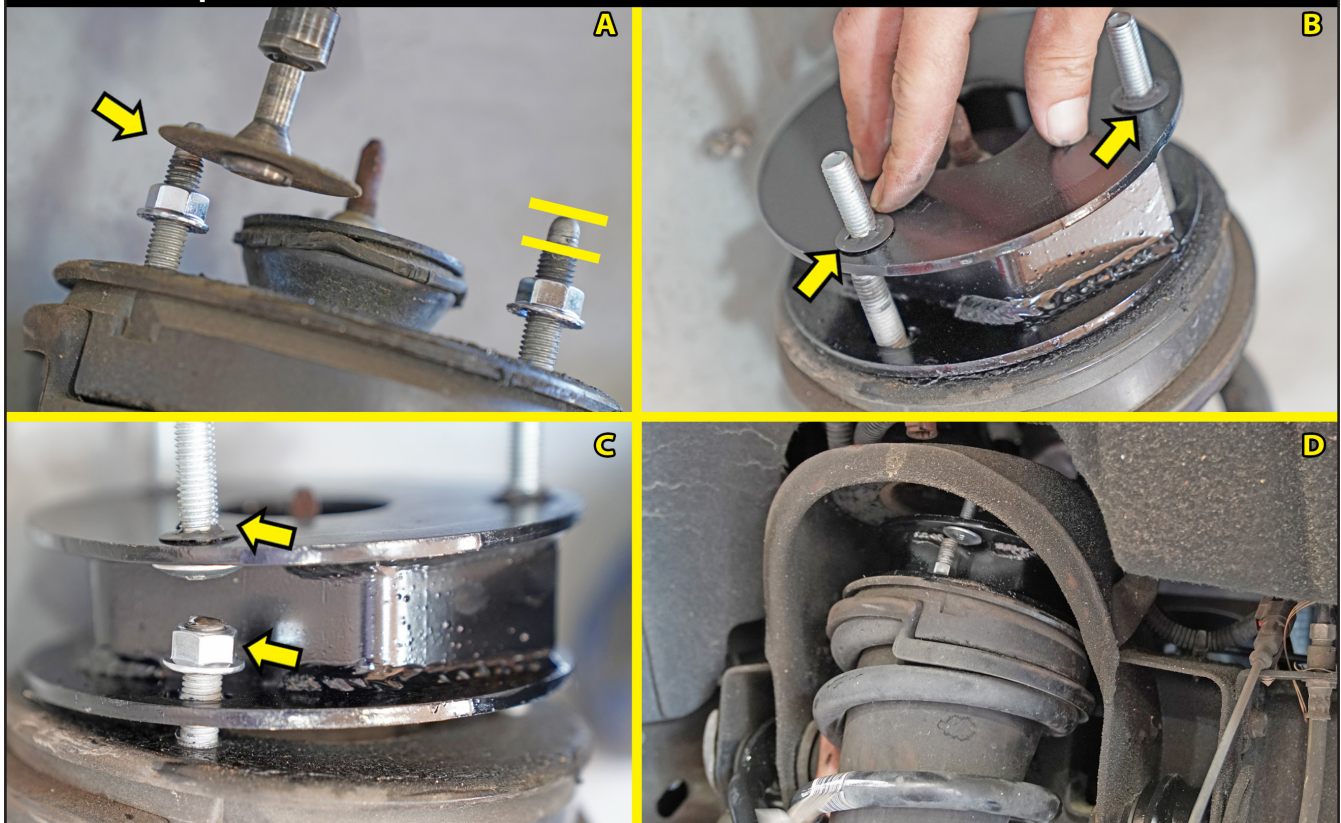
FRONT INSTALLATION

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

1. 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. Disconnect the battery.
3. Remove front splash guard; mark the skid plates (driver and passenger) then remove.
4. Loosen the two control arm bolts.
5. Remove the nuts securing the tie rod ends to the knuckle. Using the appropriate puller tool, separate the tie rod end from the knuckle.
6. Measure and record the amount of exposed threads above the nut on the anti-sway bar link. On each side, loosen and remove the bushings and hardware attaching the anti-sway bar link to bar body.
7. Support the lower control arm with a jack as not to interfere with the removal of the lower bolts.
8. Mark the location of each strut (driver and passenger side) as well as the outermost stud of each strut for later reference during re-assembly.

9. Remove the two bolts securing the strut to the lower control arm, followed by the three nuts securing the strut to the frame. Remove the strut while taking precautions not to damage any other vehicle components.
10. Mark the position of the alignment cam bolt washers on the frame.
11. Disconnect the brake line bracket from the upper control arm.
12. With the control arm still supported with a jack. Remove the upper ball joint nut and, using the appropriate puller tool, separate the upper control arm ball joint from the knuckle.
13. Remove the upper control bolts and remove the upper control arm from the vehicle.
14. Install the new upper control arm (55-11-3600/3700 driver side and 55-12-3600/3700 passenger side) in the frame using the factory hardware. Do not tighten at this time. **NOTE: Grease the ball joint prior to installation.**
15. Using a cutoff wheel or similar tool, trim the (3) OE Strut studs down to the top most thread.
16. Insert 10mm carriage bolts into the top of the strut spacer (#55-23-3600). Slide push nut onto the carriage bolts to hold bolts in place for installation.
17. Attach the strut spacer to the top of the strut assembly using supplied 10mm flange nuts. Tighten the flange nuts (40).
18. Attach the lower end of the strut to the lower control arm using the factory hardware in the forward hole and the supplied 10mm x 65mm bolt in the rearward hole.
19. Tighten the 10mm carriage bolts at the top with the stock nuts (45) and the factory hardware at the bottom (40) of the strut assembly.
20. Connect the new control arm to the steering knuckle using the supplied castle nut and cotter pin.
21. Connect the factory brake line bracket to the upper control arm with the supplied 1/4" self-tapping bolt. Note: The bracket may need to be bent slightly to start the bolt; it can be bent back to the original position once the bolt is tightened.
22. Attach the tie rod end to the knuckle using the factory nut and tighten (44).
23. Reattach the anti-sway bar links to the lower control arm and the anti-sway bar body. Tighten until the exposed thread dimension previously recorded is reached.
24. Mark on the rear crossmember the spot where the front differential is the closest to the rear crossmember.

Instal Strut Spacers...

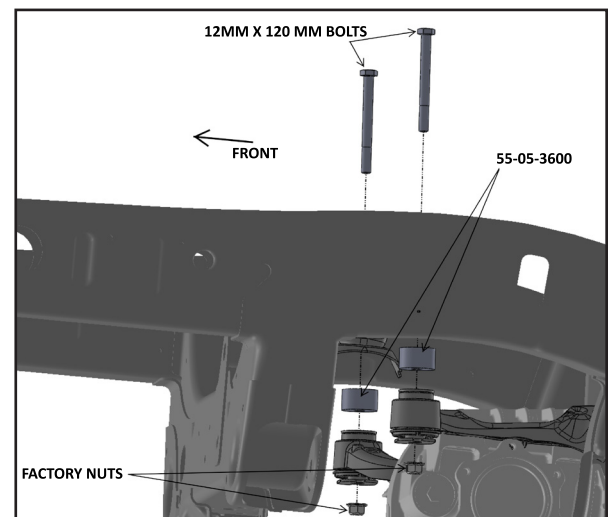
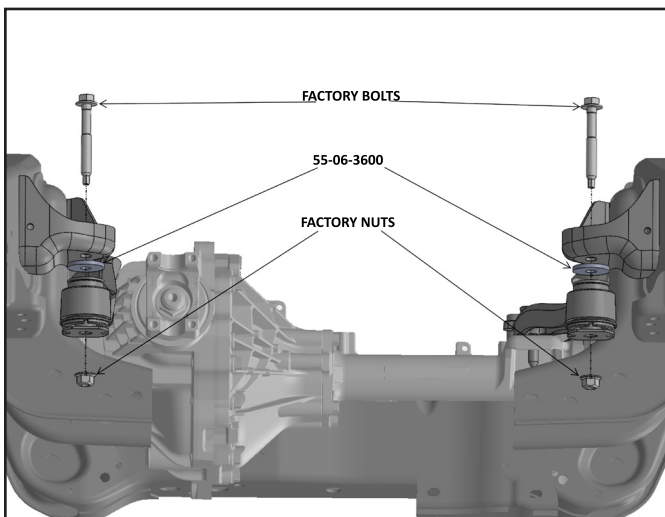


25. Remove the rear crossmember. Support the differential with a jack and remove the rear differential bolts.

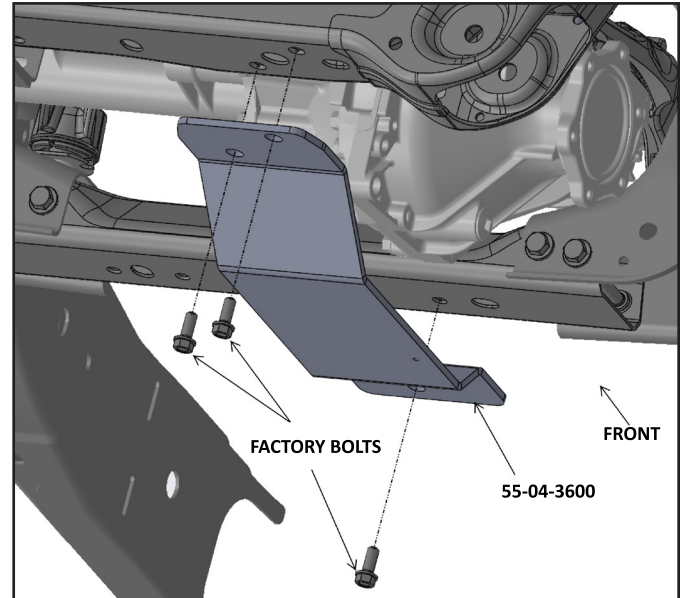
26. Carefully lower the differential enough to install the new thin spacers (55-06-3600) between the frame and the differential mount and secure using the factory hardware; do not tighten at this time.

27. Remove the front differential bolts and lower the differential down to enough to install the thick spacers (55-05-3600) between the frame and the differential mount and secure the supplied 12mm bolts and factory nuts; do not tighten at this time.

28. Tighten the rear differential bolts and then the front. (75) It is important to tighten the rear differential bolts first to ensure proper alignment of the differential.



29. Using the marks made earlier on the rear crossmember as a guide, use a hammer to form a slight depression in the crossmember to allow for clearance around the differential. The depression should be about 1/8" deep.
30. Reinstall the rear crossmember using the factory hardware. (154). Make sure the differential is no closer than 1/8" from the factory rear crossmember.
31. Reuse the factory 10mm bolts removed from the upper splash shield and secure the new belly pan (55-04-3600) to the frame. The belly pan uses two (2) bolts in the front and one (1) in the rear. (40)
32. Reinstall the plastic splash guard by using the factory hardware at the top and the supplied 10mm x 35mm bolts at the bottom. (30)
33. Install the factory passenger side skid plate; placing the supplied spacers (#1-26-7055) between the skid plate and the crossmember. Secure using the supplied 10mm x 35mm bolts. (40)
34. Reinstall the plastic splash guard by using the factory hardware; only one bolt will be used to attach it to the driver's side skid plate. (30)
35. Reinstall the tires and wheels. Tighten the lug nuts (95) in the sequence shown.
36. 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.
37. 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.
38. With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, check all components for proper operation and clearances. Pay special attention to clearance between the tires / wheels and brake hoses, driveshaft, etc.
39. Lower vehicle to the floor.



REAR INSTALLATION

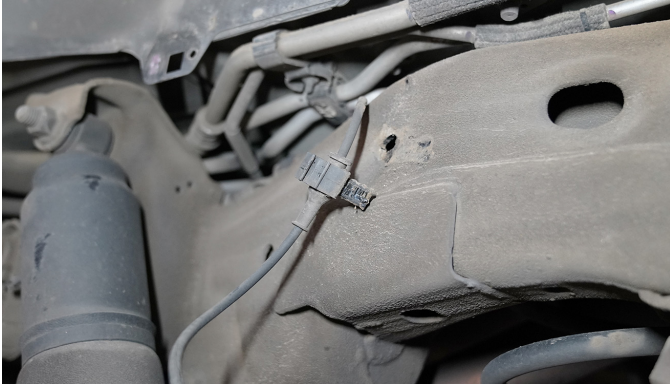
1. Place vehicle in neutral. Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail, in front of the rear link arms. Ease the frame down onto the stands, place transmission in low gear or “park”, and chock rear tires.
2. Place jack under axle and raise.
3. Remove rear tires.
4. Disconnect the shock from the lower shock mount.
5. Disconnect the rear sway bar link from the sway bar body.



6. If equipped with air shocks, very carefully disconnect the vehicle height positioning sensor link from the sensor and the upper control arm.
7. Disconnect the brake hose bracket bolted to the top of the axle.



8. Unclip the ABS line from the frame rail located in front of both rear shocks.
9. Slowly lower the axle enough to remove the coil springs from the vehicle.
10. Install the long 3/8" carriage bolt into the new spacer retainer plate (55-33-3600) and place the assembly on top of the upper coil spring seat so the bolt is coming through the mount.



11. Install the new coil spring spacer (55-30-3600) into the upper mount with the 3/8" bolt coming through the bracket and secure using the supplied flange nut. Tighten. (33)

12. Reinstall the coil spring and raise the axle enough to hold the coil spring in place.



13. Place the new shock bracket (55-31-3600 driver side, 55-32-3600 passenger side) into the axle mount.

14. Use the factory shock hardware in the factory location to loosely secure the new shock bracket.

15. Use the supplied 7/16" carriage bolt and flange nut in the forward hole to secure the new shock bracket to the axle mount. Tighten. (52)

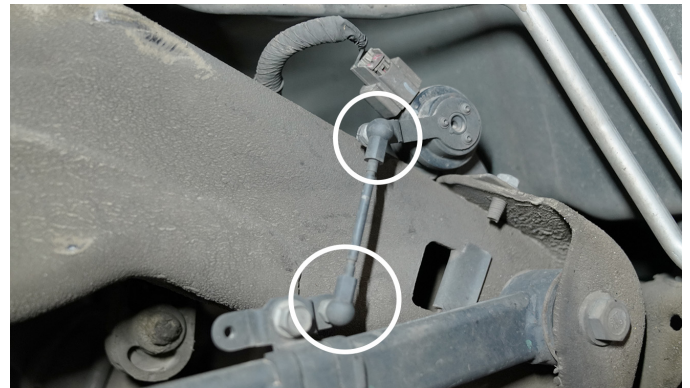
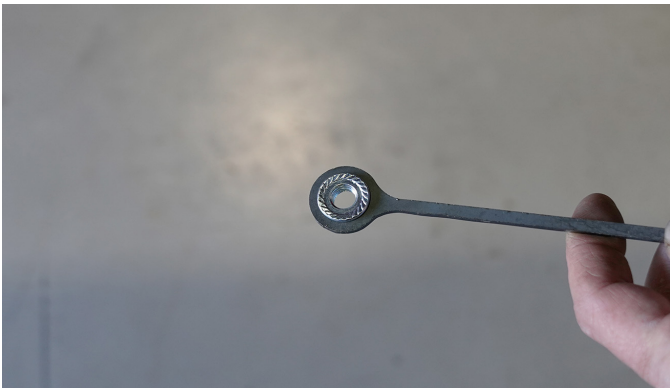
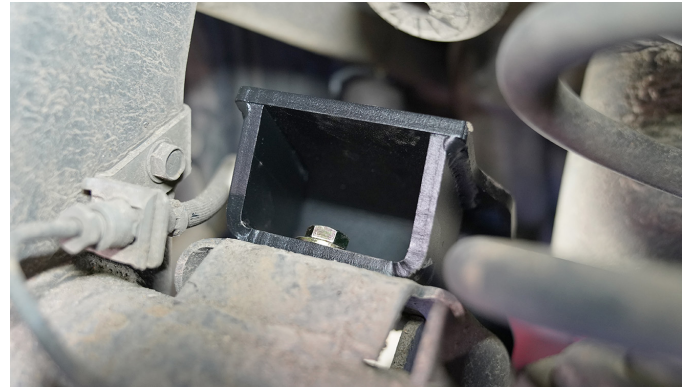
16. Tighten the factory shock bolt. (115)

17. Install the shock into the new bracket and secure using the supplied 9/16" hardware. Tighten. (115)



18. Place the new bump stop spacer (55-35-3600) on the axle mount and insert the supplied 3/8" bolt through the bracket and the axle mount.

19. Place the supplied 3/8" flange nut into the supplied flange nut holder (55-36-3600) and from the rear of the vehicle over the link arm, slide the holder with the nut over the axle and start the nut onto the bolt. Once the nut is snug, remove the flange nut holder and tighten the bolt. (33)



20. If equipped with air shocks, very carefully remove the plastic 90 degree fittings from the factory links and install them onto the new supplied link arm (55-34-3600).

21. Reinstall the new link arm assembly into the vehicle into the factory location.

22. Reattach the brake hose bracket to the axle using the factory hardware.

23. Attach the ABS clip back to the frame in the factory location.

24. Reconnect the sway bar link to the sway bar body.

25. Reinstall the tires and wheels. Tighten the lug nuts (95) in the sequence shown.

26. 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.

27. 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.

28. Check all hardware for proper torque specifications.

29. 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.

30. Realign vehicle to factory OEM specifications. It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

31. 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.

32. Activate four wheel drive system and check for proper engagement.

33. Install the **Warning to Driver** decal on the inside of the windshield or dash within the 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 warrant-able, 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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