



# **SUPERLIFT®**

S U S P E N S I O N

## **2017 FORD F250 4” INSTALLATION INSTRUCTIONS**

**THANK YOU FOR CHOOSING SUPERLIFT FOR ALL YOUR SUSPENSION NEEDS!!**

### **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, 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:**

- 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 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.
- 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. Unless otherwise noted, always start with the driver side.

K KIT BREAKDOWN		
Kit Part Number K163		
Part Number	Qty.	Part Description
9090	1	front coil spacers
9091	1	rear block kit
9092	1	radius arm drops
9093	1	track bar drop and stabilizer bracket

KIT BREAKDOWN					
Kit Part Number 9090			Kit Part Number 9092		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-03-9090	1	coil spacers, driver side	55-05-9090	2	radius arm drop
55-04-9090	1	coil spacers, passenger side	77-9092	1	hardware bag, radius arm drop
77-9090	1	hardware bag			
Kit Part Number 9091			Kit Part Number 9093		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
55-02-200	2	rear block, 5"	55-21-9090	1	stabilizer bracket
55-03-200	2	rear block shim	55-01-9062	1	track bar bracket
77-1509	1	9/16" ubolt nuts and washers	77-9093	1	hardware bag, track bar keys
77-1507	1	7/16" ubolts, nuts, and washers	77-9093-1	1	hardware bag, front brake line bracket
11962	4	9/16" x 3-1/4" x 15" ubolt, large radius			

HARDWARE BAG BREAKDOWN					
Kit Part Number 77-9090			Kit Part Number 77-9092		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
14mx2.0x35cs	2	14mm x 2.0 x 35mm bolt, 2.0 pitch	18mx2.5x130cs	4	18mm x 2.5 x 130mm bolt, 2.5 pitch
14mfw	4	14mm flat washer	18mfw	8	18mm flat washer
14mln	2	14mm nyloc nut, 2.0 pitch	18mnn	4	18mm nyloc nut, 2.5 pitch
916x314c5cs	2	9/16" x 3-1/4" bolt, coarse thread			
916sw	4	9/16 sae washer	Kit Part Number 77-9093		
916c5nn	2	9/16" nyloc nut, coarse thread			
516x1c5cs	2	5/16" x 1" bolt, coarse thread	Part Number	Qty.	Part Description
516sw	2	5/16" sae washer	55-05-9024	2	track bar keys
516c5nn	2	5/16" nyloc nut, coarse thread			
Kit Part Number 77-1509			Kit Part Number 77-9093-1		
Part Number	Qty.	Part Description	Part Number	Qty.	Part Description
1511-B09	8	9/16" ubolt nut	55-22-9090	2	brake line bracket, front
916cw	8	9/16" ubolt washer	38x1c5cs	2	3/8" x 1" bolt, coarse thread
			38sw	2	3/8" sae washer
Kit Part Number 77-1507			38c5nn	2	3/8" nyloc nut, coarse thread
Part Number	Qty.	Part Description	14x12stb	1	1/4" x 1/2" bolt, self tapping
716x314x412ub	4	7/16" x 3-1/4" x 4-1/2" ubolt, square	716x212c5cs	1	7/16" x 2-1/2" bolt, coarse thread
716f8sfn	8	7/16" flange nut, fine thread	716sw	1	7/16" sae washer
			716c5nn	1	7/16" nyloc nut, coarse thread
			f470l	1	thread locking compound

Step	Part Number	Qty. per Kit	Description	New Attaching Hardware	Qty. per Bracket	Hardware Bag Number
14	55-01-9062	1	track bar bracket	55-05-9024 - track bar keys	2	77-9093
16	55-05-9090	2	radius arm drop	18mm x 2.5 x 130mm bolt, 2.5 pitch	2	77-9092
				18mm flat washer	4	
				18mm nyloc nut, 2.5 pitch	2	
				sleeve, 1.125" OD x 0.188 wall x 2.736 long	1	
18	55-03-9090	1	coil spacers, driver side	14mm x 2.0 x 35mm bolt, 2.0 pitch	1	77-9090
				14mm flat washer	2	
				14mm nyloc nut, 2.0 pitch	1	
				9/16" x 3-1/4" bolt, coarse thread	1	
				9/16 sae washer	2	
				9/16" nyloc nut, coarse thread	1	
				5/16" x 1" bolt, coarse thread	1	
				5/16" sae washer	1	
				5/16" nyloc nut, coarse thread	1	
18	55-04-9090	1	coil spacers, passenger side	14mm x 2.0 x 35mm bolt, 2.0 pitch	1	77-9090
				14mm flat washer	2	
				14mm nyloc nut, 2.0 pitch	1	
				9/16" x 3-1/4" bolt, coarse thread	1	
				9/16 sae washer	2	
				9/16" nyloc nut, coarse thread	1	
				5/16" x 1" bolt, coarse thread	1	
				5/16" sae washer	1	
				5/16" nyloc nut, coarse thread	1	
23	55-22-9090	2	brake line bracket, front	3/8" x 1" bolt, coarse thread	2	77-9093-1
				3/8" sae washer	2	
				3/8" nyloc nut, coarse thread	2	
				1/4" x 1/2" bolt, self tapping	1	
30	55-21-9090	1	stabilizer bracket	7/16" x 2-1/2" bolt, coarse thread	1	77-9093-1
				7/16" sae washer	1	
				7/16" nyloc nut	1	
36	55-02-200	2	rear block, 5"	11962 - 9/16" x 3-1/4" x 15" ubolt, large radius	2	
				55-03-200 - block shim plate	2	
				7/16" x 3-1/4" x 4-1/2" ubolt, square	2	77-1507
				7/16" flange nut, fine thread	4	
				9/16" ubolt nut	4	77-1509
				9/16" ubolt washer	4	

## **FRONT DISASSEMBLY**

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

### **1) TRACK BAR...**

[Illustration 1] Prior to raising the vehicle, disconnect the track bar from its attachment point on the frame and let the bar hang. {30mm}

### **2) SWAY BAR LINKS...**

[Illustration 2] Disconnect the sway bar links for their attachment points on the sway bar. {18mm}

**Illustration 1**



**Illustration 2**



### **3) PREPARE VEHICLE...**

Chock rear tires and place transmission in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the radius arm mounts. Ease the frame down onto the stands and place transmission in park. Remove front tires. {Lug Nuts 21mm}

**Perform steps 4 through 9 one side at a time.**

### **4) STEERING STABILIZER...**

Disconnect the steering stabilizer from the frame bracket. {15mm}

[Illustration 3] Remove the steering stabilizer from the frame. {13mm}

### **5) DRAG LINK...**

[Illustration 4] Remove the cotter pin and castle nut from the drag link, then using the appropriate puller tool, disconnect the drag link from the pitman arm. {pliers, 24mm}

### **6) BRAKE LINE BRACKETS...**

[Illustration 5] Remove the bolt holding the brake line bracket to the axle. {10mm}

**Illustration 3**



[Illustration 6] Remove the bolt retaining the brake line bracket to the frame. {13mm}

**7) DIFFERENTIAL VENT HOSE...**

Disconnect the vent hose from the axle. {plastic fastener removal tool}

**8) AXLE VACUUM LINES...**

[Illustration 7] Disconnect the axle vacuum lines from the driver's side radius arm and from the passenger's side axle. {plastic fastener removal tool}

**9) DRIVE SHAFT...**

[Illustration 8] Mark the drive shaft orientation, then disconnect and tie drive shaft up and out of the way. {8mm}

**Illustration 4**



**Illustration 5**



**Illustration 6**



**Illustration 7**



**Illustration 8**



**10) SHOCK ABSORBERS...**

[Illustration 9] Remove the lower bolt retaining the shock absorber to the axle. Disconnect the shock from the axle. {18mm}

**11) COIL SPRINGS...**

Carefully lower the front axle enough to facilitate the removal of the front coil springs. Make sure no hoses or lines are in a bind when lowering the axle.

**12) COIL SPRING AXLE SEATS...**

[Illustration 10] Remove the bolt attaching the lower coil seat to the axle. {18mm}

**Illustration 9****Illustration 10****13) TRACK BAR BRACKET...**

[Illustration 11 & 12] Unbolt the factory track bar bracket from the frame and the crossmember. {frame 18mm, crossmember 21mm}

**Illustration 11****Illustration 12**

## **FRONT ASSEMBLY**

### **14) TRACK BAR BRACKET...**

- Position the new track bar bracket (55-01-9062) on the frame in the factory position and secure using the factory hardware. Once all bolts and nuts have been started, tighten. (136) {frame 18mm, crossmember 21mm}

**NOTE:** Perform the following steps one side at a time. Start on the driver side.

### **15) RADIUS ARMS...**

- [Illustration 13] Unbolt the radius arm from the frame. {bolt 24mm, nut 27mm}

### **16) RADIUS ARM BRACKETS...**

- [Illustration 14] Position the radius arm bracket (55-05-9090) inside the factory mount and secure using the supplied 18mm x 30mm bolt, nyloc nut, and washer through the rearward most hole. Insert the supplied 18mm x 30mm in the forward most top hole and secure with the nyloc nut, and washer. (230) {27mm}

**Illustration 13**



**Illustration 14**



### **17) RADIUS ARMS...**

- Reattach the factory radius arm to the drop bracket and loosely secure using the factory hardware. Do not tighten at this time. {bolt 24mm, nut 27mm}

### **18) COIL SPRING / SHOCK SPACER BRACKETS...**

- [Illustration 15 & 16] Install the new coil spring / shock spacer bracket (55-03-9090 driver's side; 55-04-9090 passenger's side) into the factory shock mount and on the axle. Make sure the ABS is routed as shown.

- [Illustration 17] Where the new bracket attaches to the factory coil seat on the axle, loosely start the supplied 14mm x 35mm and washer; do not tighten. Be sure to apply thread locker to the bolt before starting.

- [Illustration 17] Secure to the factory shock location using the factory hardware; do not tighten. Tighten the supplied 14mm x 35mm bolt at the axle. (151) {22mm}

**Illustration 15****Illustration 16**

- [Illustration 17] Tighten the factory shock bolt. (136) {18mm}

### 19) COIL SPRING AXLE SEATS...

- [Illustration 17] Install the factory coil spring axle seat to the new bracket using the factory bolt and supplied washer and nyloc nut. (151) {bolt 21mm, nyloc nut 22mm}

### 20) COIL SPRINGS...

- With the coil spring isolator in place, reinstall the factory coil springs over the coil spring upper mount and onto the lower seat. Rotate coil spring until the coil is seated properly against the coil spring stop on the lower seat.

- Raise the axle until the coil spring isolator is seated securely against the upper coil tower.

### 21) ABS and VENT ROUTING...

- [Illustration 18] Disconnect the axle vent line from the frame, located on the driver's side frame rail under the engine mount. {plastic fastener removal tool}

- [Illustration 19] Disconnect the ABS line from the frame, located on the driver's side frame rail under the engine mount just above where the axle vent hose was attached. {plastic fastener removal tool}

- [Illustration 20 & 21] Reattach the ABS line to the frame in the axle vent line's factory location. Reattach the ABS line to the factory location on the radius arm.

- Reconnect the axle vent tube to the differential.

**Illustration 17**



**Illustration 18****Illustration 19****Illustration 20****Illustration 21****22) SHOCK ABSORBERS...**

[Illustration 17] Continue to raise the axle until the you can attach the factory shock absorber to the new bracket using the supplied 9/16" x 3-1/2" bolt, washers and nyloc nuts. Do not tighten at this time.

**23) BRAKE LINE FRAME BRACKETS...**

[Illustration 22 (driver) & 23 (passenger)] Install the new supplied brake line bracket (55-22-9090) to the frame using the factory hardware in the factory location. (18) {13mm}

Install the supplied 1/4" x 1/2" self-tapping bolt into the top hole of the new brake line bracket. This bolt will not "thread" into the frame, rather it will act as a 'pin' to keep the bracket from spinning on the frame.

[Illustration 22 (driver) & 23 (passenger)] Very carefully bend the brake lines so they can be attached to the new brake line bracket. DO NOT OVER BEND or KINK THE LINES. Attach the factory brake line bracket to the new frame bracket using the supplied 3/8" x 1" bolt, washer, and nyloc nut. (30) (9/16")

**Illustration 22****Illustration 23****24) BRAKE LINE AXLE BRACKETS...**

- Attach the factory brake line axle bracket to the new coil spring / shock spacer bracket (55-03 & 04-9090) using the supplied 5/16" x 1" bolt, washer, and nyloc nut. (16) {1/2"}

**25) DRIVE SHAFT...**

- Realign the previously made mark on the drive shaft and install using the factory hardware. Apply thread locker to the bolts before installing. (11) {8mm}

**26) TIRES / WHEELS...**

- Tighten the lug nuts in the sequence shown. (151) {21mm}

**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.

- Lower the vehicle to the floor.

**27) TRACK BAR...**

- [Illustration 24] Observe the two supplied track bar keys and note that the hole in each key is offset to one side. Position the keys so that the holes are offset to the passenger side and insert them into the slotted holes of the track bar bracket. Insert the factory track bar bolt through the bracket, keys, and track bar and secure using the factory hardware. Tighten (406) {30mm}

**IMPORTANT:** Yes, the proper torque specification for the track bar eye bolt is 406 lb-ft; this is not a typographical error. If the appropriate torque wrench is not available, tighten the bolt as much as possible, then take the vehicle to the Ford Dealer or a heavy equipment repair shop to perform the final torque operation. Proper torque on this bolt is critical.

**28) SWAY BAR LINKS...**

[Illustration 25] Place the thick 1/2" washer over the sway bar link axle mounting hole and reconnect the sway bar links to the axle and tighten using the factory hardware. (100) {18mm}

**Illustration 24****Illustration 25****29) DRAG LINK...**

Connect the drag link to the pitman arm using the factory castle nut and cotter pin. {24mm, pliers}

**30) STEERING STABILIZER BRACKET...**

[Illustration 26] Install the new steering stabilizer bracket (55-21-9090) using the factory hardware. (37) {15mm}

[Illustration 26] Attach the steering stabilizer to the new bracket using the supplied 5/16" x 1" bolt, washer, and nyloc nut. (16) {1/2"}

**31) HARDWARE TIGHTENING SEQUENCE...**

- shock absorber to axle bracket (105) {13/16"}
- radius arm to frame (222) {bolt 24mm, nut 27mm}

**Illustration 26****REAR DISASSEMBLY****32) RAISE REAR OF VEHICLE...**

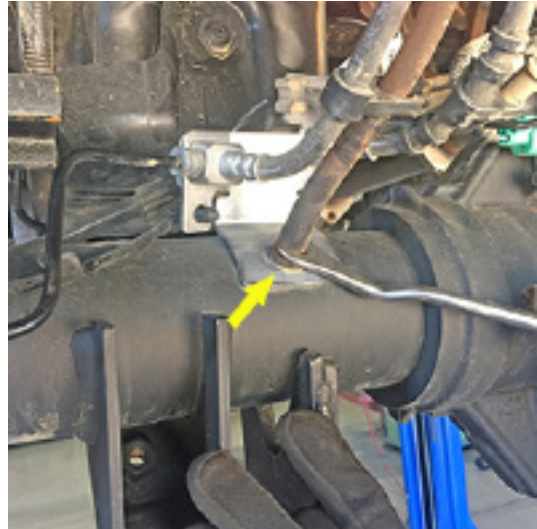
Chock the front tires. Position a jack beneath the center of the rear axle then raise rear of vehicle. Secure jack stands beneath the frame rails just forward of the rear springs. Remove rear tires.

**33) SHOCK ABSORBERS...**

- [Illustration 27] Unbolt the shock absorber from the lower mount. {bolt 18mm, nut 21mm}

**34) BRAKE LINE BRACKET...**

- [Illustration 28 & 29] Remove the rear axle vent hose from the barbed fitting. Remove the barbed fitting and allow the brake line bracket to move freely from the axle. {plastic fastener removal tool, 16mm}

**Illustration 27****Illustration 28****Illustration 29****Illustration 30****35) UBOLTS AND BLOCKS...**

- [Illustration 30] Using a floor jack support the rear axle and remove the u-bolts and discard. {24mm}
- Lower the axle to remove the factory block. Make sure no brake or ABS lines are in a bind as you lower the axle.

## **REAR ASSEMBLY**

### **36) LIFT BLOCKS AND UBOLTS...**

[Illustration 31] Install the new lift blocks (55-02-200). There is an indicator notch in the block that should face the front of the vehicle with the taller end of the block facing the rear. Make sure the locating pins are seated correctly. Jack the axle back into position while making sure that the axle pins are seated correctly into the block.

[Illustration 32] Install the new block shim (55-03-200) between the block and leaf spring, then place the supplied 7/16" ubolts over the leaf spring and through the shim and block. Do not tighten at this time.

[Illustration 33] Install the new ubolts (11962) using the supplied 9/16" washers and nuts; tighten using the "X" pattern. (120) {7/8"}

[Illustration 32] Install the supplied 7/16" flange nuts onto the 7/16" ubolts and tighten. (60) {5/8"}

**Illustration 31**



**Illustration 32**



### **37) BRAKE LINE BRACKET...**

Reinstall the brake line bracket to the axle and secure using the barbed fitting. {16mm}

### **38) AXLE VENT HOSE...**

Attach the vent hose to the barbed fitting.

### **39) SHOCK ABSORBERS...**

Reconnect the shock absorber to the lower mount using the factory hardware. (136) {bolt 18mm, nut 21mm}

### **40) TIRES / WHEELS...**

Reinstall tires and wheels. Tighten the lug nuts in the sequence shown. (151) {21mm}

**Illustration 33**



**WARNING:** When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or any-

thing 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.

Lower vehicle to the floor.

#### **41) CLEARANCE CHECK...**

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.

#### **42) FOUR WHEEL DRIVE...**

Activate four wheel drive system and check for proper engagement.

#### **43) HEADLIGHTS...**

Re-adjust headlights to proper setting.

#### **44) 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 "NOTICE TO DEALER AND VEHICLE OWNER" section below.

#### **45) SUPERLIFT BADGES...**

This kit is packaged with a Superlift badge. Prior to installation, use the supplied alcohol pad to eliminate all soap and or other non-adhering residues that may impair adhesion, thoroughly clean the entire area of placement.

The adhesive on our badges is pressure sensitive and must be applied using pressure on all areas of the graphic. Like any PSA (pressure sensitive adhesive), it can take up to 72 hours for the adhesive to fully cure. Once the badge is in place do not peel it up, this will diminish the adhesive properties and could result in damaging the badge itself.

To keep your Superlift badge in "like new" appearance keep the badge free/clear of solvents and chemicals that could cause the adhesive to dry or dissolve. This includes gasoline, diesel fuel, paint thinner, and alcohol. Soap and water is all that is needed for cleaning. Degreasers can be used sparingly and hand whipped/applied if needed, although not suggested.

### **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 warrantor 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.

### **Superlift, LLC, Satisfaction Guarantee**

We want you to purchase our product with confidence and be 100% satisfied with the end result. If you have any legitimate issue, and Superlift® cannot rectify it to your satisfaction, Superlift® will take back the Superlift® brand product and refund the customer 100% of the product purchase price.

The details:

- Offer valid to the original retail consumer for six months after product purchase.
- May require a Superlift® dealer's participation in order to assist in "troubleshooting" the issue.
- Any costs related to labor, freight, incidental or consequential are not refunded.
- Refund will not exceed Superlift's® published retail price.

### **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.

### **SUPERLIFT SUSPENSION**

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