



2005-2019 Nissan Frontier 2WD|4WD
2005-2015 Nissan Xterra 2WD|4WD
2.5 Inch Lift Kit
INSTALLATION INSTRUCTIONS

Engineered for Both 2WD & 4WD Models.
 Fits: 2005-2019 Nissan Frontier 2WD|4WD
 2005-2015 Nissan Xterra 2WD|4WD

⚠️ NOTE: NOT Engineered for the PRO-4X Models.



🚫 CAUTION: MAKE SURE YOU HAVE THE CORRECT LIFT FOR YOUR VEHICLE:

Double check the Year, Make, Model, Lift Height and KIT Part Numbers.

⚠️ NOTE: 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.

How to Read the Kit Breakdown Charts:

The 'K KIT BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Boxes that are included in the K KIT. The 'KIT BREAKDOWN' lists Part Numbers, Quantities & Part Description of the Individual Components & Hardware Bags that are included in Each Box. The 'HARDWARE BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Individual Components.

K KIT BREAKDOWN		
Kit Part Number	40048	
Part Number	Qty.	Part Description
40048	1	Kit Box - Lift Kit, 2.5 Inch
KIT BREAKDOWN		
Kit Part Number	40048	
Part Number	Qty.	Part Description
55-01-40048	2	Front Strut Spacer
77-40048	1	Hardware Bag
KIT BREAKDOWN		
Kit Part Number	77-40048	
Part Number	Qty.	Part Description
	6	Flange Nuts



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



⚠ CAUTION: 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:

- Do NOT install this suspension system in conjunction with any other type of aftermarket or fabricated components to gain additional suspension height.
- 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.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- Always wear safety glasses when using power tools.
- A factory service manual should be on hand for reference.

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.

TECH TIP / TIME SAVER...

- Some minor trimming will be required with certain wheel/ tire combination. This is normal with most aftermarket tire/wheel fitments on Nissan trucks & SUVs. Trimming will normally include the bottom edge of the inner fender shrouds and/or lower corner of front bumper valance. As a rule of thumb, deeper backspacing and shorter/ narrower tires will reduce/eliminate trimming required.

TIRES & WHEELS...

Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.

⚠️NOTE: Stock \ Factory 16", 17", 18" & 20" Wheels Will Fit back on the vehicle once this suspension system is installed. Aftermarket Wheels Require 5.25 Inch Back Spacing.

⚠️WARNING: ANY larger or wider tire & wheel combination other than listed Will Require Vehicle Trimming.

TIRE SIZE SPECIFICATIONS			
Tire Size	Wheel	Backspacing (INCH)	Offset (MM)
265/75 R16	16x9	5.25	+6mm
285/75 R16	16x9	5.25	+6mm
265/70 R17	17x9	5.25	+6mm
285/65 R17	17x9	5.25	+6mm
285/65 R18	18x9	5.25	+6mm
275/55 R20	20x9	5.25	+6mm


* Some Minor Trimming Maybe Required.

⚠️NOTE: ALL Tire & Wheel Combinations Should Be Test Fit Prior to Installation.

IMPORTANT DISCLAIMER: The provided tire/wheel fitments are approximate. Actual dimensions of a given tire size can vary considerably from one brand to another. Manufacturers' wheel offset and backspacing measurement points are not always consistent. Backspacing greatly impacts tire-to-fender clearance when turning. Wheel width and backspacing influence whether the tires protrude past the fenders, and to what extent. Considering these important factors, we recommend that you fit-check your tire/wheel selection prior to purchasing. The provided tire/wheel fitments are approximate.

TOOLS & TECH...

This is a list of tools needed to install this lift kit. Double check the list to make sure that you have all the tools and equipment required to accomplish the complete install.

We have also included a **Tech Tip** noted by this icon  to help if we have found a quicker or easier way to accomplish a task in the steps.

Tools		
Miscellaneous	Wrench / Socket Sizes	
	Standard	Metric
Floor Jack	9/16"	14mm
Jack Stands	13/16"	17mm
Hammer		19mm
Pry Bar		22mm
Plastic Fastern Removal Tool		
Flat Screwdriver		

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	5 ft/lbs.	9 ft/lbs.
3/8"	30 ft/lbs.	35 ft/lbs.	8mm	18 ft/lbs.	23 ft/lbs.
7/16"	45 ft/lbs.	60 ft/lbs.	10mm	32 ft/lbs.	45 ft/lbs.
1/2"	65 ft/lbs.	90 ft/lbs.	12mm	55 ft/lbs.	75 ft/lbs.
9/16"	95 ft/lbs.	130 ft/lbs.	14mm	85 ft/lbs.	12 ft/lbs.
5/8"	135 ft/lbs.	175 ft/lbs.	16mm	130 ft/lbs.	165 ft/lbs.
3/4"	185 ft/lbs.	280 ft/lbs.	18mm	170 ft/lbs.	240 ft/lbs.

NOTE: 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 (Left) and one is for the Passenger Side (Right). Unless otherwise noted, always start with the Driver Side.

FRONT DISASSEMBLY

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

PREPARE VEHICLE FOR FRONT...

1. Disconnect the battery.

Chock rear tires and place transmission in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands, place transmission in low gear for Manual Transmission or Park for Automatic. Remove the front wheels & tires. [Lug Nuts 13/16"]


DISCONNECT ABS BRACKET FROM KNUCKLE...

2. Disconnect the ABS line rubber grommets from the metal attachment clips on the rear axle. [13mm]

DISCONNECT TIE ROD FROM KNUCKLE...

3. Remove the tie rod retaining nut. [22mm] Reinstall the nut a couple of turns by hand.

Use a Tie Rod Puller to separate the tie rod from the knuckle.

 **TECH TIP** If you do not have a puller, you can use the method of striking the knuckle near the ball joint end to dislodge the knuckle. Strike the knuckle portion only.

Remove the tie rod nut and save for re-install. Push the linkage forward until out of the way.


DISCONNECT SWAY BAR LINK...

4. Remove sway bar end link bolt from the Lower Control Arm (LCA). [17mm] Allow sway bar to drop. Retain factory hardware.

DISCONNECT UPPER BALL JOINT FROM KNUCKLE...

5. Support knuckle with jack stand. Remove Upper Ball Joint (UBJ) cotter pin and nut. [22mm]

 **TECH TIP** Turning the knuckle inward will allow easy access to the nut.

Using the appropriate puller tool, disconnect the ball joints from the knuckle.  **TECH TIP** If you do not have a puller tool you can use a hammer by very carefully striking the ball joint boss' of the knuckle; do not strike the ball joint.

WARNING: Be careful. Do not let the CV axle shaft dislodge from the CV cup or 'pull out' at the differential.

WARNING: Be careful. Do not let the knuckle fall to the side abruptly. It could cause damage to the ABS wires or brake lines.

DISCONNECT STRUT FROM LCA...

6. Disconnect the strut from the LCA. Make note of direction of lower bolt and save for reinstallation. [19mm]

DISCONNECT STRUT FROM STRUT TOWER...

7. Remove the three (3) strut nuts at upper strut tower. [19mm]

REMOVE STRUT FROM STRUT TOWER...

8. **NOTE:** Before you completely remove the strut, 'Mark' the Alignment of the Coil, Top Mount & Isolator. Also Mark 'DR.' & 'PA.' Side.

Remove strut assembly from vehicle. Leave the jack support under the knuckle assembly so the CV axles are not over extended.

FRONT ASSEMBLY


ASSEMBLE AND INSTALL STRUT SPACER...

9. Locate the (2) SUPERLIFT front strut spacers #55-01-40048. Locate Hardware Bag #77-40048. Hardware PER Side: (3) Flange Nuts.

Position the #55-01-40048 strut spacer assembly onto the top of the factory strut over the factory studs. Assemble with factory hardware. [14mm]

Slide the strut assembly through the upper control arm and install strut assembly into strut tower. Secure using the supplied flange nuts. [9/16"] Do not fully tighten at this time.

Install lower strut bolt in original direction. [19mm]

 **TECH TIP** It may be necessary to use a large adjustable wrench or pry bar to rotate the bottom eyelet of the strut assembly to align with the lower mount on the lower control arm.

Tighten and torque upper strut mount and lower strut mount.

Lower strut mount. (Torque to factory specs.) Upper strut mount. (Torque to 35-45 ft/lbs)

CONNECT UPPER BALL JOINT TO KNUCKLE...

10. Raise lower control arm with jack. Connect upper ball joint on upper control arm to knuckle. Torque to factory specs. [22mm] Install cotter pin.

CONNECT TIE ROD TO KNUCKLE...

11. Reinstall tie rod steering linkage nut. [21mm]

RECONNECT ABS BRACKET TO KNUCKLE...


12. Reinstall the ABS bracket to the knuckle neck. [13mm]

DISCONNECT SWAY BAR LINK...


13. Reinstall sway bar end link bolt to the LCA. [17mm]

FRONT TIRES / WHEELS...

14. Install the front tires & wheels. [Lug Nuts 13/16"] (140)

 **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.

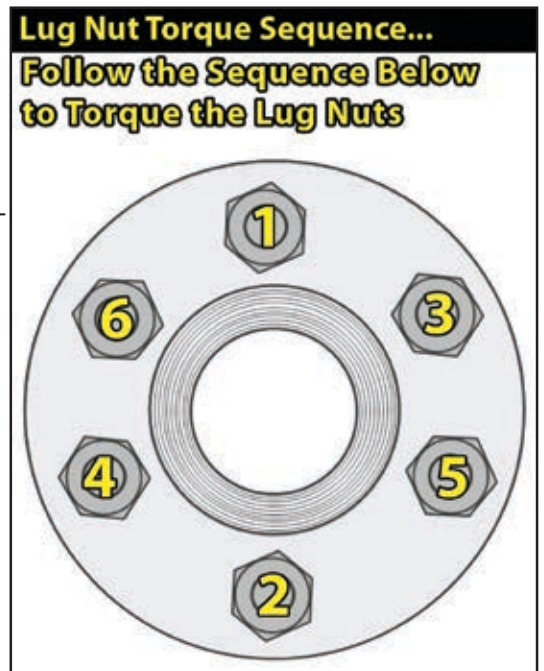
Lower the vehicle to the ground.

 **WARNING:** 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.

FRONT CLEARANCE CHECK...

15. 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.

Raise the vehicle back onto jack stands and secure as per **Step 1**. 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. Lower the vehicle to the floor.



FINAL CHECKS

CLEARANCE CHECK...

16. Check all hardware for proper torque specifications.

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. **⚠ NOTE:** 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...

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

HEADLIGHTS...

18. 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.

FOUR WHEEL DRIVE...

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

SUPERLIFT WARNING DECAL...

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