2019 FORD RANGER 4WD
2.5 Inch Leveling Kit
INSTALLATION INSTRUCTIONS

Engineered for 4WD Models ONLY.

Fits: 2019 FORD RANGER 4WD

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.

1. 55-01-40050- Strut Spacers - DR & PA Side
2. 3/8" Flange Nuts, Coarse Thread, Grade 5
3. 10mm Push Nuts
4. 3/8" X 1" Carriage Bolts, Coarse Thread, Grade 5

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.

KIT BREAKDOWN		
Kit Part Number	**40050**	
Part Number	**Qty.**	**Description**
55-01-40050	2	Strut Spacers, 2019+ Ford Ranger
77-40050	1	Hardware Bag

HARDWARE BAG BREAKDOWN		
Kit Part Number	**77-40050**	
Part Number	**Qty.**	**Part Description**
38x1C5CB	6	3/8" X 1" Carriage Bolts, Coarse Thread, Grade 5
10MPN	6	10mm Push Nuts
38C5FN	6	3/8" Flange Nuts, Coarse Thread, Grade 5

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

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.
- Do not fabricate any components to gain additional suspension height.
- 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 ultimately the 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...

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 17" & 18" Wheels WILL Fit back on the vehicle once this suspension system is installed.

TIRE SIZE SPECIFICATIONS

Tire Size	Wheel	Backspacing (INCH)	Offset (MM)
265/70 R17	Factory	–	–
255/75 R17	Factory	–	–
265/65 R18	Factory	–	–
285/55 R20	20x9	5.00	+30mm

⚠WARNING: Aftermarket Wheels MUST have a Minimum of 93.1mm Center Bore and Maximum 6.5" Back Spacing. Wheels with Less Than 6.5" of Back Spacing May Require Slight Trimming. ANY larger or wider tire & wheel combination other than listed Will Require Vehicle Trimming.

⚠NOTE: ALL Tire & Wheel Combinations Should Be Test Fit Prior to Installation. * Some Minor Trimming Maybe Required. Some minor trimming will be required with certain wheel/tire combinations. This is normal with most aftermarket tire/wheel fitments on GM trucks. 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.

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...

The chart is a listing of the main tools need to install this lift kit system.

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

Tools			
Miscellaneous Tools	**Wrench / Socket Sizes**		
Floor Jacks	Standard	Metric	
Jack Stands	9/16"	15mm	22mm
Torque Wrench		18mm	24mm
		19mm	22mm

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.

1) 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 lower control arms. Ease the frame down onto the stands and place transmission in park. Chock the rear tires.

☐☐ Remove front tires and wheels. [Lug Nuts 19mm]

⚠NOTE: Perform Steps 2-6 One Side At A Time. Start on the Driver Side & Complete Steps 2-6. THEN Go to the Passenger Side & Complete Steps 2-6.

2) DISCONNECT SWAY BAR LINK…

☐☐ [Illustration 1] Disconnect sway bar end link from knuckle. [18mm]

3) LOOSEN UPPER BALL JOINT…

☐☐ [Illustration 2] Loosen the upper control arm ball joint from the knuckle, but Do NOT Remove. [18mm]

Illustration 1

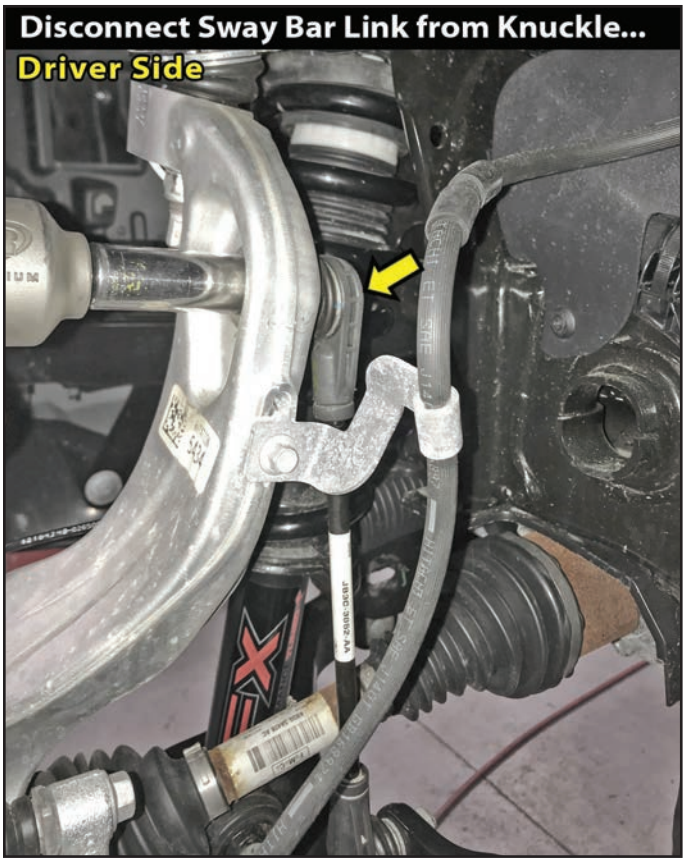
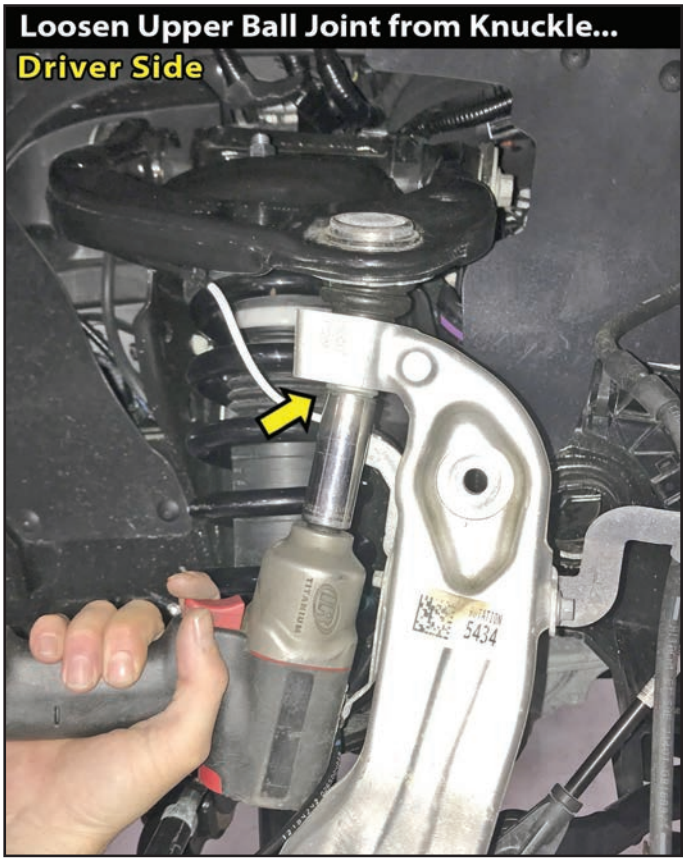


Illustration 2



4) LOOSEN UPPER STRUT MOUNTS…

☐☐ [Illustration 3] Remove two (2) of the upper strut nuts and loosen the third (3rd), but leave this nut attached to hold the strut in place. [15mm]

5) DISCONNECT LOWER STRUT MOUNT…

☐☐ [Illustration 4] Remove the two (2) nuts holding the strut to the lower control arm. [18mm]

Illustration 3

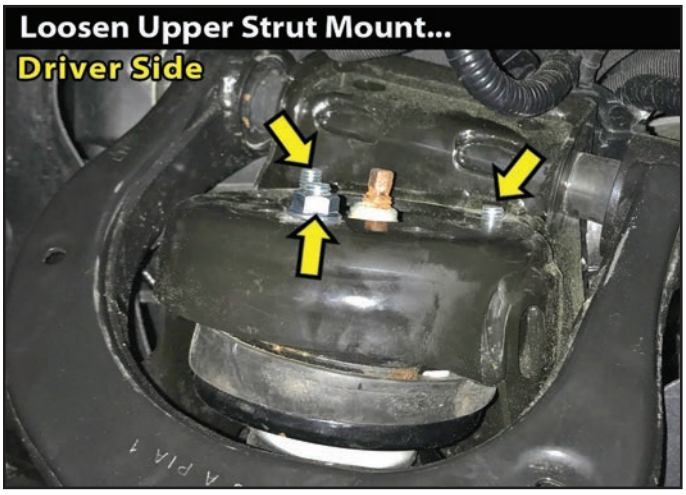


Illustration 4

6) STRUT REMOVAL…

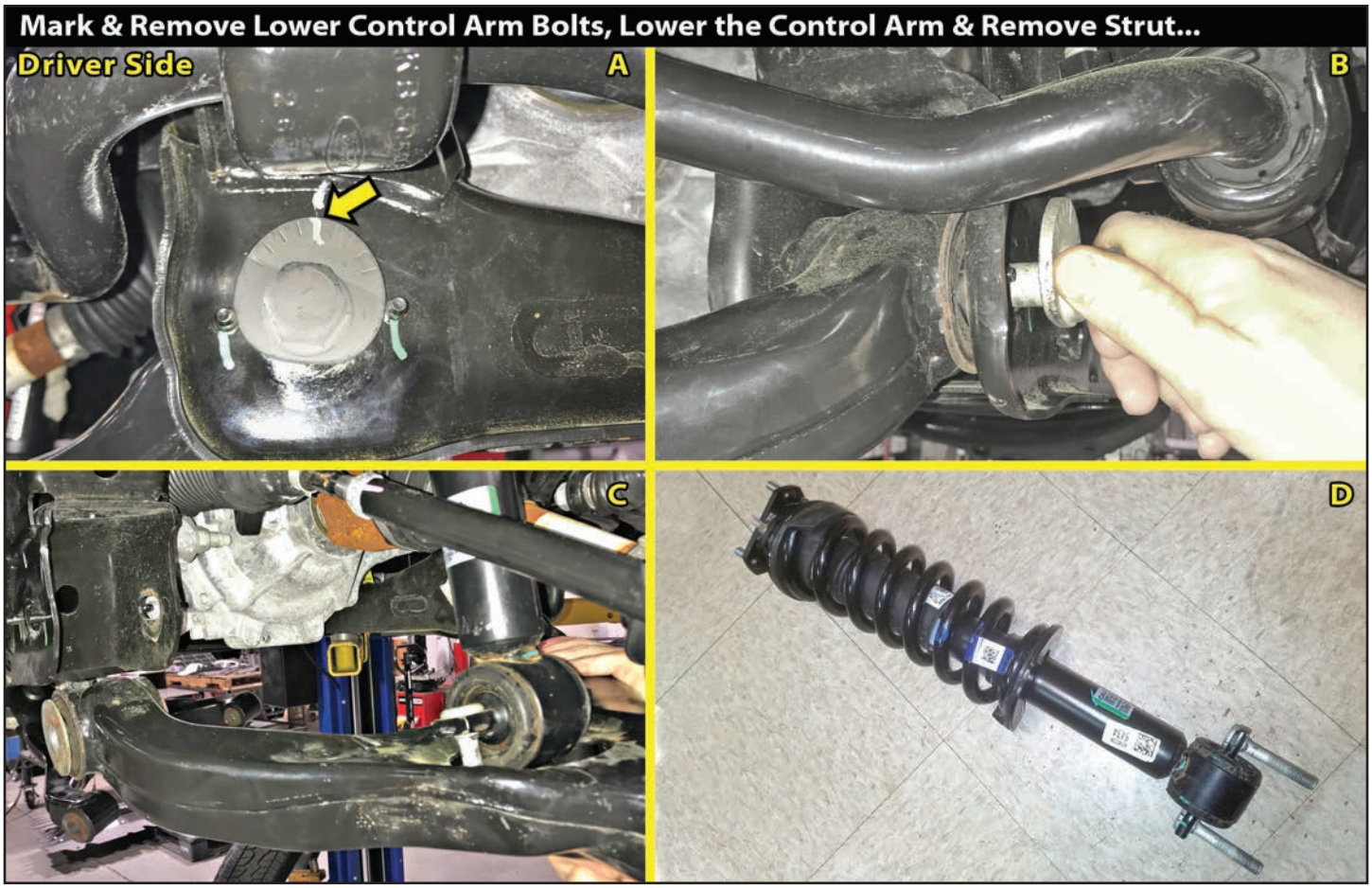
☐☐ [Illustration 5-A] Mark the position of the alignment cams attaching the lower control arm to the frame.

☐☐ [Illustration 5-B] Remove the lower control arm bolts from the frame. [24mm & 22mm]

☐☐ [Illustration 5-C] Lower the control arm down far enough to remove the strut.

☐☐ [Illustration 5-D] Remove the still attached nut from the upper strut mount. Remove the strut from the vehicle.

Illustration 5



⚠NOTE: Repeat steps 2 through 6 on the Passenger Side.

7) ASSEMBLE AND INSTALL STRUT SPACERS...

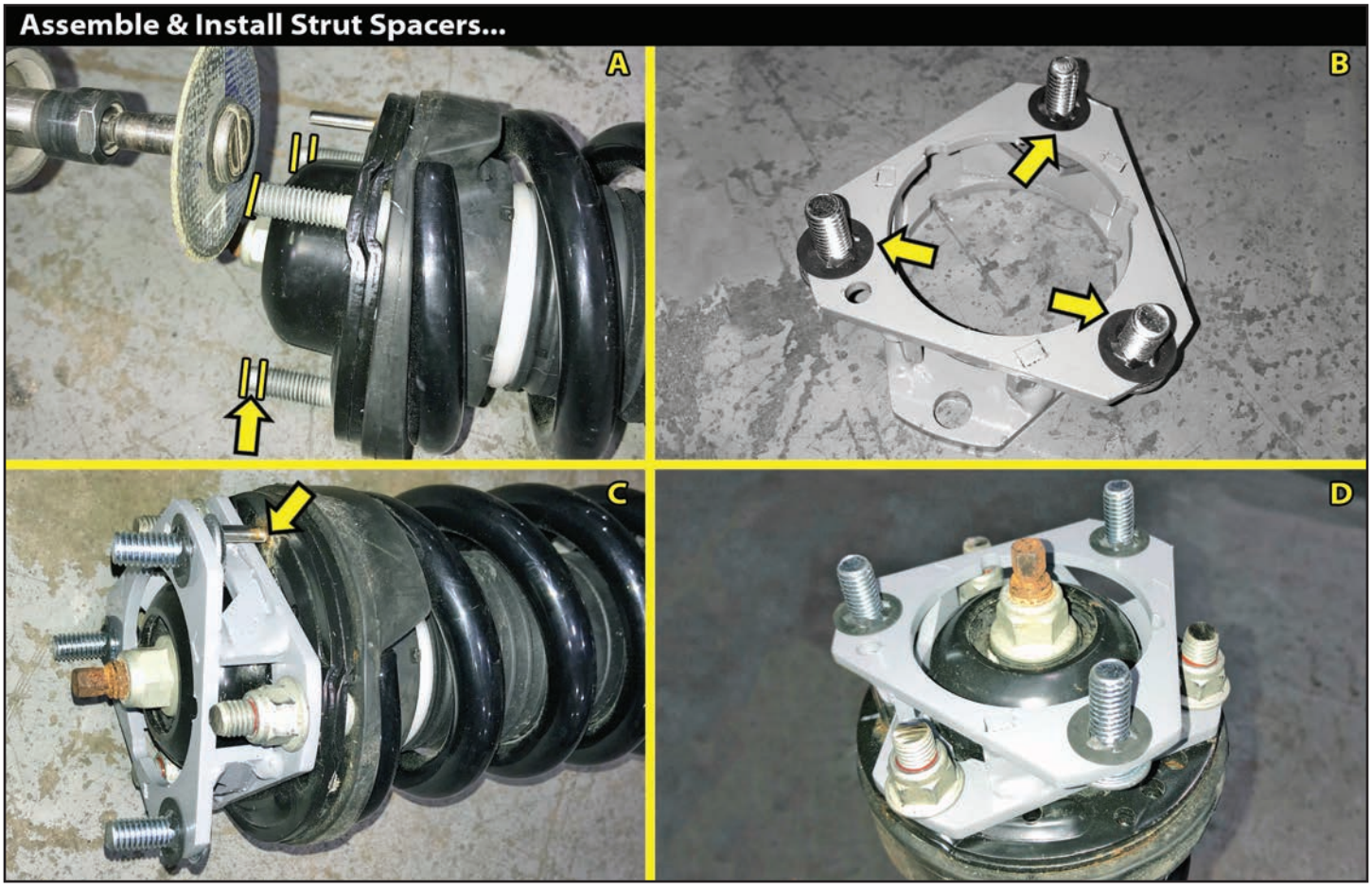
Locate the (2) SUPERLIFT strut spacers (#55-01-40050) - for Driver & Passenger. Strut Spacers Are NOT Side Specific. Locate Hardware Bag #77-40050. Hardware PER Side: (3) 3/8" X 1" Carriage Bolts, Coarse Thread, Grade 5, (3) 10mm Push Nuts & (3) 3/8" Flange Nuts, Coarse Thread, Grade 5.

☐☐ [Illustration 6-A] Using a cutoff wheel or similar tool, trim the (3) OE Strut studs down to the top most thread.

☐☐ [Illustration 6-B] Insert 3/8" X 1" carriage bolts carriage bolts into the top of the strut spacer (#55-01-40050). Slide push nut onto the carriage bolts to hold bolts in place for installation.

☐☐ [Illustration 6-C & 6-D] Attach the strut spacer assembly onto the top of the strut by aligning the strut spacer assembly onto the factory strut dowel pin and three (3) factory studs. Secure using the OE hardware. [15mm] (40)

Illustration 6



⚠NOTE: Perform Steps 8-10 One Side At A Time. Start on the Driver Side & Complete Steps 8-10. THEN Go to the Passenger Side & Complete Steps 8-10.

8) INSTALL STRUT ASSEMBLY...

☐☐ [Illustration 7-A] Reinstall the strut assembly onto the vehicle and loosely attach to the strut tower using the 3/8 flange nuts provided. [9/16]

☐☐ [Illustration 7-B] Raise the lower control arm into position being sure to insert the lower strut studs into the arm. Secure the strut to the lower control arm using the OE hardware. [18mm]

☐☐ [Illustration 7-C] Tighten the three (3) upper strut bolts. [9/16]

☐☐ [Illustration 7-D] Secure the lower control arm to the frame using the OE hardware. Do not fully tighten at this time. [24mm & 21mm] ⚠NOTE: Re-align the alignment cams to the marks you made.

Illustration 7

9) UPPER BALL JOINT...

☐☐ [Illustration 8] Tighten the upper ball joint. [18mm]

10) SWAY BAR LINK...

☐☐ [Illustration 9] Reattach the sway bar link to the knuckle. [18mm]

Illustration 8

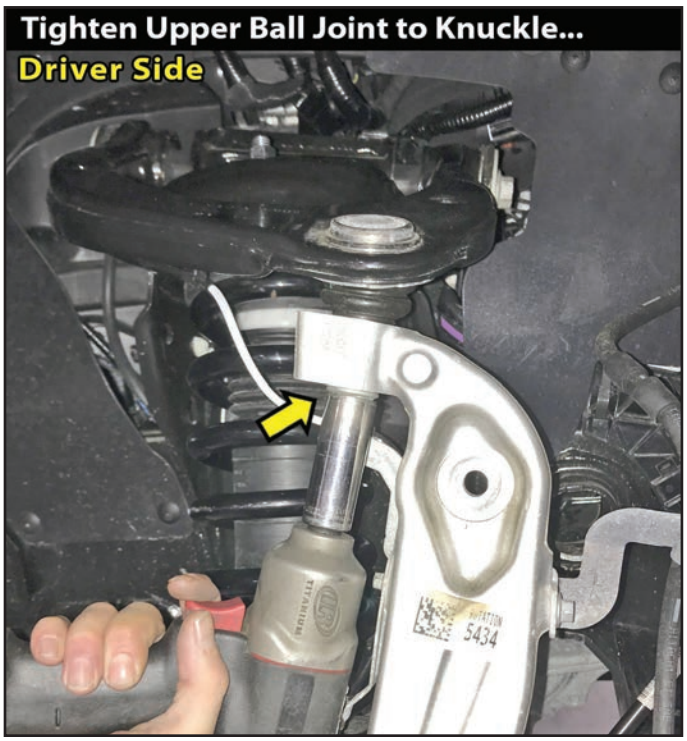
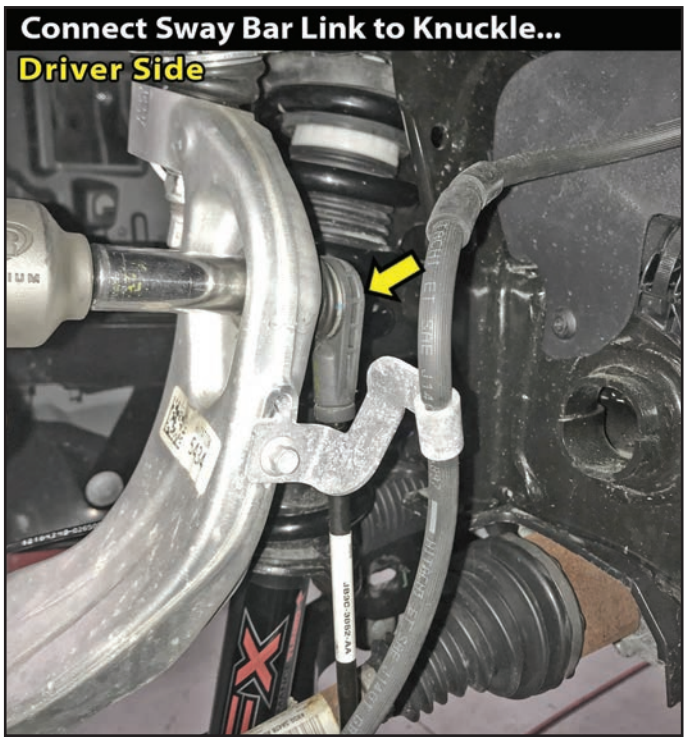


Illustration 9



⚠NOTE: Repeat steps 8 through 10 on the Passenger Side.

11) TIRES / WHEELS...

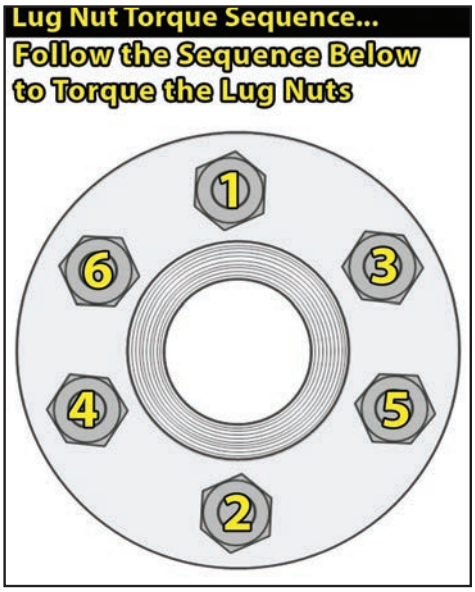
☐☐ [Illustration 10] Reinstall tires and wheels. Tighten the lug nuts in the sequence shown. (151) [22mm]

⚠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 vehicle to the floor.

[Illustration 10



FINAL CHECKS

12) CLEARANCE CHECK...

☐☐ 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.

13) WHEEL ALIGNMENT...

☐ 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.

14) HEADLIGHTS...

☐☐ 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.

15) FOUR WHEEL DRIVE…

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

16) SUPERLIFT WARNING DECAL...

☐☐ Install the **Warning to Driver** decal on the inside of the windshield or dash within the Driver's view.

IMPORTANT MAINTENANCE INFORMATION

⚠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.