



# SUPERLIFT®

## S U S P E N S I O N

### Superlift Dual Steering Stabilizer for 1999 - 2004 Ford F-250/350 Super Duty 4WD 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:

- This dual stabilizer system is compatible with stock and lifted applications.
- 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.
- Paint or undercoat all exposed metal surfaces.
- 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.
- 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.

**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.

PART NO	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.- if more than one)
55-01-92625	..... stabilizer mount, driver side	
55-02-92625	..... stabilizer mount, tie rod	(3) 3/8" x 1-1/2" x 2-1/2" U-bolt (6) 3/8" flange nut

- 01-60465.....(4) stabilizer mounting stud ..... (8) 1/2" flat washer  
 (8) 1/2" lock washer  
 (8) 1/2" fine thread nut
- 01-81160.....(2) steering stabilizer ..... (2) shock boot\*, yellow  
 (2) hardware pack and cable tie

**\*(Note: Shock boots, if desired, purchased separately)**

- 0034.....Superlift badge ..... alcohol wipe pad
- 00461 .....decal, "Warning To Driver"

**INSTALLATION PROCEDURE**

**1) PREPARE VEHICLE...**

- Place vehicle in "Park" or First gear on a level surface. Be sure the tires are pointed straight ahead.

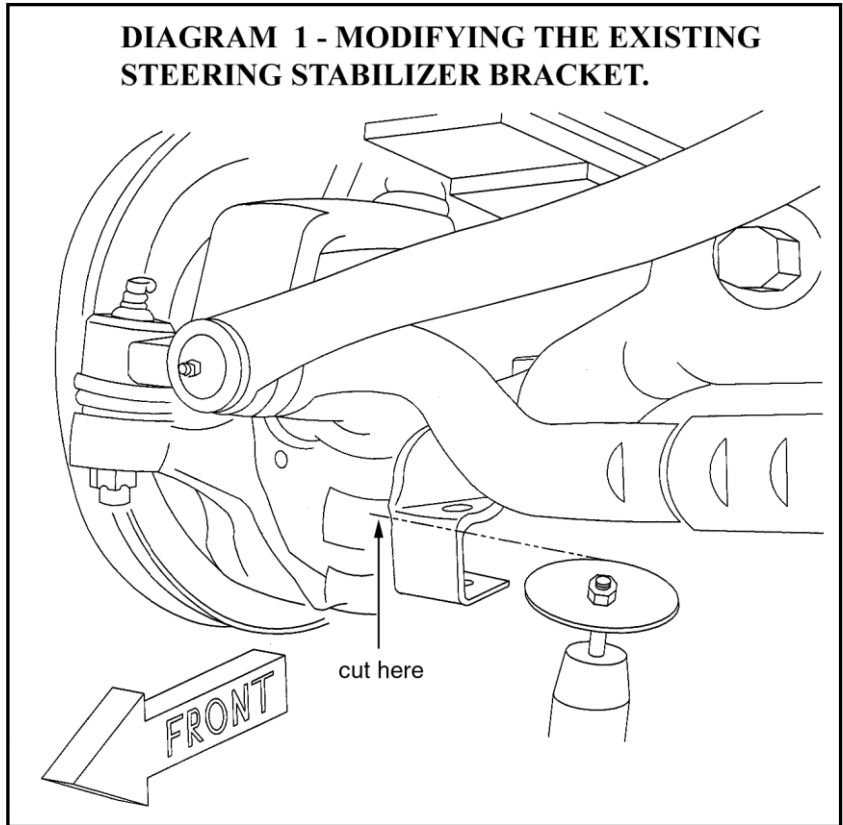
**2) REMOVE FACTORY STEERING STABILIZER...**

- If the vehicle is equipped with a factory steering stabilizer, remove it and discard. Also remove any stabilizer-related bracketry from the tie rod.

**3) MODIFY STABILIZER MOUNT AT AXLE...**

- [Diagram 1] Using a cutoff wheel or similar tool, remove the front tab of the stabilizer mount on the axle as shown. Grind smooth any sharp edges and paint the affected area.

- Attach a #01-60465 stabilizer mounting stud to the modified axle mount using the supplied flat washer, lock washer, and nut. The stud should point downward and the flat washer should be positioned between the stud and the axle bracket. Tighten (64).

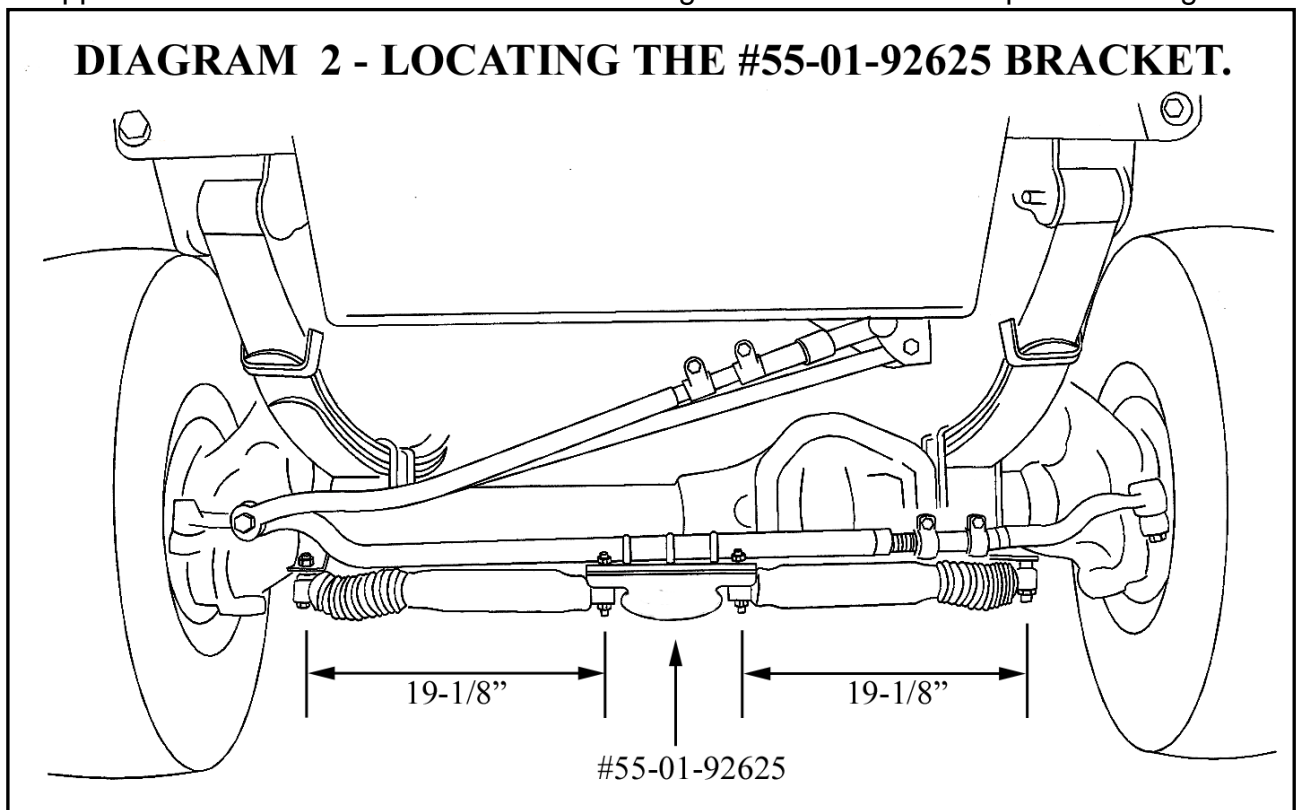


**4) MOUNT THE #55-01-92625 DRIVER SIDE STABILIZER BRACKET...**

- On the driver side, Remove the nuts and washers securing the forward U-bolt (the one closest to the front bumper); it is not necessary to remove the U-bolt.
- Position the #55-01-92625 bracket as shown in Diagram 2, with the stabilizer mounting hole closest to the driver side tire. Slide the "01" bracket over the U-bolt studs and secure using

the washers and nuts just removed (112). For clarification, the end of the bracket with the stabilizer mount hole should step down, not up.

- Attach a #01-60465 stabilizer mounting stud to the "01" bracket with the supplied flat washer, lock washer, and nut. The stud should point downward, and the flat washer should be positioned between the stud and the bracket to space it down slightly. Tighten (64).
- 5) MOUNT THE #55-02-92625 TIE ROD BRACKET...**
- Attach the #01-60465 stabilizer mounting studs to the "02" bracket as shown in Diagram 2. Place one of the supplied flat washers between the stud and the bracket to space the stud down slightly.
- [Diagram 2] Loosely attach the #55-02-92625 stabilizer bracket to the tie rod using the supplied 3/8" x 1-1/2" x 2-1/2" U-bolts and flange nuts. With the tires pointed straight ahead,



position the bracket so that the distance between the stabilizer mounting studs on the axle and the studs on the "02" bracket is 19-1/8". Tighten (26).

**6) STEERING STABILIZER INSTALLATION...**

- Loosen the clamps on the tie rod adjustment sleeve and rotate them so they are positioned above the tie rod. Re-tighten the clamps to factory specifications.

**NOTE:** Do not rotate the adjustment sleeve or toe-in will be affected.

- Install the bushings, sleeves, and shock boots on the 01-81160 steering stabilizers.
- Install the steering stabilizers on the mounting studs with the body of each stabilizer pointing outward (the rod ends to be attached to the center tie rod bracket) and secure using the supplied flat washers, lock washers, and nuts. Tighten until the bushings swell slightly.

**7) CLEARANCE CHECK...**

- Have an assistant cycle the steering lock to lock as you observe the operation of the steering stabilizers. Verify that the steering operates smoothly and that the stabilizers do not “bottom out,” preventing the steering from operating through its full cycle. If either one of the stabilizers bottoms out, it may be necessary to adjust the position of the tie rod bracket until the necessary clearance is achieved.
  
- Also during the steering cycle, check clearance between the stabilizer bodies and the rest of the steering components. Check to make sure all steering components are operating properly without any bind. Double-check all fasteners for proper tightness and adequate clearance.

**8) SUPERLIFT NAME BADGE ...**

The system includes one 2” x 5” name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. The badge mounts to the tie rod bracket by means of factory applied, double-backed tape. Follow these instructions to ensure that badge sticks properly:

- Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.
  
- Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.
  
- Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.
  
- Press firmly on the badge face and hold a few seconds to seat mounting tape. A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.

**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.