



# SUPERLIFT®

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

### Superlift Dual Steering Stabilizer system for 2005 and Newer Ford F-250 / F-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:

- 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 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)
55-10-92690	..... stabilizer mount, driver side	(2) 3/8" x 1-1/2" x 2-1/2" U-bolt (4) 3/8" flange nut (1) 1/2" x 2-3/4" bolt (1) 1/2" USS washer (1) 1/2" stover nut
55-20-92690	..... stabilizer mount, ..... passenger side	(2) 3/8" x 1-1/2" x 2-1/2" U-bolt (4) 3/8" flange nut (1) 1/2" x 2-3/4" bolt (1) 1/2" USS washer (1) 1/2" stover nut
55-30-92690	..... stabilizer mount, center	(2) 3/8" x 1" bolt (2) 3/8" SAE washer

- (2) 1/2" x 2-3/4" bolt
- (2) 1/2" USS washer
- (2) 1/2" stover nut
- (1) 3/8" x 3-13/16" x 5-1/2" U-bolt
- (2) 3/8" SAE washer
- (2) 3/8" fine thread nyloc nut

55-40-92690.....badge plate.....(1) 0034 Superlift Domed Badge

02-95024.....(2) stabilizer cylinder

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

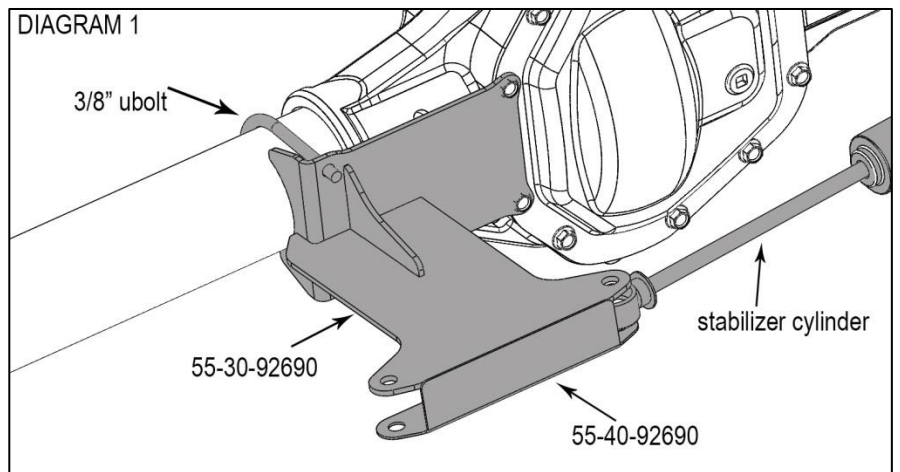
**FRONT DISASSEMBLY**

**1) PREPARE VEHICLE...**

- Place vehicle on a level surface with the tires pointed straight ahead. Put the transmission in Park or Low gear and set the parking brake.

**2) CENTER STABILIZER MOUNT...**

- [DIAGRAM 1] Remove the two differential cover bolts closest to the passenger side. Install the center stabilizer mount (#55-30-92690). Secure the bracket using the two supplied 3/8" x 1" bolts and washers. Do not tighten at this time.

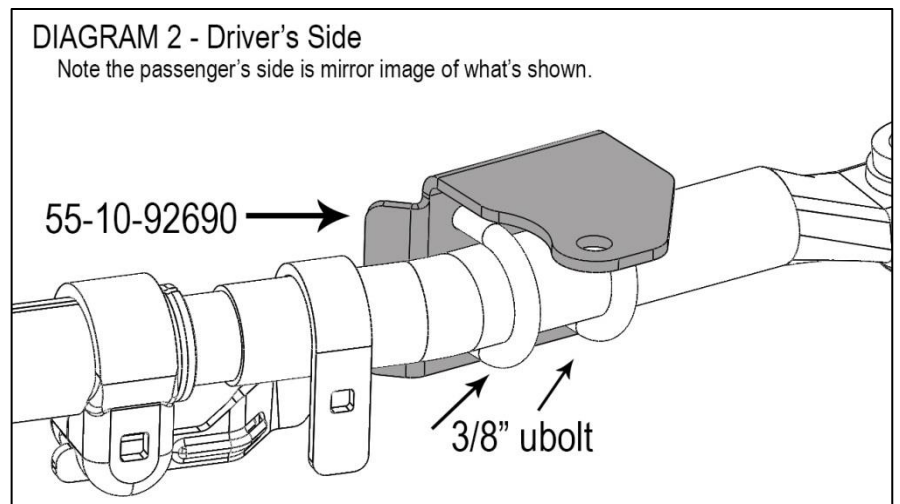


- Install the supplied 3/8" x 3-13/16 x 5-1/2" u-bolt around the differential housing and through the "30" bracket as shown. Secure using the supplied 3/8" washers and nyloc nuts.

- Tighten the 3/8" hardware (30).

**3) DRIVER SIDE STABILIZER MOUNT...**

- [DIAGRAM 2] Place the driver's side stabilizer mount (#55-10-92690) as shown and fasten with the supplied 3/8" u-bolts. Do not tighten at this time.



- The center of the driver's side stabilizer mounting hole in the "30" bracket should be 19-1/2" from the center of the

mounting hole on the “10” bracket. Make sure the top of the “10” bracket is level with the ground, then tighten the 3/8” nuts (26).

#### 4) PASSENGER SIDE STABILIZER MOUNT...

- The passenger’s side steering stabilizer mount (#55-20-92690) installs as a mirror image of the driver’s side. Follow step 3 and install now.

#### 5) STEERING STABILIZERS...

- Some cylinders come with the bushings installed, if not, install the bushings, sleeves, and shock boots (if applicable) on the steering stabilizer cylinders.
- Position the end of each stabilizer’s shaft end below the mounting tab on the center bracket then place the badge plate (#55-40-92690) below the stabilizers and loosely secure using the supplied 1/2” x 2-3/4” bolts, washers, and stover nuts. The bolts should be installed from the top. Do not tighten at this time.
- Position the other end of the stabilizers below the “10” and “20” bracket and secure using the supplied 1/2” x 2-3/4” bolts, washers, and stover nuts through the brackets and the stabilizer eyes. The bolts should be installed from the top and the washers should be positioned under the nuts.
- Tighten all of the 1/2” hardware (57).
- Install the Superlift Badge on the “40” bracket and the decals on the stabilizer cylinders.

#### 6) FINAL CLEARANCE AND TORQUE CHECK...

- Cycle the steering lock-to-lock and carefully observe that there is proper clearance between the stabilizers, bracketry, and steering linkage, and that there is no binding or hesitation felt in the steering wheel. Check for proper steering operation and double-check all fasteners for proper torque. Re-check all fasteners for proper torque after the first 100 miles.

#### 7) SUPERLIFT BADGES...

- This kit is packaged with a small Superlift badge for a location of your choosing and one large badge for the front crossmember. 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.
- Remove the adhesive back and place the large badge on the front crossmember, using the holes for alignment. 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. Also included are two rivets to be used for extra security.
- 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 wiped/applied if needed, although not suggested.