1979 and Prior FORD 1/2-TON PICKUP AND BRONCO with solid front axle and coil springs
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:

- Front end realignment is necessary.
- This Base Lift System contains no hardware for modifying or relocating the suspensions compression travel bump stops. Generally, bump stop modification is not required except for competition styled offroading. For severe offroading, extension travel limiting straps are recommended also.
- FRONT/REAR DRIVESHAFT LENGTH – Generally, with lifts up to 6", driveshaft length is adequate. If a stub shaft has ever been replaced, which results in losing some tube length, the shaft may be short. We recommend 1.5" minimum spline contact with suspension at full extension travel.
- 1978-79 BRONCO AND PICKUP EQUIPPED WITH FRONT AND/OR REAR ANTI-SWAY BAR – With lifts over 4", bar assembly must be modified to maintain the proper amount of bar "load". This is accomplished by sectioning and lengthening the drop links which attach to the bar body (at the axle housing) and frame. To determine needed length; first, before disassembly and with vehicle weight on the suspension, measure from the bar body, at the links attaching points, down to the floor. Remove the links only, then proceed and install the suspension lift. Afterwards, with the vehicle again on the floor and its suspension loaded, place sway bar body in the stock position, which is the measurement taken earlier (same height tires must be used for both measurements). The drop links should be extended to this length.
- Anti-Sway Bar Lengthening Tips: Scribe links to make possible end realignment. Use "fillit" cut/weld process. Sleeving link shanks will add strength and make for a "cleaner" job.
- With most lifts of 3" or taller, track-bar, vent hose, and brake hose length must be addressed along with caster angle.
- 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.
- 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.

FRONT PROCEDURE

1) PREPARE VEHICLE...

❑ Put transmission in neutral. Position a floor jack under front axle and raise vehicle. Secure jack stands under the frame rails, a few inches behind the radius arm-to-frame brackets. Ease down the jack until frame is resting on stands. Keep a slight load on jack. Put vehicle in gear or park, set emergency brake, and chock rear wheels to prevent any possibility of movement.

2) BRAKE HOSES / PITMAN ARM…

❑ Front brake hose, if being replaced, is installed now as per SEPARATE INSTRUCTIONS. If stock hose is retained, it must be in good condition. Check for chafed spots, cracks, and dry rot.

❑ If a "dropped" arm is to be installed, detach drag link from pitman arm and tie linkage out of the way. Arm installation is performed in a later step.

3) TIRES / SHOCKS…

❑ Remove tires and shock absorbers. On either side, remove the coil springs upper retaining strap. Loosen, but do not remove, the two bolts attaching the coil/seat to the axle.

❑ Repeat procedure on other side.

4) COIL SPRINGS…

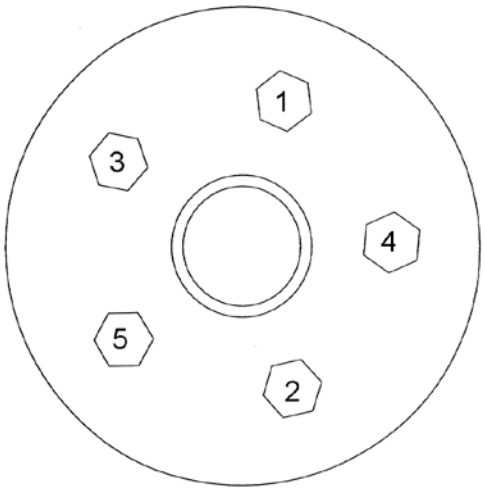
❑❑ Lower jack enough to allow for coils removal. Do not overextend brake and axle vent hoses; both may need rerouting or replacing. Rotate the coils out of their lower seats.

NOTE: If applicable, install C-bushings, radius arm bushings, and/or radius arm lowering brackets, as per SEPARATE INSTRUCTIONS.

❑❑ Install new coils. Usually, the coils bottoms can be rotated into the seats without the two-piece seats being completely disassembled. Upper retaining straps may require reforming to properly fit the larger diameter coil wire.

NOTE: Some older vehicles, mostly pre-1975 models, are equipped with small spring seats. On these vehicles, the bottom wrap of the coil must be ground to obtain the proper fit. Another option is installing new seats from the latest same-design year model – generally, factory spring/seat diameter increased with new model introductions. When interchanging seats, bolt holes may require modification.

DIAGRAM 1 - FACTORY LUG NUT TIGHTENING SEQUENCE -
Torque factory lug nuts to 100 foot pounds in this sequence.



5) PITMAN ARM…

❑ If applicable, install "dropped" pitman arm and adjustable drag link as per SEPARATE INSTRUCTIONS.

6) SHOCKS…

❑❑ Install bushings and sleeves on shock absorbers.

❑❑ Install new shocks – tighten upper stem type bushings, or sleeveless eye type bushings, only until they swell slightly. Torque lower bolts (40-60).

7) TIRES / WHEELS...

❑ [DIAGRAM 1] Tighten the lug nuts (100) in the sequence shown.

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.

8) CLEARANCE CHECK...

❑ With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.

❑ Lower vehicle to the floor.

9) TURNING STOP ADJUSTMENT…

❑❑ Most models have turning radius stop bolts located on the front axle knuckles. In full-lock turning situations, these stops limit turning before the tires make contact with the radius arms or the steering sector itself is "bottomed out". Adjust each stop bolt to where it limits turning at least ½" before tire-to-radius arm contact or end of sector radius. The amount of adjustment may differ slightly from side to side and, with wider tires, longer Grade 8 bolts may be required. Tire-to-radius arm contact may cause tire damage and, in extreme cases, increase the possibility of vehicle roll over. If the steering sector receives a blow (rut, curb, etc.) while at full lock, sector damage and/or failure may occur.

REAR PROCEDURE

10) PREPARE VEHICLE…

❑ Raise rear of vehicle with a floor jack positioned under the rear axle. Place jack stands under the frame rails, a few inches in front of the rear springs front hangers. Ease the jack down until the frame is resting on the stands. Keep a slight load on the jack. Chock front tires to prevent possibility of movement.

❑❑ Remove tires, U-bolts and shocks. Lower the axle by easing down the jack. Do not overextend the brake and axle vent hoses; both may need rerouting or replacing.

NOTE: If a longer rear hose is to be installed, pinch closed the factory rubber hose, with vise grips or a small C-clamp, and disconnect at the axle mounted T-block. Superlift hose installation is performed in Step 12.

WARNING: The spring perches, where the leaf springs or blocks seat on the axle, are prone to collapse or warp, especially toward the ends. Without a perfectly flat mounting surface, the block may fail or "roll" out from under the vehicle. If not flat, replate the perches with ¼" thick steel plate (or something similar) or replace perches completely.

11) ADD-A-LEAFS…

Perform the following steps if add-a-leafs have been purchased. If not, proceed to the next step.

NOTE: Full length Add-A-Leafs require spring pack disassembly. Factory springs have fairly thick (3/16" to ¼") riveted-on steel straps to hold the leaf plates together. These straps re-form easily when heated and can be reused. If heat is used, you may, depending on fuel tank location, need to remove the springs from vehicle.

❑❑ With a C-clamp positioned close to each wrap, bend wraps out of the way.

❑❑ Now reposition the clamp next to the center bolt and remove bolt. Be careful when removing C-clamp since the leafs are "loaded" and will "spring" apart when released. The Superlift leaf installs directly underneath the main, which is the longest one with mounting eyes. Remember to stack the leaf plates in the proper pyramid order – progressively longer from bottom to top.

❑❑ Recompress the spring pack with the C-clamp, not the center bolt, to avoid stripping the bolt/nut threads. After tightening, trim excess bolt.

❑❑ Place a C-clamp beside each spring wrap, prior to installing or re-forming, to insure total pack compression. If heat is used on the wraps, allow them to cool naturally and thoroughly before removing C-clamps.

12) REAR BLOCK KIT…

Perform the following steps if lift blocks will be used on the rear.

❑ Use a floor jack positioned under the rear axle to raise the vehicle.

- ❑ Place jackstands under the framerails a few inches in front of the forward hanger for the rear springs.

- ❑ Ease the jack down until the frame is resting on the stands but keep a slight load on the jack.

- ❑ Chock the front tires to prevent the possibility of vehicle movement.

- ❑❑ Remove the tires, U-bolts, and shocks.

- ❑ Lower the axle by carefully easing down the jack. **Do not overextend the brake lines and axle vent hoses**.

  NOTE: The spring perches are prone to collapse or warp where the leaf springs or blocks seat on the axle, especially towards the ends. Without a perfectly flat mounting surface, the block may fail and "roll" out off of the perches. Very bad things happen when this occurs. If the perches are not flat, fix them by welding on a piece of ¼" plate (or something similar) or replace the perches completely.

- ❑❑ Make sure the top of the spring perches and the bottom of the springs are cleans and free of any debris. Position the Superlift blocks in between the leaf springs and the spring perches. Notice that the top of the blocks are tapered; place the tall end of the taper facing rearward.

  NOTE: On pickups factory equipped with lift blocks, place Superlift blocks on bottom. On 1978 and new Broncos, the stock wedge block should remain on bottom.

- ❑❑ Install the supplied U-bolts and plates, then toque the bolts in an "X" pattern to the following specifications.

SUPERLIFT U-BOLT TORQUE GUIDE

NOTE: Torque specifications apply to Superlift U-bolts only

DESCRIPTION	PLATED (lb-ft)	PLAIN FINISH (lb-ft)
½" dia., up to 13" long	57	92
9/16" dia., up to 13 ½" long	82	131
9/16 dia., 13 ½" and longer	106	185
5/8" dia., up to 14 ½" long	112	181
5/8" dia., 14 ½" and longer	145	256

- ❑ Install new shocks and tires per step 7, then lower the vehicle to the floor.

- ❑ If applicable, install new rear brake hose as per SEPARATE INSTRUCTIONS.

13) FINAL CLEARANCE and TORQUE CHECK...

- ❑ With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

14) Activate four wheel drive system and check front hubs for engagement

15) HEADLIGHTS...

- ❑ Readjust headlights to proper setting.

16) SUPERLIFT NAME BADGE AND WARNING DECAL...

The system includes one 2" x 5" name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. We suggest putting the badges on the front fenders, tailgate, or rear window. The badge mounts 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.

- ❑ 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.

17) ALIGNMENT...

- ❑ Camber angle was not significantly altered by the suspension lift. Caster angle should have been maintained with the use of C-bushings and/or radius arm lowering brackets. Have toe-in setting checked. On Fords not equipped with adjustable drag links, steering wheel center is restored by reindexing the wheel at the column.

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.

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 LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems ("Superlift®").

What is not covered? Your Superlift® Limited Warranty does not cover products, parts or vehicles Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powdercoating, plating, etc.),
- Damage to or resulting from 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 / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone 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. 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.

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". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; 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.