



SUPERLIFT®

S U S P E N S I O N

Superlift Steering Stabilizer for 1999 and Newer Chevrolet 1/2-ton Silverado, Tahoe, Avalanche, and Suburban 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 steering stabilizer system is designed to be used with Superlift's 7" suspension system and is not compatible with other lift brands.
- Superlift's early 7" suspension systems have no built-in provisions for mounting a steering stabilizer, therefore brackets are included to retrofit a stabilizer on these systems. Later systems have the necessary stabilizer mounting tabs in place on the centerlink and driver side differential drop bracket. If you have a later system, installing the steering stabilizer is a simple matter of bolting it in place.
- 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)
55-01-92225	centerlink attachment bracket.....	(2) 5/16" x 1" bolt (2) 5/16" nyloc nut
55-02-92225	attachment bracket, driver side differential drop	(1) 5/16" x 1" bolt (1) 5/16" nyloc nut (1) 1/2" x 2-1/2" bolt (1) 1/2" nyloc nut
81278.....	steering stabilizer cylinder	(1) hardware pack

INSTALLATION PROCEDURE

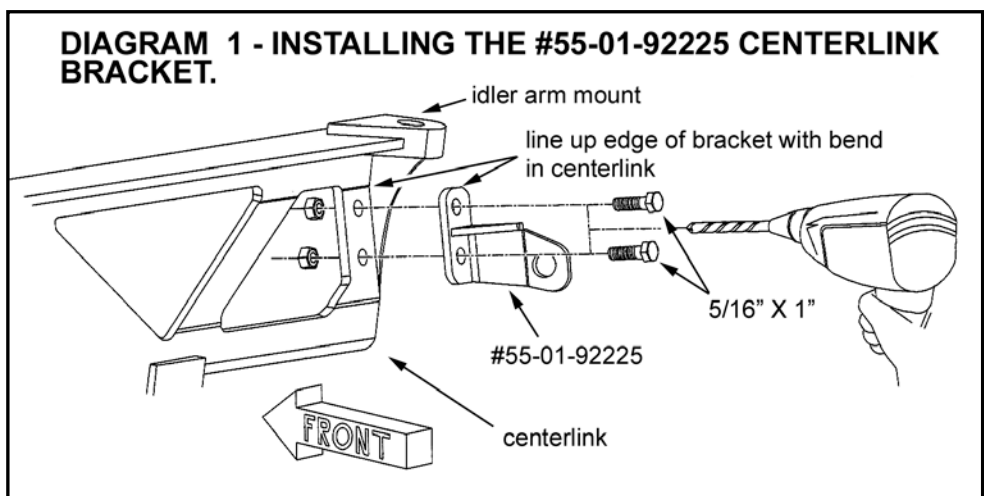
NOTE: Superlift recommends removing the centerlink in order to install the steering stabilizer mounting brackets on early 7" suspension systems. It is difficult, though possible, to perform the installation with the centerlink on the vehicle due to the tight clearances present on the vehicle. It is up to the installer to gauge the additional time needed to remove the centerlink against the increased difficulty of drilling in tight areas. For lift systems with the stabilizer tabs already in place, refer to step 6.

1) PREPARE VEHICLE...

- Place vehicle 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, place transmission in low gear or "park", and chock rear tires.

2) REMOVE THE CENTERLINK...

- Make note of the installed orientation of the centerlink for reference and reassembly. On each side, remove the nuts securing the tie rod ends to the knuckles. Using a pickle fork or similar tool, separate the tie rod ends from the knuckles. Save all hardware for reuse.
- Remove the bolt securing the C.S.S. link to the centerlink. Swing the link out of the way and save all hardware for reuse.
- Remove the retaining nuts securing the centerlink to the pitman arm and idler arm. Using the appropriate tool, separate the centerlink from the arms, then remove the centerlink from the vehicle.



3) INSTALL THE CENTERLINK BRACKET...

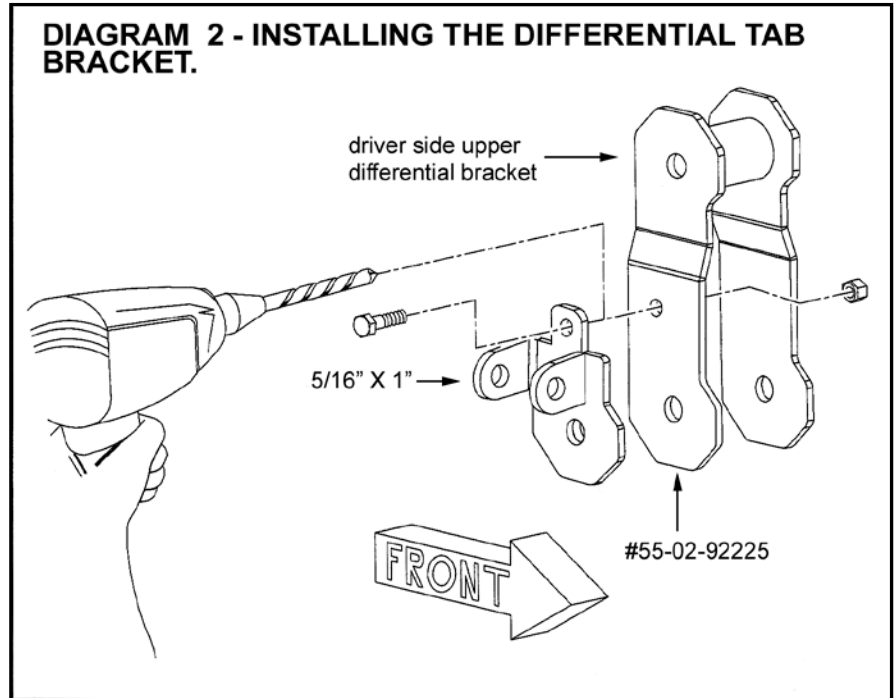
- [Diagram 1] Position the #55-01-92225 bracket on the centerlink as shown. Make sure the edge of the bracket is flush with the bend in the centerlink, then mark the location of the two mounting holes.
- Drill the marked holes using a 5/16" bit. Once complete, attach the "01" bracket as shown in Diagram 1 using the supplied 5/16 x 1" bolts and nyloc nuts (13).

4) INSTALLING THE DIFFERENTIAL BRACKET...

- [Diagram 2] Remove the nut securing the differential on the driver side as shown. It is not necessary to remove the bolt.

- Position the #55-02-92225 bracket as shown, over the differential bolt. Mark the location of the mounting hole to be drilled, then remove the bracket and drill the marked location using a 5/16" bit.

- Secure the "02" stabilizer bracket to the differential mount using the supplied 5/16" x 1" bolt and nyloc nut (13). Reinstall the nut on the differential bolt and tighten (82).

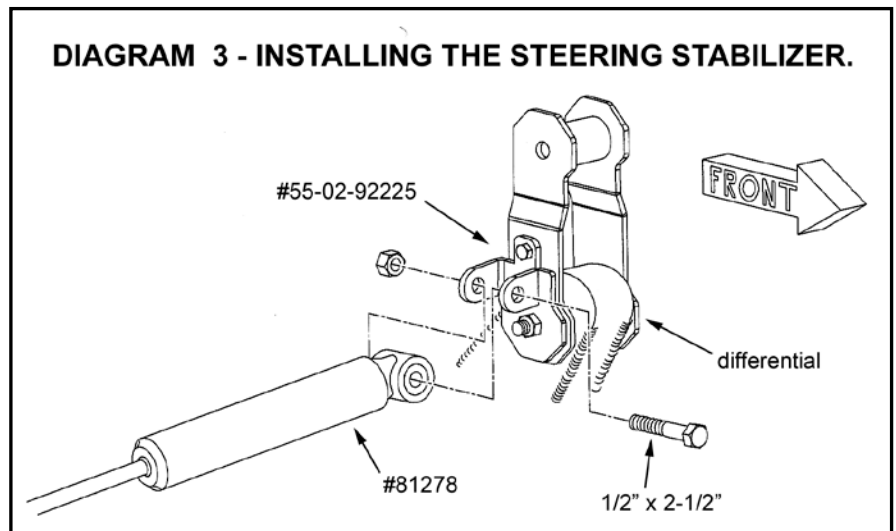


5) REINSTALL THE CENTERLINK...

- Place the centerlink back in the vehicle and attach it to the pitman and idler arms using the factory nuts. Tighten (46).
- Line up the C.S.S. link with the centerlink and secure using the hardware removed previously. Tighten until the bushings swell slightly.

6) INSTALL THE STEERING STABILIZER...

- [Diagram 3] Attach eye end of the #81278 steering stabilizer to the "02" differential bracket using the supplied 1/2" x 2-1/2" bolt and nyloc nut. Do not tighten at this time.



- Install the supplied washer and bushing half on the stem end of the stabilizer, then extend the stabilizer rod enough to engage the "01" centerlink bracket. Secure using the the remaining bushing half, washer, and nut. Tighten until the bushings swell slightly.
- Tighten the 1/2" bolt (57).

7) 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.

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.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. It is the owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance.

Superlift makes no claims regarding lifting devices and excludes any and all implied claims. Superlift will not be responsible for any altered product or any improper installation or use of our products.

We will be happy to answer any questions concerning the design, function, and correct use of our products.

IMPORTANT MAINTENANCE INFORMATION

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, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with a Superlift lifting device must have the enclosed "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash, within driver's view. The "Warning to Driver" decal is to act as a constant safety reminder for whoever may be operating the vehicle. The WARRANTY IS VOID unless this decal is in place. **INSTALLING DEALER...** It is your responsibility to install warning decal and forward these installation instructions to the vehicle owner for review of warnings, product use and maintenance information. Replacement warning decals are available free upon request. These instructions are to be kept with the vehicle registration papers and owners manual for the service life of the vehicle.

SUPERLIFT LIMITED LIFETIME WARRANTY

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.

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