



300 HUEY LENARD LOOP | WEST MONROE | LA 71292
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SUPERLIFT.COM

2021 FORD BRONCO 2 DOOR 4WD 6" Lift Kit INSTALLATION INSTRUCTIONS



**MAKE SURE YOU HAVE THE CORRECT LIFT FOR YOUR VEHICLE:
Double check the Year, Make, Model, Lift Height and KIT Part Numbers.**

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.

How to Read the Kit Breakdown Charts:

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.

**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 factory, consider the additional stress you could be inducing on the factory and related components.

Stock 17" & 18" wheels WILL fit back on the vehicle once this suspension system is installed. 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. 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 recommendations 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.

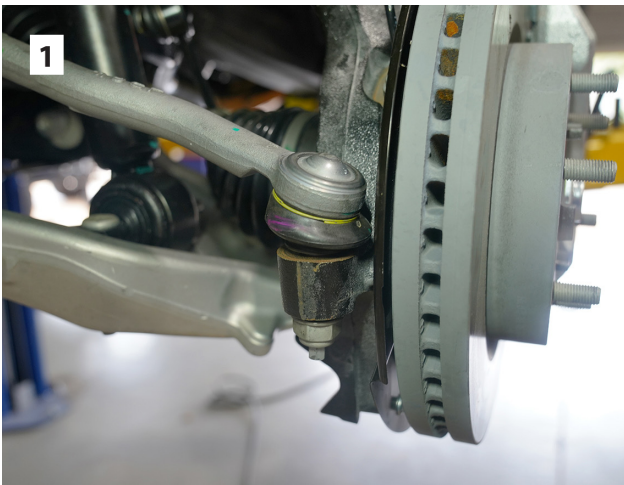
Part Number	Part Name	Qty. per Unit	Description	Tire Mounting Hardware	Qty. per Mount	Hardware Qty. per Mount
FRONT						
28	80-80-2790	1	Steer Differential Stop	Steer Rollers 3/8" x 1/2" Flat Steer Roll Washer Steer Roll Nut	3 3 3	77-8994
30	80-80-2790	1	Front Crossmember	2" x 2" - Roll Washer 2 1/2" x 1" Roll Cross Thread 2" x 2" Washer Roll Washer Nut Steer Roll Nut 3/8" x 1/2" Flat	4 3 4 3 3	77-8994
32	80-80-2790	1	Steer Crossmember	2" x 2" - Roll Washer 2 1/2" x 1" Roll Cross Thread 2" x 2" Washer Roll Washer Nut Steer Roll Nut 3/8" x 1/2" Flat Steer Roll Washer	4 3 4 3 3 3	77-8994
40	80-80-2790	1	Front Shock Spring - Driver	2 1/2" x 2 1/2" Double-Flat Cross Thread Roll Washer 2 1/2" Thread Roll Cross Thread	6 6 6	77-8990
40	80-80-2790	1	Front Shock Spring - Passenger	2 1/2" x 2 1/2" Double-Flat Cross Thread Roll Washer 2 1/2" Thread Roll Cross Thread	6 6 6	77-8990
42	80-80-2790	4	Front Shock Spring			
44	80-80-2790	1	Shock Driver	Thread Locker	3	77-8994
44	80-80-2790	1	Shock Passenger	Thread Locker	3	77-8994
46	80-80-2790	1	Shock Spring	Steer a Shock Roll 3/8" Flat Thread Locker	6 3	77-8994
48	80-80-2790	1	Shock Bar Stop, Driver	1/2" x 1 1/2" Roll Cross Thread 1/2" Roll Washer 1/2" Roll Nut Cross Thread	4 4 4	77-8994
48	80-80-2790	1	Shock Bar Stop, Passenger	1/2" x 1 1/2" Roll Cross Thread 1/2" Roll Washer 1/2" Roll Nut Cross Thread	4 4 4	77-8994
49	80-80-2790	2	Front Suspension Bracket	Steer a Shock Roll 3/8" Flat Steer Roll Washer	3 3	77-8994
49	80-80-2790	1	Roll Pin	2" x 2" x 1/2" Industrial Machine Bolt 2" x 2" Roll Nut 2" x 2" - Roll Pin 2 1/2" x 1 1/2" Double-Flat Cross Thread 2 1/2" Thread Roll Cross Thread 2 1/2" Roll - Washer	22 22 2 3 3 3	77-8994
49	80-80-2790	1	Roll Pin	2 1/2" x 1 1/2" Double-Flat Cross Thread 2 1/2" Thread Roll Cross Thread	4 4	77-8994

REAR						
4	80-80-2790	1	Steer Shock Bar Pin	2" x 2" - Washer 2 1/2" x 1 1/2" Roll Cross Thread 2" x 2" Washer 2" x 2" Roll Washer Steer a Shock Roll 3/8" Flat Steer Roll Washer Steer Roll Nut 3/8" x 1/2" Flat	3 3 3 3 3 3 3	77-8994
10	80-80-2790	2	Steer Lower Link Drive	2" x 2" - Pin	6	77-8994
14	80-80-2790	1	Steer Suspension Bracket	Steer a Shock Roll 3/8" Flat Steer Roll Washer Steer Roll Washer	3 3 3	77-8994
16	80-80-2790	2	Shock Spring	2 1/2" x 2 1/2" Double-Flat Cross Thread Roll Washer 2 1/2" Thread Roll Cross Thread	6 6 6	77-8990

FRONT INSTALLATION

NOTE: Save all factory components and hardware for reuse, unless noted.

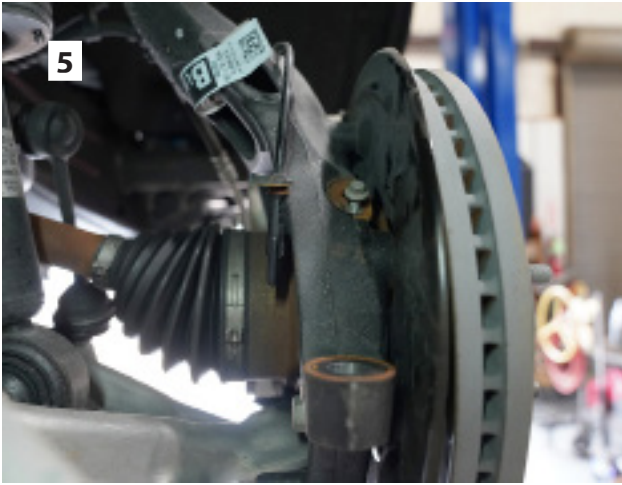
1. Chock rear tires and place transmission in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail behind the lower control arms. Ease the frame down onto the stands and place transmission in park. Chock the rear tires.
2. Remove front tires and wheels.
3. Remove the factory skid plates. [15mm]
4. [Illustration 1] Disconnect the tie rod from the steering knuckle. [21mm]
5. [Illustration 2] Disconnect the sway bar link from the lower control arm. [21mm]



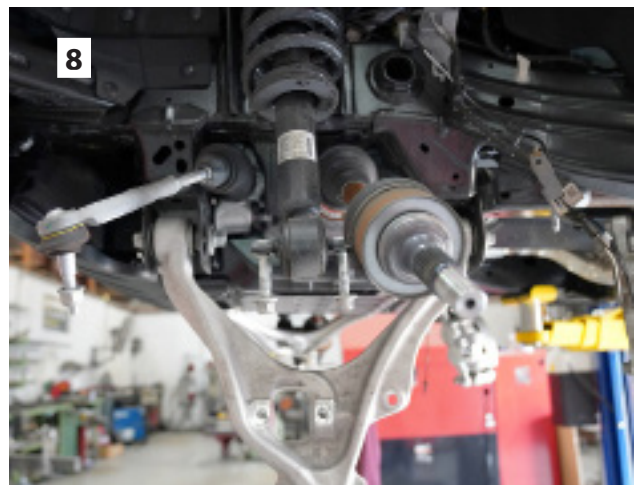
6. [Illustration 3] Note the orientation of the sway bar then unbolt the sway bar body from the frame and remove.
7. [Illustration 4] Unbolt the brake line bracket from the knuckle.



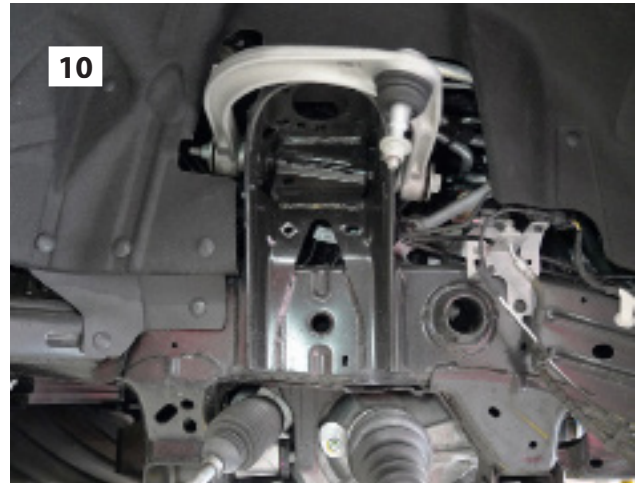
8. [Illustration 5] Unbolt the ABS sensor from the axle.
9. Unbolt the brake caliper and secure it out of the way. **DO NOT HANG CALIPER FROM THE BRAKE HOSES.**



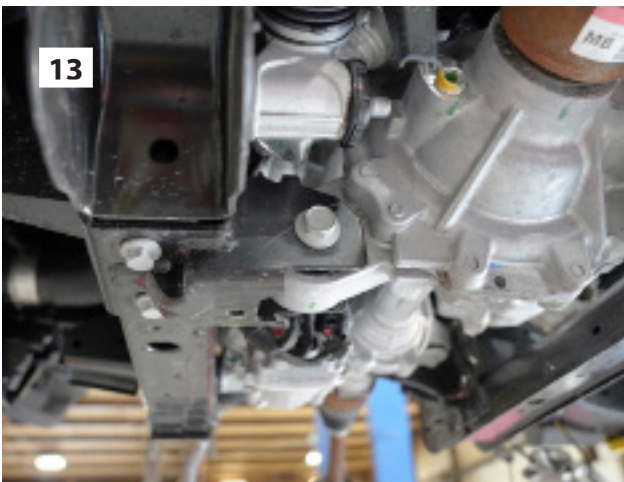
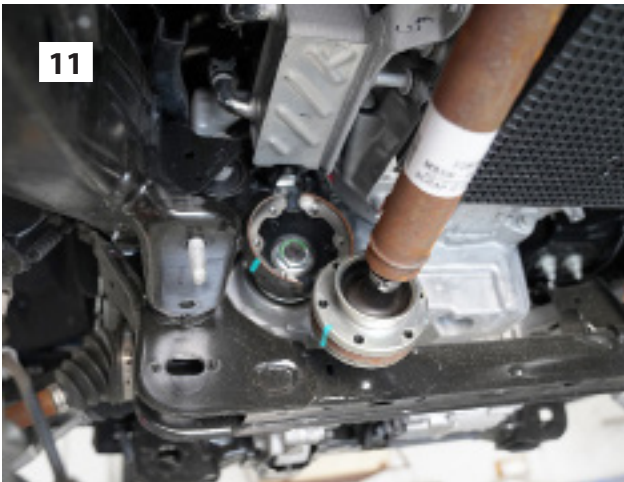
10. [Illustration 6] Remove the brake rotor and set aside.
11. Remove the axle nut.
12. [Illustration 7] Loosen the upper control arm ball joint from the knuckle and unseat ball joint, but DO NOT remove. [18mm]
13. Mark the position of the alignment cams attaching the lower control arm to the frame.
14. Loosen the cam bolts from the frame. [21mm & 24mm]
15. Loosen the lower control arm ball joint from the knuckle and unseat the ball joint, but DO NOT remove.
16. Disconnect the upper ball joint and lower ball joint from the knuckle and remove the knuckle from the vehicle.
17. [Illustration 8] Remove the two (2) nuts holding the strut to the lower control arm. [18mm]



18. [Illustration 9] Remove the lower control arm from the vehicle.
19. [Illustration 10] Remove the upper nuts from the upper strut mount, secure the upper control arm up and out of the way, then remove the strut from the vehicle.



20. [Illustration 11] Mark the orientation of the front drive shaft, then disconnect from the differential and secure up and out of the way; DO NOT let it hang from joints.
21. [Illustration 12, 13, & 14] With the front differential supported with jack stands, remove the bolts from the upper rear mount, the front lower mount, and the upper passenger mount.
22. Remove the front driver side differential bracket from the frame.

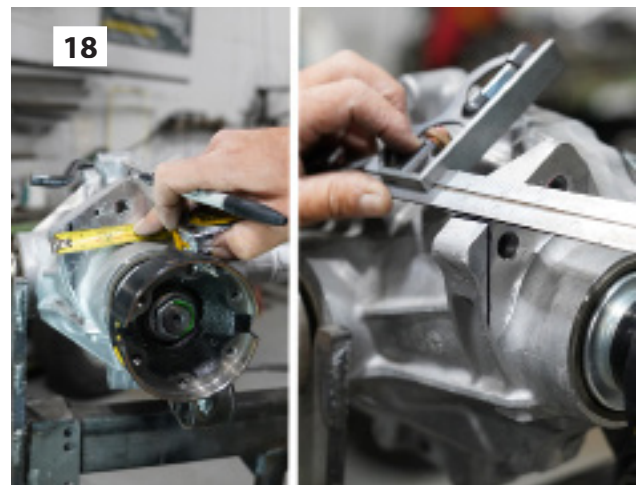


23. Carefully rotate the differential and remove from the vehicle.

24. [Illustration 15] On both the front and rear sides of the rear crossmember measure from the inside cam washer guide to the inside one inch (1") and mark both faces and over the top.
25. Using the appropriate cutting tool cut the rear crossmember out of the vehicle.
26. [Illustration 16] After the crossmember is removed on the driver side measure up from the bottom (1.5") and make a mark, then from the top of the previously made cut measure to the inboard (1"), connect the two marks, then connect the top of the mark across the top of the crossmember to the edge of the previously made cut.
27. Using the appropriate cutting tool cut the marked cut corner.



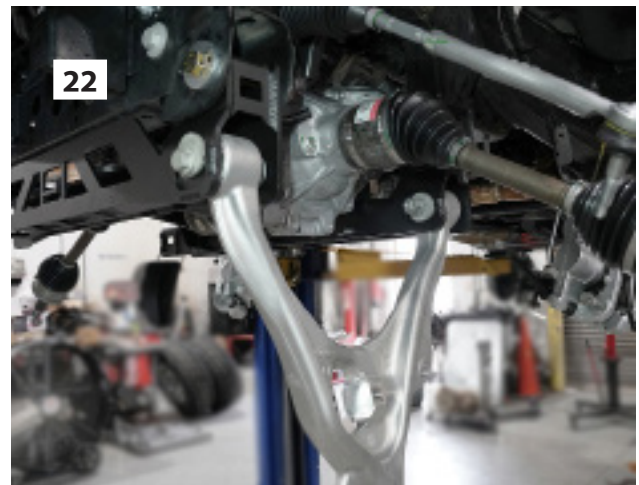
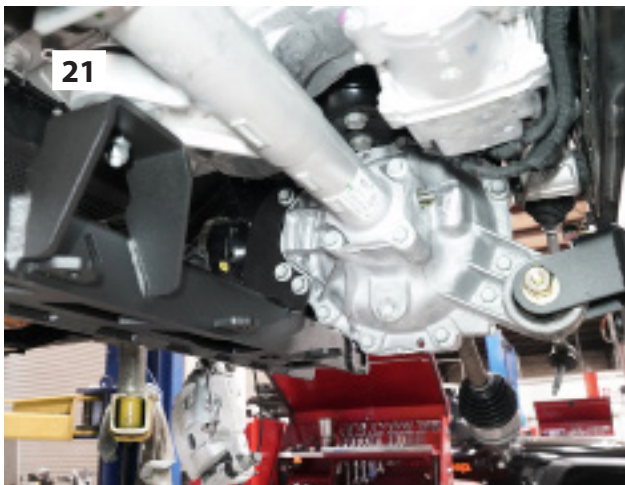
28. [Illustration 17] Grind the cut areas smooth and paint all exposed areas.
29. [Illustration 18] On the differential measure from the outside corner of the rear upper mount inboard (5/8") and mark.
30. Using the appropriate cutting tool cut the differential.



31. [Illustration 19] Install the new supplied rear differential mount (55-33-9740) on the side of the differential housing using the factory hardware.
32. [Illustration 20] Install the new front crossmember (55-20-9740) and loosely attach using the supplied 5/8" hardware and new supplied lockout washers (16-9710).



33. [Illustration 21] Carefully raise the differential into place and secure to the front crossmember using the supplied 16mm hardware; do not tighten.
34. [Illustration 21] Install the new rear crossmember (55-21-9740) and secure using the 5/8" hardware and new supplied lockout washers (16-9710); do not tighten.
35. [Illustration 21] Attach the differential to the new rear crossmember on the driver side using the 14mm hardware and on the passenger side using the supplied 10mm hardware; do not tighten.
36. [Illustration 22] Install the lower control arms into the new crossmembers and secure using the factory cam bolts, washers, and nuts.



37. Tighten these fasteners in the following order:
 - Rear crossmember mounting bolts to the frame. (250)
 - Front crossmember mounting bolts to the frame. (250)
 - Front differential mount to front crossmember. (230)
 - Rear driver differential mount to the rear crossmember. (150)
 - Rear passenger differential mount to the rear crossmember. (50)
38. Place the strut in a coil spring compressor and compress the spring enough to remove the upper strut nut.
39. Remove the strut, leaving the spring in the coil compressor.

40. Install the strut into the coil spring and secure to the top stud plate using the factory hardware; make sure the alignment marks are aligned.
41. Locate the new strut spacers (55-26-9740 driver and 55-34-9740 passenger).
42. Insert 3/8" X 1-1/4" carriage bolts into the top of the new strut spacers, then slide push nuts onto the carriage bolts to hold bolts in place for installation.
43. [Illustration 24] Attach the strut spacer assembly onto the top of the strut by aligning the strut spacer assembly onto the three (3) factory studs. Secure using the factory hardware. [15mm] (40)
44. [Illustration 25] Place the new lower strut spacers (55-38-9740) on the studs of the strut, then place the strut into the lower control arm and loosely install the factory nuts; do not tighten.



45. Raise the lower control arm and guide the upper strut studs into position in the upper mount then secure using the supplied flange nuts.
46. Remove the dust shield then remove the hub assembly from the factory knuckle.
47. [Illustration 26] Install the dust shield on the new knuckle.
48. [Illustration 27] Apply thread locker to the hub bolts, place the hub assembly in the new knuckle (66-01-9740 driver and 66-02-9740 passenger), then install bolts and tighten.

49. [Illustration 28] Position the new knuckle assembly on the lower control arm ball joint while sliding the CV axle shaft into the knuckle; install the ball joint nut, then pull the upper control arm down and insert the upper ball joint into the knuckle and install the factory nut.





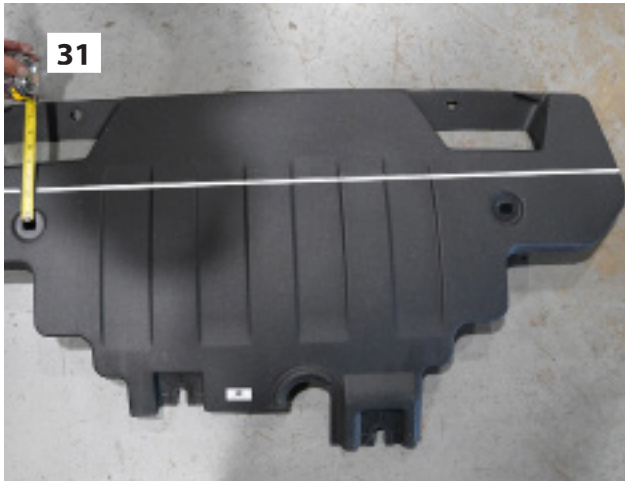
50. Tighten both the upper and lower ball joint nuts.
51. With the CV shaft engaged properly, install the CV nut and tighten. [21mm]
52. Install the ABS sensor to the knuckle and tighten.
53. Install the factory brake rotor.
54. Apply thread locker to the factory brake bolts then position the caliper over the rotor and install the factory hardware and tighten.
55. Attach the tie rod end to the knuckle and tighten. [21mm]
56. Attach the brake line bracket to the knuckle using the factory hardware.
57. Tighten the upper and lower strut hardware.
58. Place the new driveshaft spacer (55-29-9740) on the end of the driveshaft then attach the drive shaft to the differential using the supplied 8mm bolts and thread locker.
59. [Illustration 29] Install the new sway bar spacers (55-27-9740 driver and 55-28-9740 passenger) onto the frame using the factory hardware.
60. Attach the sway bar body to the new sway bar brackets using the supplied 7/16" hardware.
61. Attach the sway bar link to the lower control arm using the factory hardware. [21mm]



62. [Illustration 30] Place the new brakeline spacer (55-30-9740) between the brakeline bracket and the frame and secure using the supplied 8mm hardware.



63. [Illustration 31] If reinstalling the front splash guard it must be trimmed as shown. Measure up 2" from the middle mounting holes and mark a line across the guard.



64. Using the appropriate cutting tool, cut the splash guard along the marked line.



65. Reinstall the splash guard using the factory hardware.

66. [Illustration 32] Install the new backing plate (55-25-9740) onto the new skid plate (55-24-9740) using the supplied #10 hardware.

67. [Illustration 32] Install the new skid plate assembly using the supplied 3/8" hardware with the supplied spacers (55-31-9740) between the frame and the skid plate; do not install the lower bolts at this time.

68. [Illustration 32] Install the new belly pan (55-23-9740) placing it between the front crossmember and the new skid plate and secure using the supplied 3/8" hardware.

69. Reinstall tires and wheels and tighten the lug nuts.

70. When the tires and 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.

71. Lower vehicle to the floor.

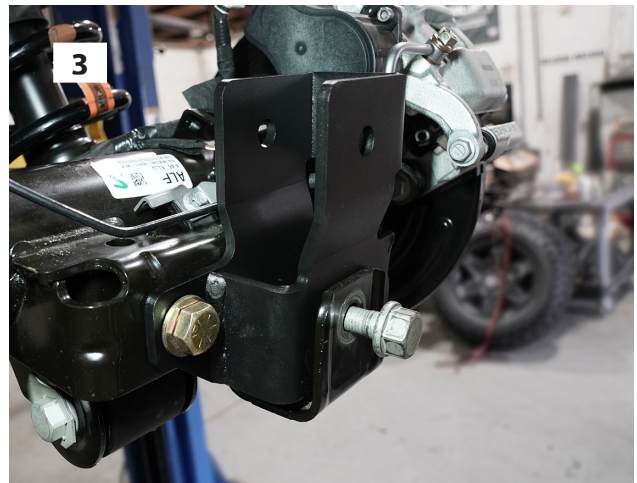
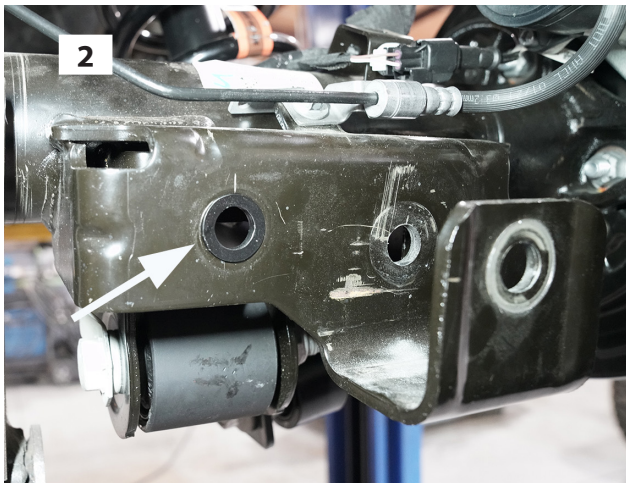
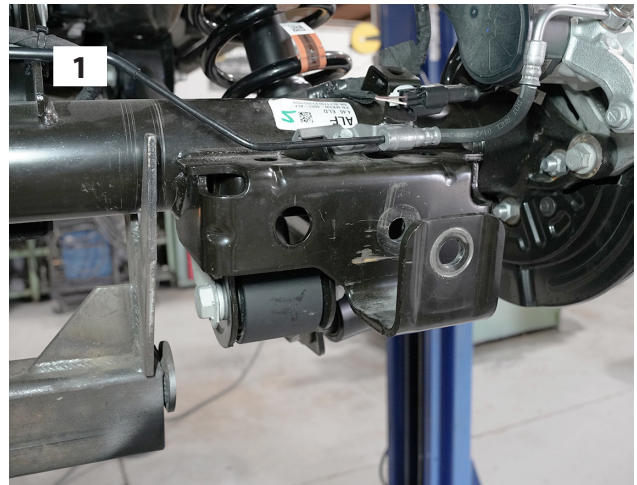
REAR INSTALLATION

1. Chock rear tires and place transmission in neutral. Raise rear of vehicle with a jack and secure a jack stand beneath each frame rail in front of the lower control arms. Ease the frame down onto the stands and place transmission in park. Chock the front tires.

2. Remove front tires and wheels.

3. [Illustration 1] Disconnect the track bar from the axle bracket.

4. [Illustration 2 & 3] Install the new track bar spacer (55-04-9740) in the large hole in the factory track bar bracket; then install the new track bar bracket (55-03-9740) and secure using the factory hardware in factory locations and the 5/8" hardware in the track bar spacer location.



5. Remove the lower strut mount hardware. [24mm]

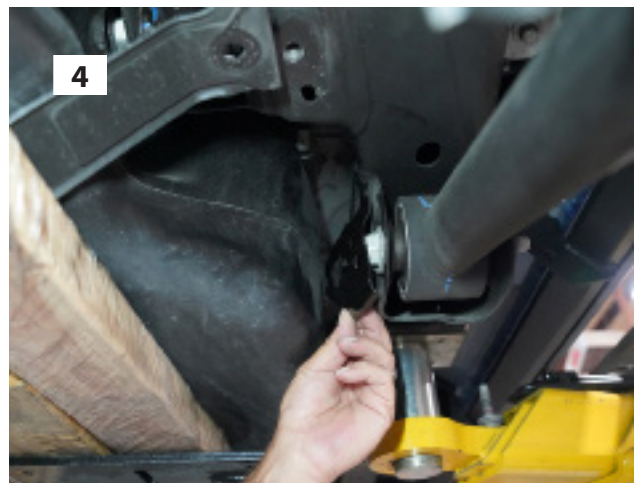
6. Remove the three upper strut nuts and remove the strut assembly from the vehicle. [15mm]

7. Unbolt the brake line bracket on the passenger side of the axle.

8. [Illustration 4] Support the fuel tank with a jack stand, then disconnect all the mounting straps for the fuel tank and slowly lower the tank enough to remove the shield over the passenger side lower link bolt. Be careful not to over extend any of the wiring or hoses.

9. Support the axle with a jack stand and remove the lower link arms from the vehicle.

10. Adjust the new lower link arms (66-14-9740) to 25" eye to eye for a starting measurement.



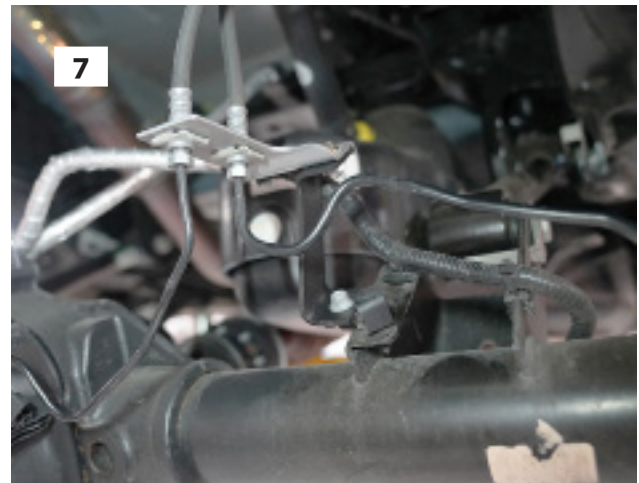
11. [Illustration 5] Install the new link arms with the adjustable end at the frame with a shim (55-13-9740) on each side of the eye ring using the factory hardware.
12. [Illustration 6] Attach the new link arms to the axle with a shim on the inside of the mount using the factory hardware.
13. Raise the fuel tank back into position and reattach the fuel tank mounting straps with the factory



hardware.



14. [Illustration 7] Install the new brake line spacer (55-32-9740) between the brake line bracket and the axle and secure with the supplied hardware.
15. Place the strut in a coil spring compressor and compress the spring enough to remove the upper strut nut.
16. Remove the strut, leaving the spring in the coil compressor.



17. [Illustration 8] Install the new preload spacer (55-37-9740) between the coil spring isolator and the top stud plate.
18. Install the strut into the coil spring and secure to the top stud plate using the factory hardware, make sure the alignment marks are aligned.
19. Insert 3/8" X 1-1/4" carriage bolts into the top of the strut spacer (55-36-9740). Install push nuts onto the carriage bolts to hold bolts in place for installation.
20. [Illustration 9] Attach the strut spacer assembly onto the top of the strut by aligning the strut spacer assembly onto the three (3) factory studs. Secure using the factory hardware. [15mm] (40)
21. Install the strut in the upper strut tower and secure using the supplied 3/8" flange nuts; do not tighten.



22. Install the strut into the lower mount and secure using the factory hardware; tighten. [24mm]
23. Tighten the upper strut hardware. [9/16"] (40)
24. Install the tires and wheels.
25. Lower vehicle back to the ground.
26. Reconnect the track bar to the new track bar bracket using the supplied 16mm hardware.



FINAL CHECKS

1. Check all hardware for proper torque specifications.
2. 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.
3. Realign vehicle to factory specifications. It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician.
4. Re-adjust headlights to proper setting.
5. Activate four wheel drive system and check for proper engagement.
6. Install the Warning to Driver decal on the inside of the windshield or dash within the Driver's view.

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

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.

SUPERLIFT, LLC, LIMITED LIFETIME 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 warranter is SUPERLIFT, LLC, doing business as SUPERLIFT® Suspension Systems ("SUPERLIFT®").

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

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.).
- Damage to, or resulting from, the 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 or replacement. The exclusive remedy provided hereunder shall, upon SUPERLIFT's inspection and at SUPERLIFT's option, be either repair or replacement of the product covered under this Limited Warranty. Customers requesting warranty consideration should contact SUPERLIFT® by phone (1-800-551-4955) 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 warrant-able, 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, and this is the only warranty SUPERLIFT® makes in connection with your product purchase. 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. 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.

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"; 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.

THANKS for choosing SUPERLIFT...

For questions, technical support and warranty issues relating to this SUPERLIFT products, please contact SUPERLIFT directly.

**SUPERLIFT SUSPENSION
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