2019 GM 1500 4WD/2WD
2 Inch Leveling Kit
INSTALLATION INSTRUCTIONS

Engineered for Both 4WD & 2WD Models.
Fits 2019 Chevrolet Silverado 1500 4WD/2WD &
2019 GMC Sierra 1500 4WD/2WD

⚠NOTE: Not Engineered for the 2019 Chevy Silverado 1500 Legacy nor the 2019 GMC Serra 1500 Limited *(2018 Body Style)*

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

⚠NOTE: 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 'K KIT BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Boxes that are included in the K KIT. 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.

K KIT BREAKDOWN		
Kit Part Number	**40041**	
Part Number	**Qty.**	**Part Description**
40040	1	Front Kit Box - Leveling Kit

KIT BREAKDOWN		
Kit Part Number	**40041**	
Part Number	**Qty.**	**Part Description**
55-01-40040	2	Leveling Spacer, 2 Inch
77-40040	1	Hardware Bag

HARDWARE BREAKDOWN		
Kit Part Number	**77-40040**	
Part Number	**Qty.**	**Part Description**
10MX1.5X90CS	4	Bolt, 10mm x 1.5 x90CS
10MNN	4	Nyloc Nut, 10mm x 1.5
10MFW	4	Flat Washer, 10mm

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THANK YOU FOR CHOOSING SUPERLIFT FOR ALL YOUR SUSPENSION NEEDS!

CAUTION: Read And Understand All Instructions And Warnings Prior To Installation Of System AND Operation Of Vehicle.

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.
- Front end alignment is necessary.
- A foot-pound torque reading is given in parenthesis ( ) after each appropriate fastener.
- Tool and Wrench/Socket size is given in brackets [ ] after each appropriate step.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- Always wear safety glasses when using power tools.
- A factory service manual should be on hand for reference.

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 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.

TECH TIP / TIME SAVER...

- Some minor trimming will be required with certain wheel/ tire combination. This is normal with most aftermarket tire/wheel fitments on Chevy/GMC trucks. 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.

TIRES & WHEELS...

Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.

⚠NOTE: Stock \ Factory 17", 18", 20" & 22" Wheels Will Fit back on the vehicle once this suspension system is installed. Aftermarket Wheels Require 5.00-5.50 Inch Back Spacing.

⚠WARNING: ANY larger or wider tire & wheel combination other than listed Will Require Vehicle Trimming.

TIRE SIZE SPECIFICATIONS			
Tire Size	**Wheel**	**Backspacing (INCH)**	**Offset (MM)**
255/70 R17	Factory 17	-	-
265/70 R17	Factory 17	-	-
255/80 R17	Factory 17	-	-
285/70 R17	17x9*	5.5"	. +12 to +18
265/65 R18	Factory 18	-	-
295/65 R18	18x9*	5.5"	. +12 to +18
275/60 R20	Factory 20	-	-
285/55 R20	20x9*	5"	. +12 to +18
305/55 R20	20x9*	5"	. +12 to +18
275/50 R22	Factory 22	-	-
305/45 R22	22x9*	5"	. +12 to +18

*** Some Minor Trimming Maybe Required.**

⚠NOTE: ALL Tire & Wheel Combinations Should Be Test Fit Prior to Installation.

⚠WARNING: Due to GM Larger Front brakes on the 2019 Chevy Silverado 1500 & GMC Sierra 1500, Check with Aftermarket Wheel Manufacturers for Wheel Compatibility on GM 2019 Vehicles.

IMPORTANT DISCLAIMER: The provided tire/wheel fitments 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. Considering these important factors, we recommend that you fit-check your tire/wheel selection prior to purchasing.

TOOLS & TECH...

This is a list of tools needed to install this lift kit. Double check the list to make sure that you have all the tools and equipment required to accomplish the complete install.

We have also included a **Tech Tip** noted by this icon TECH TIP to help if we have found a quicker or easier way to accomplish a task in the steps.

Tools		
Miscellaneous	**Wrench / Socket Sizes**	
Floor Jack	**Standard**	**Metric**
Jack Stands		10mm
Hammer		15mm
Pry Bar		16mm
Plastic Fastern Removal Tool		17mm
Flat Screwdriver		18mm
		21mm
	7/32 Allen Wrench	

⚠NOTE: 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 (Left) and one is for the Passenger Side (Right). Unless otherwise noted, always start with the Driver Side.

FRONT DISASSEMBLY

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

PREPARE VEHICLE FOR FRONT...

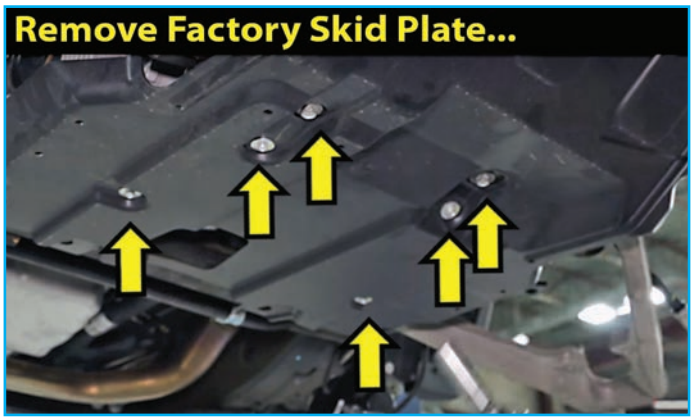
1. ☐ Disconnect the battery.

☐☐ Chock rear tires and place transmission in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands, place transmission in low gear for Manual Transmission or Park for Automatic. Remove the front wheels & tires. [Lug Nuts 21mm]

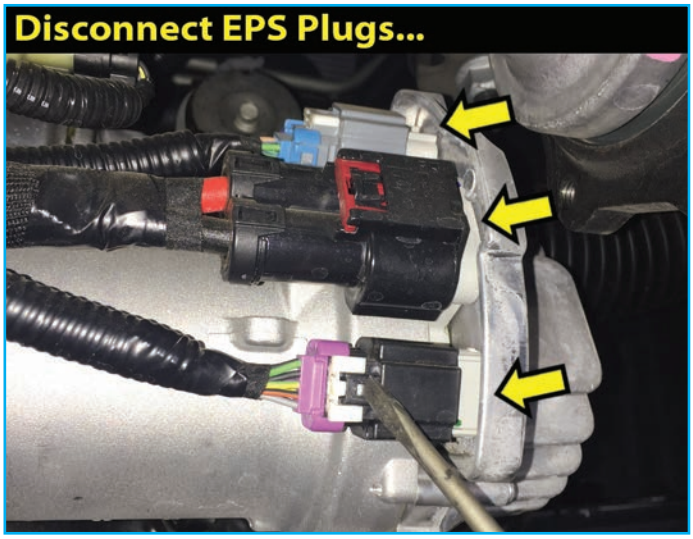
2. ☐ **[Illustration 1]** Remove any factory skid plate that blocks access to front suspension components. [10mm, 15mm]

3. ☐ **[Illustration 2]** IF equipped with Electronic Power Steering (EPS), disconnect the three (3) connectors. WITH the Battery Disconnected, carefully unplug the bottom two plugs from the rack and pinion. These plugs are "locked" with plastic clips that must be moved to an "unlocked" position before removal. [plastic fastener removal tool or flat screwdriver]

[Illustration 1]



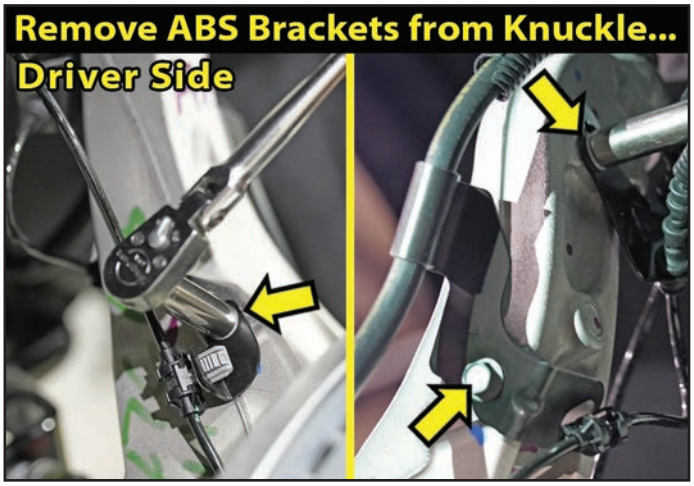
[Illustration 2]



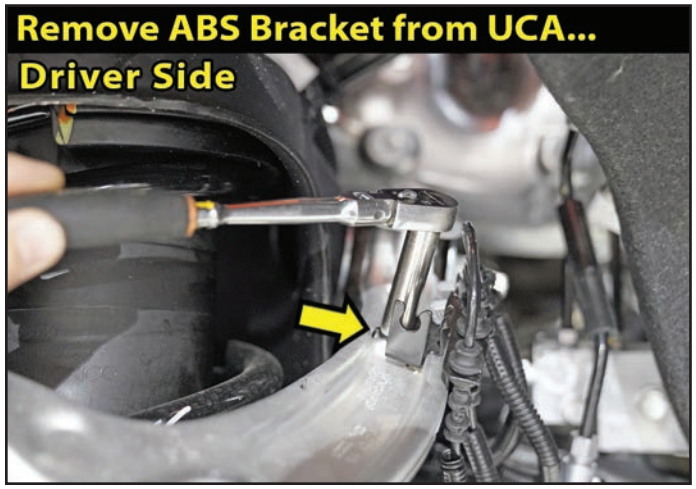
REMOVE ABS BRACKETS FROM KNUCKLE & UCA...

4. ☐☐ **[Illustration 3-A]** Disconnect the ABS line bracket from the front side of the knuckle. [10mm]
☐☐ Disconnect the two (2) ABS line brackets from the boss / neck of the knuckle. [10mm]
☐☐ **[Illustration 3-B]** Disconnect the ABS line bracket from the Upper Control Arm (UCA). [10mm]

[Illustration 3-A]



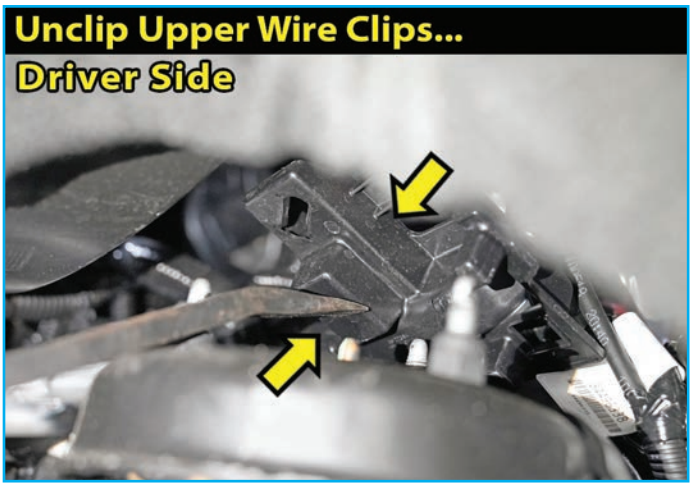
[Illustration 3-B]



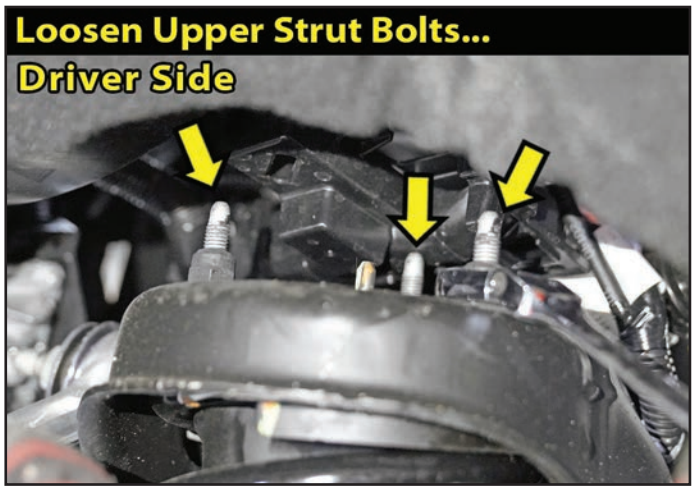
LOOSEN THE UPPER STRUT BOLTS…

4. ☐☐ **[Illustration 4-A]** Unclip the wire clips located on the top of the studs. [plastic fastener removal tool]
☐☐ **[Illustration 4-B]** Loosen the three (3) upper strut bolts. It is not necessary to remove nuts. [18mm]

[Illustration 4-A]



[Illustration 4-B]



DISCONNECT SWAY BAR LINK FROM LCA…

5. ☐☐ **[Illustration 5]** Disconnect the sway bar link lower mount from the Lower Control Arm (LCA). Remove the nut & washer and save for re-install. [15mm]

DISCONNECT TIE ROD END…

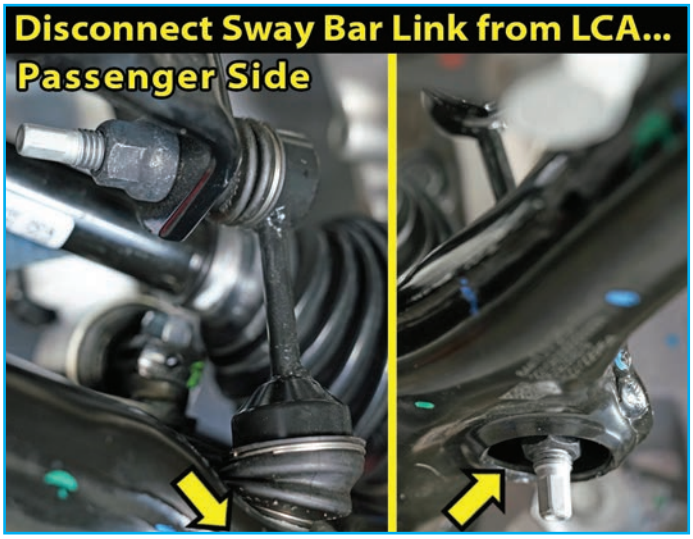
6. ☐☐ **[Illustration 6]** Remove the tie rod retaining nut. [21mm] Reinstall the nut a couple of turns by hand.

Use a Tie Rod Puller to separate the tie rod from the knuckle.

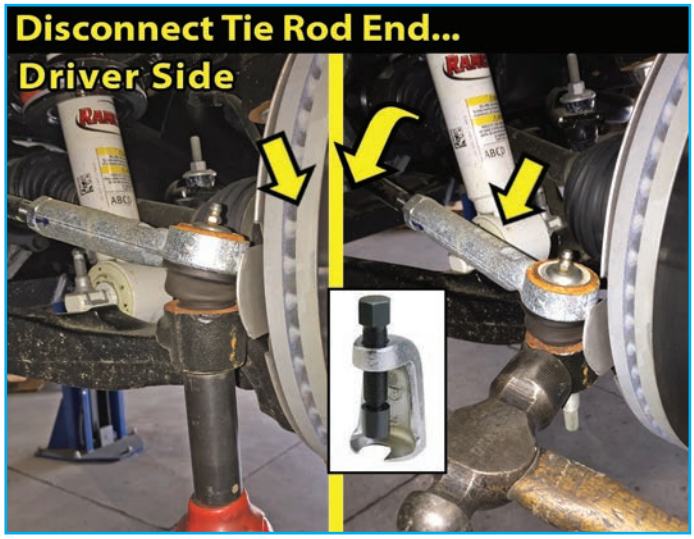
TECH TIP If you do not have a puller, you can use the method of striking the knuckle near the ball joint end to dislodge the knuckle. Strike the knuckle portion only.

Remove the tie rod nut and save for re-install.

[Illustration 5]



[Illustration 6]



DISCONNECT UPPER BALL JOINT FROM KNUCKLE…

7. Using a jack, slightly lift the Lower Control Arm (LCA) & knuckle assembly to prevent the arms from being at full droop.

☐☐ **[Illustration 7]** At the top of the knuckle, remove retaining nut from Upper Ball Joint (UBJ). [18mm]
TECH TIP Turning the knuckle inward will allow easy access to the nut. If the ball joint turns while un-tightening, use a 7/32" Allen Wrench to hold the ball joint.

☐☐ Using the appropriate puller tool, disconnect the ball joints from the knuckle. TECH TIP If you do not have a puller tool you can use a hammer by very carefully striking the ball joint boss' of the knuckle; do not strike the ball joint.

⚠WARNING: Be careful. Do not let the CV axle shaft dislodge from the CV cup or 'pull out' at the differential.

⚠WARNING: Be careful. Do not let the knuckle fall to the side abruptly. It could cause damage to the ABS wires or brake lines.

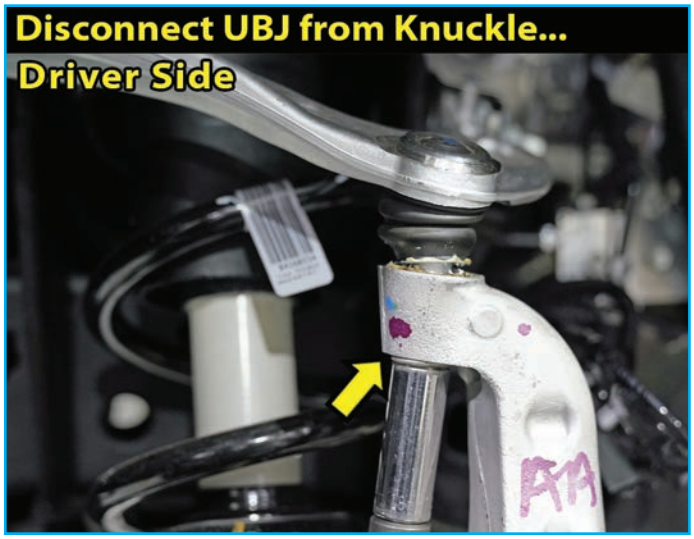
Lower the jack to allow the removal of the knuckle assembly from the UBJ, but keep the jack in place. Secure the knuckle forward to allow access to the lower strut mount.

DISCONNECT LOWER STRUT MOUNT FROM LCA…

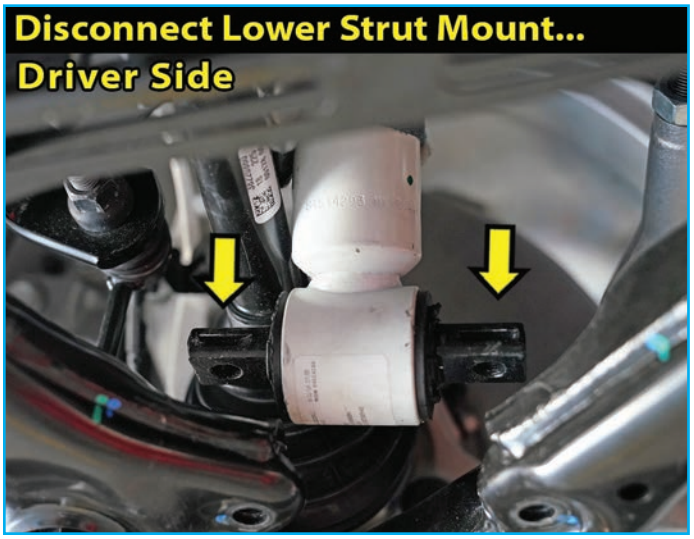
8. ☐☐ **[Illustration 8]** Remove factory bolts from the lower strut mount. [15mm]

Remove the bolt clips from the factory lower strut mount. [flat screwdriver]

[Illustration 7]



[Illustration 8]



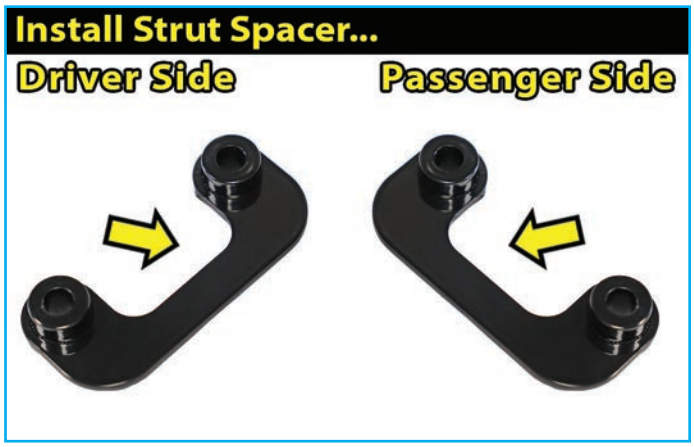
FRONT ASSEMBLY

INSTALL STRUT SPACER...

9. ☐☐ Locate the (2) SUPERLIFT front strut spacers (#55-01-40040).
Locate Hardware Bag #77-40040. Hardware PER Side: (2) 10mm x 1.5 x90CS Bolt, Coarse Thread, (2) 10mm Washers & (2) 10mm x 1.5 Nyloc Nuts.

☐☐ **[Illustration 9-A & 9-B]** Position the strut spacer on top of the LCA. The 'flat' edge of the bracket goes toward the 'inside' of the vehicle & the 'open' side goes to the 'outside' of the vehicle.

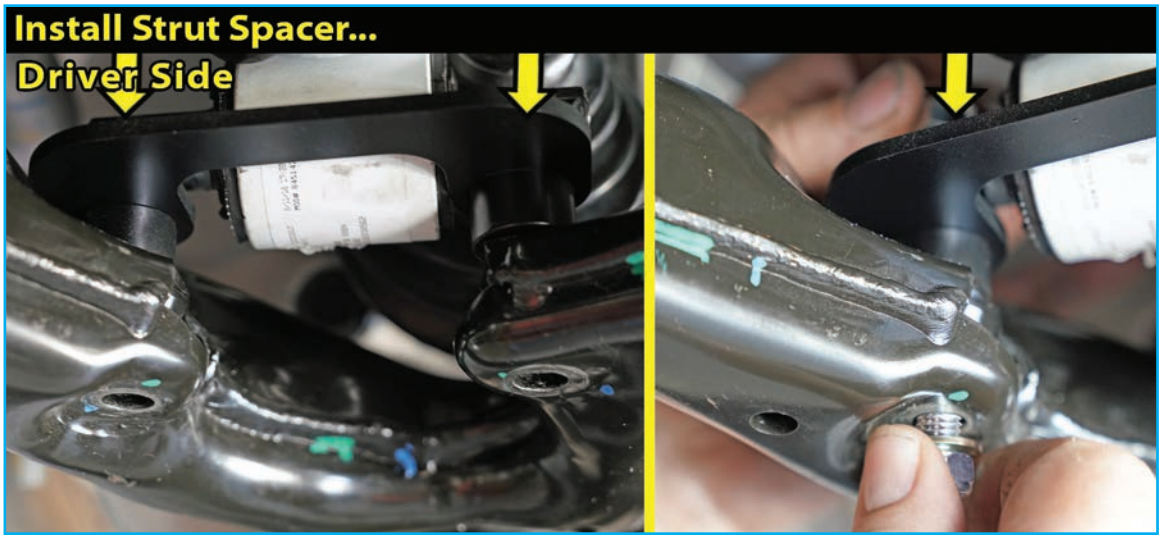
[Illustration 9-A]



Raise the lower control arm into place and align holes with the strut. ⚠**NOTE:** To install the forward bolt that is below the CV axle, you have to move the knuckle to one side to allow clearance to install easily. ⚠**WARNING:** Be careful. Do not let the knuckle fall to the side abruptly. It could cause damage to the ABS wires or brake lines or dislodge the CV axle.

Insert the 10mm bolt through the factory strut mount into the 55-01-40040 strut spacer and through the LCA. Bolts must be installed from the 'Top Down'. Install washer and Nyloc nut. Secure hardware, but do not tighten at this time. (This bolt will be tightened once completed and the truck is set on the ground.) [17mm & 16mm] (40)

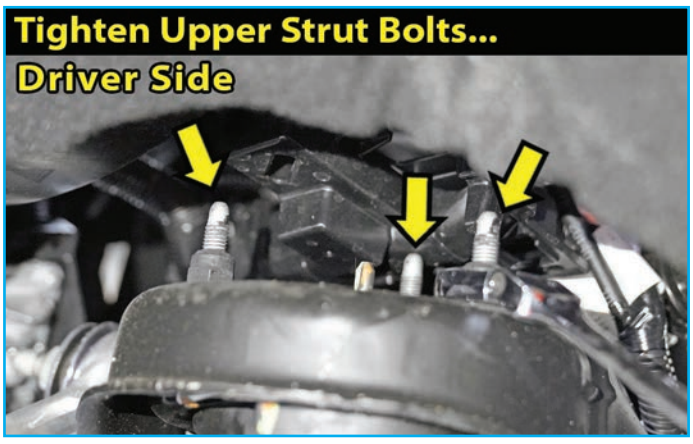
[Illustration 9-B]



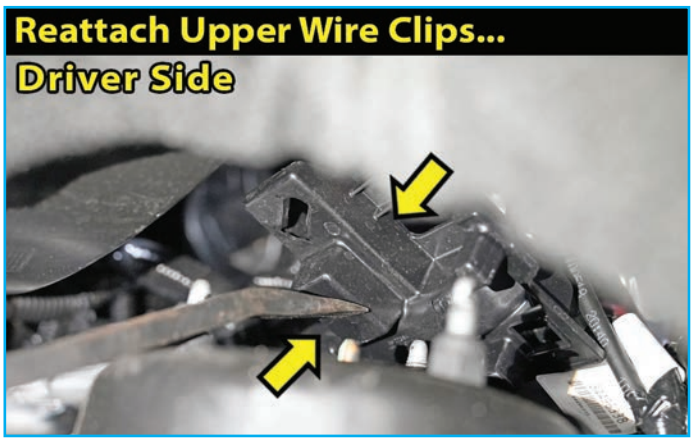
☐☐ **[Illustration 9-C]** Tighten the three (3) factory upper strut nuts. [16mm] (37)

☐☐ **[Illustration 9-D]** Reattach the wiring clip to the upper strut nuts.

[Illustration 9-C]



[Illustration 9-D]



CONNECT TIE ROD TO KNUCKLE...

10. ☐☐ **[Illustration 10]** Connect the tie rod end to the knuckle (from the top side) using the factory hardware. [21mm] (44)

CONNECT UPPER BALL JOINT TO KNUCKLE...

11. ☐☐ **[Illustration 11]** Connect the UBJ to the knuckle with the factory nut. Tighten [18mm] (37) If the ball joint turns while tightening, use a 7/32" Allen Wrench to hold the ball joint.

[Illustration 10]

[Illustration 11]

CONNECT SWAY BAR LINK TO LCA...

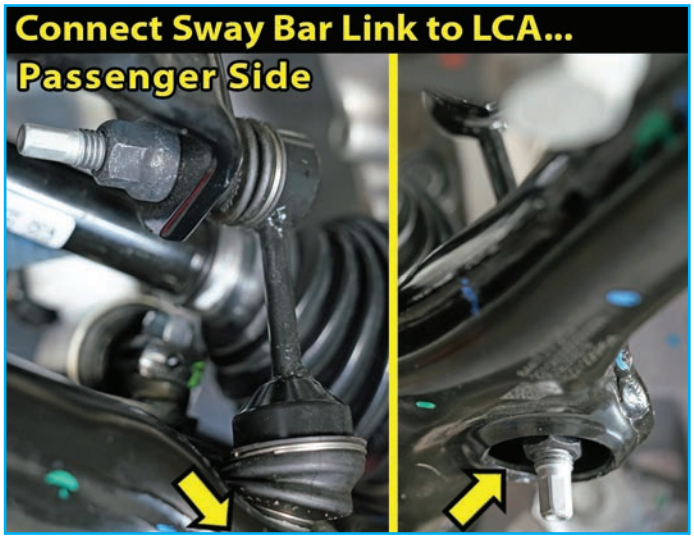
12. ☐☐ **[Illustration 12]** Realign the sway bar link into the LCA. Secure using the factory hardware, but do not tighten at this time. [18mm] (The sway bar will be tightened once completed and the truck is set on the ground.)

FRONT TIGHTEN & TORQUE SEQUENCE...

13. ☐☐ Now tighten and torque everything up...

Double check all other components to be sure they are all tight & torqued.

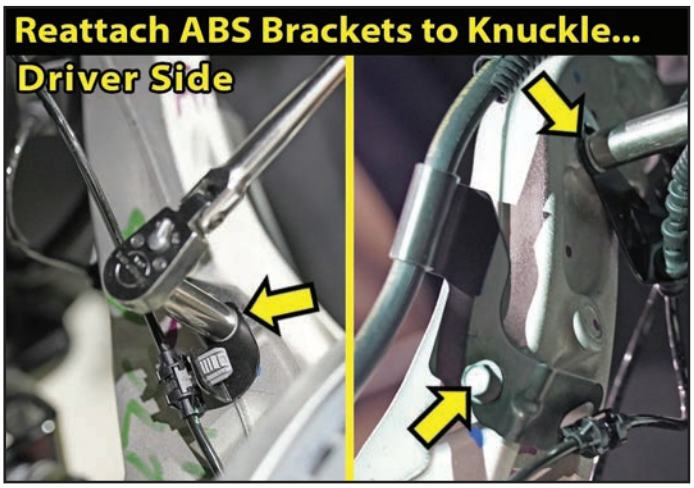
[Illustration 12]



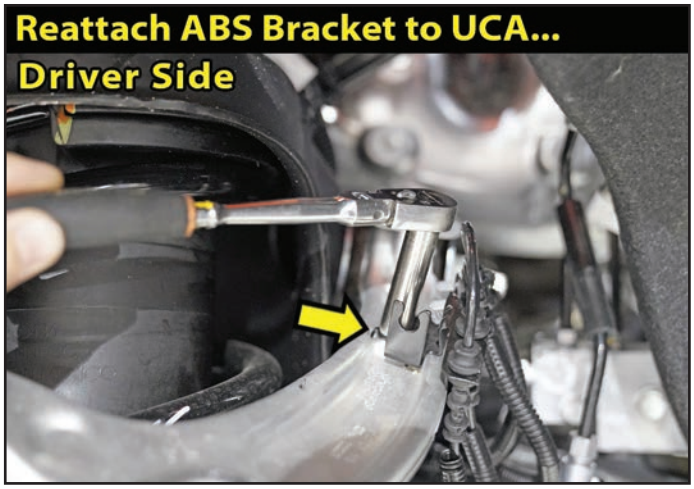
REATTACH ABS BRACKETS TO KNUCKLE & UCA…

14. ☐☐ **[Illustration 13-A]** Reattach the ABS line bracket from the front side of the knuckle. [10mm]
☐☐ Reattach the two (2) ABS line brackets from the boss / neck of the knuckle. [10mm]
☐☐ **[Illustration 13-B]** Reattach the ABS line bracket from the Upper Control Arm (UCA). [10mm]

[Illustration 13-A]



[Illustration 13-B]



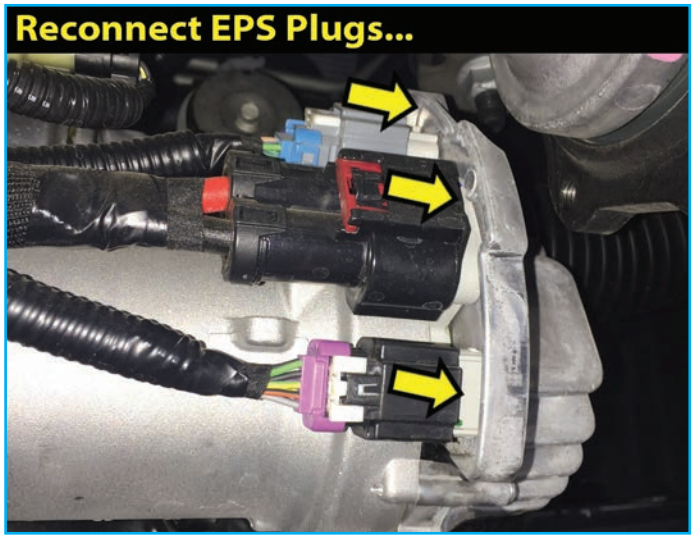
RECONNECT CONNECTORS TO ELECTRIC POWER STEERING...

15. ☐ **[Illustration 14]** Plug the three (3) connectors back into the electric power steering.

RE-INSTALL FACTORY SKID PLATE...

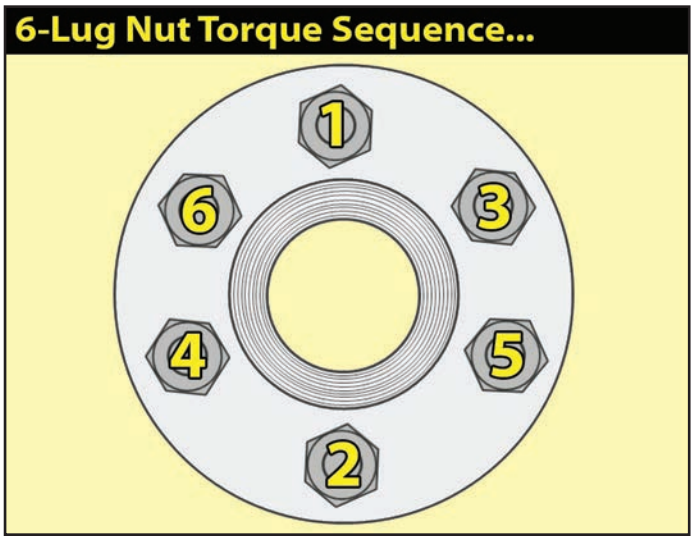
16. ☐ **[Illustration 15]** Re-install the factory skid plate.

[Illustration 14]



[Illustration 15]

[Illustration 16]



FRONT TIRES / WHEELS...

17. ☐☐ **[Illustration 16]** Install the front tires & wheels. [Lug Nuts 22mm] (140) **⚠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.

Lower the vehicle to the ground.

⚠WARNING: Re-tighten 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.

☐ Reconnect the battery.

FRONT CLEARANCE CHECK...

18. ☐☐ With the vehicle on the ground, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc.

☐☐ Raise the vehicle back onto jack stands and secure as per **Step 1**. With the suspension 'hanging' at full extension travel, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc. Lower the vehicle to the floor.

FINAL CHECKS

CLEARANCE CHECK...

19. ☐☐ Check all hardware for proper torque specifications.

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. **⚠NOTE:** Depending on your choice of tire size and wheel width, it is not uncommon to trim the lower plastic valance of the bumper and inner fender shroud slightly to add proper tire clearance while turning.

WHEEL ALIGNMENT...

20. ☐ Realign vehicle to factory OEM specifications. It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. It is recommended that your vehicle alignment be checked after any off-road driving.

HEADLIGHTS...

21. ☐☐ Re-adjust headlights to proper setting. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle head lamps for proper aim and alignment.

FOUR WHEEL DRIVE...

22. ☐ Activate the four wheel drive system and check for proper engagement.

SUPERLIFT WARNING DECAL...

23. ☐ Install the **WARNING TO DRIVER** decal on the inside of the windshield, sun visor or on the dash, within Driver's view.

IMPORTANT MAINTENANCE INFORMATION

⚠WARNING: 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.