



2019-2020 FORD RANGER

3.5" UCA Lift Kit



⚠ CAUTION: 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.

THANK YOU FOR CHOOSING SUPERLIFT FOR ALL YOUR SUSPENSION NEEDS!!

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:

- Stock factory 17" wheels will fit back on the vehicle once this suspension system is installed.
- 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 drilling and/or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged. Prep all cutting surfaces by removing all debris and frame coatings.
- After drilling and/or cutting, file smooth any burrs and sharp edges.
- Prior to operating a torch or saw, protect any heat-sensitive components located in the immediate area by covering them with a water-saturated cloth. Most undercoating are flammable but can be extinguished using a water-filled spray bottle. Have a spray bottle and an ABC rated fire extinguisher on hand.
- Paint or undercoat all exposed metal surfaces.
- 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 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.

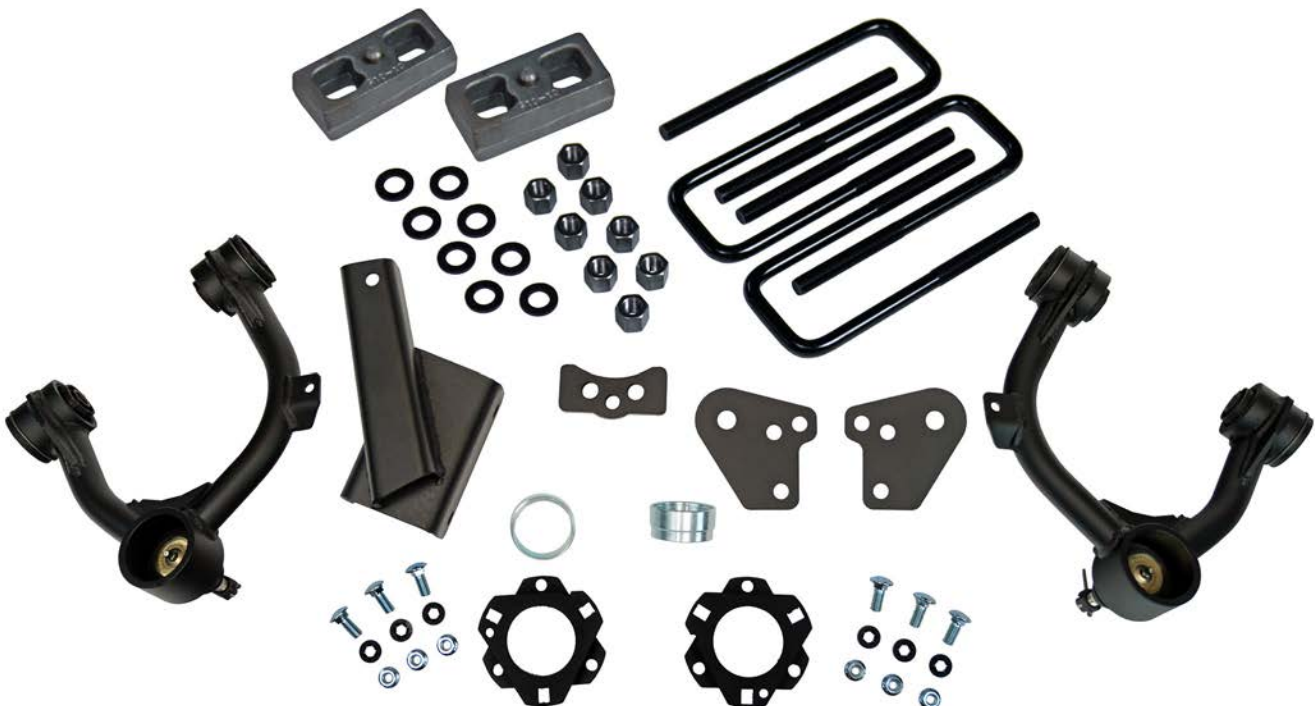
TIRES & WHEELS...

This kit was developed using a 285/70 R17.

Any larger or wider tire & wheel combination other than listed may require vehicle trimming.

⚠️ NOTE: ALL tire & wheel combinations should be test fit prior to installation. Some minor trimming may be required.

Torque Specifications					
STANDARD			METRIC		
Size	Grade 5	Grade 8	Size	Grade 8.8	Grade 10.9
5/16"	15 ft/lbs.	20 ft/lbs.	6mm	7 ft/lbs.	10 ft/lbs.
3/8"	30 ft/lbs.	35 ft/lbs.	8mm	17 ft/lbs.	24 ft/lbs.
7/16"	45 ft/lbs.	60 ft/lbs.	10mm	33 ft/lbs.	47 ft/lbs.
1/2"	65 ft/lbs.	90 ft/lbs.	12mm	59 ft/lbs.	83 ft/lbs.
9/16"	95 ft/lbs.	130 ft/lbs.	14mm	101 ft/lbs.	131 ft/lbs.
5/8"	135 ft/lbs.	175 ft/lbs.	16mm	146 ft/lbs.	202 ft/lbs.
3/4"	185 ft/lbs.	280 ft/lbs.	18mm	201 ft/lbs.	283 ft/lbs.



K KIT BREAKDOWN		
Kit Part Number K1014		
Part Number	Qty.	Part Description
55-01-40050	2	Strut Spacer
55-03-9700	1	Rear Differential Bracket - Passenger's Side
55-04-9700	2	Strut Preload
55-05-9700	1	Rear Differential Bracket - Driver's Side
55-06-9700	2	Front Differential Bracket - Driver's Side
55-11-9700	1	Upper Control Arm - Passenger's Side
55-12-9700	1	Upper Control Arm - Driver's Side
659583	2	Shock Absorber
77-9700	1	Hardware Bag
77-80037	4	Shock Hardware Bag
10442	4	U-Bolts
014	2	Rear Lift Blocks

STEP	PART NUMBER	QTY. PER KIT	DESCRIPTION	NEW ATTACHING HARDWARE	QTY. PER BRACKET	HARDWARE BAG NUMBER
10	55-03-9700	1	Rear Differential Bracket - Passenger's Side	7/16" x 4-1/2" bolt, coarse thread	2	77-9700
				7/16 washer, SAE	4	
				7/16" nut, nyloc	2	
30	55-04-9700	2	Strut Preload			
18	55-05-9700	1	Rear Differential Bracket - Driver's Side	14mm x 55mm bolt, 1.5 pitch	2	77-9700
				14mm washer, flat	2	
				F470L - thread locker	1	
16	55-06-9700	2	Front Differential Bracket - Driver's Side	1/2" x 1-1/4" bolt, coarse thread	1	77-9700
				1/2" x 1-1/4" allen bolt, coarse thread	1	
				1/2" nyloc nut, coarse thread	2	
				1/2" washer, SAE	4	
				5/8" x 5" bolt, coarse thread	1	
				5/8" washer, SAE	2	
				5/8" nyloc nut, coarse thread	1	
				5/8" thick washer	1	
55	014	2	Lift Block, Rear	10442 - 9/16" x 2-1/2" x 9-1/2" U-bolt, Square	4	77-1509
				9/16" washer, u-bolt	8	
				9/16" hi-nut	8	
40	55-11-9700	1	Upper Control Arm - Passenger's Side	1/4" x 3/4" bolt, coarse thread	1	77-9700
				1/4" washer, SAE	1	
				1/4" nyloc nut, coarse thread	1	
				1/4" adel clamp	1	
40	55-12-9700	1	Upper Control Arm - Driver's Side	1/4" x 3/4" bolt, coarse thread	1	77-9700
				1/4" washer, SAE	1	
				1/4" nyloc nut, coarse thread	1	
				1/4" adel clamp	1	
33	55-01-40050	2	Strut Spacer	3/8" x 1" bolt, coarse thread	3	77-40050
				10mm push nut	3	
				3/8" flange nut, coarse thread	3	
59	659583	2	Shock Absorber, Rear	01-60418 bushing, shock eye	2	77-80037
				24-5704 sleeve	2	

FRONT DISASSEMBLY & INSTALLATION

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

PREPARE VEHICLE FOR FRONT INSTALLATION

1. Disconnect the battery.
2. Disconnect the EPAS (Electronic Power Assist Steering) plugs before starting the installation. Failure to do so may result in a damaged EPAS module.
3. Chock rear tires and place transmission in neutral.
4. Raise the front of the vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands, place transmission in park for automatic transmissions and low gear for manual.
5. Remove the front tires and wheels.

SKID PLATE

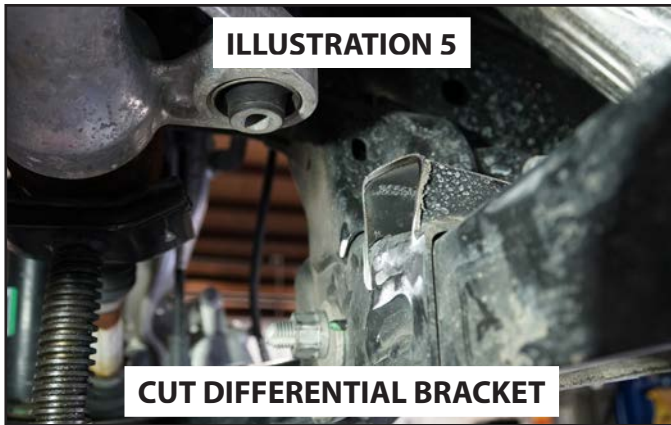
6. [Illustration 1 & 2] Remove the factory skid plates. [15mm]



DIFFERENTIAL

7. [Illustration 3] Remove the passenger side differential bolt. [13mm]
8. [Illustration 4 & 5] Raise the differential up far enough to mark and cut the passenger side differential bracket off of the rear crossmember. Clean and paint any exposed areas.





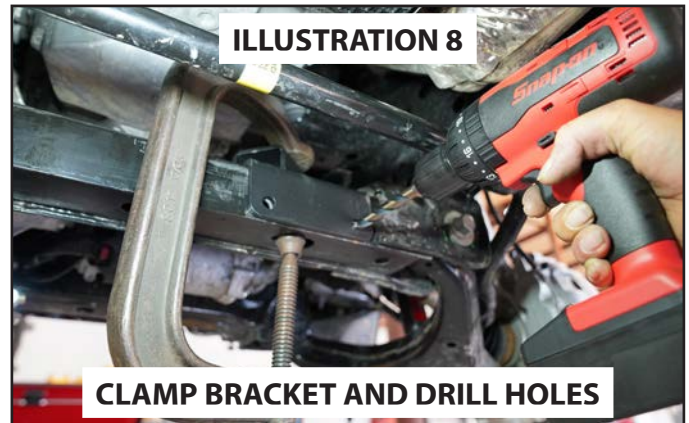
9. [Illustration 6] Remove the bolt and tab nut from the differential. Cut the tab nut off at the bend.

10. [Illustration 7] Install the new passenger side differential bracket (55-03-9700) over the rear crossmember and bolt it to the differential using the factory hardware. [13mm] (52)

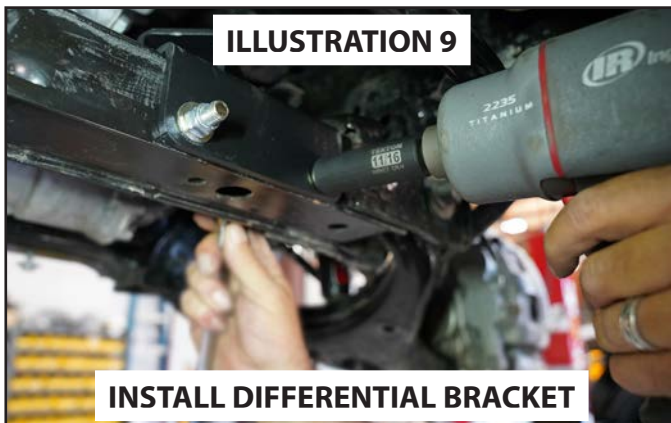
11. [Illustration 8] Let the weight of the differential on the bracket. Clamp the new differential bracket to the crossmember.

12. [Illustration 8] Using the bracket as a template, drill all four holes to accept 7/16" bolts; debur the holes.

13. [Illustration 9] Secure the new bracket to the crossmember using the supplied 7/16" hardware. [5/8", 11/16"] (40)

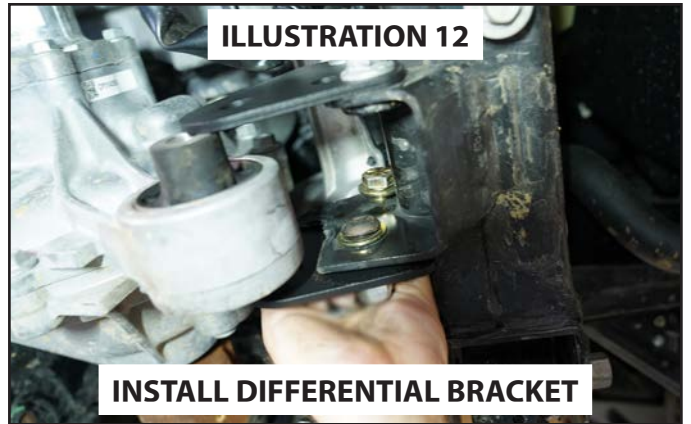


14. [Illustration 10] Remove the driver side front differential mount bolts. [18mm, 21mm] Using the template, mark the outside bracket for drilling and cutting.



15. [Illustration 11] Drill the two marked locations to 17/32" for a 1/2" bolt.

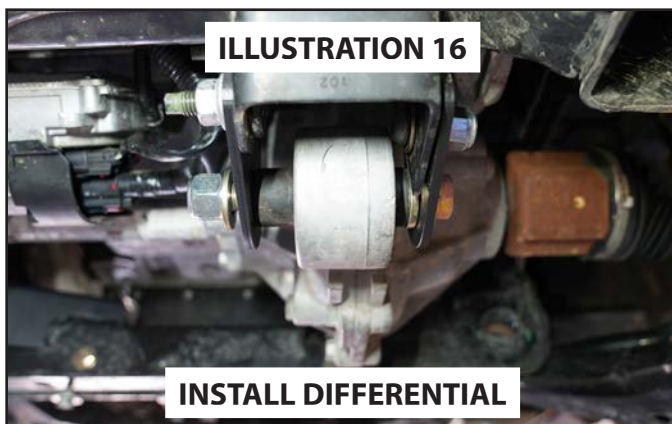
16. [Illustration 12] Install the new front differential bracket (55-06-9700) onto the driver side frame mount using the supplied 1/2" bolts. [3/4", 5/16" allen] NOTE: The hex head bolt goes in the upper hole and the button head bolt goes in the lower hole.



17. [Illustration 13] Remove the two bolts from driver rear differential mount above drive shaft. [18mm]

18. [Illustration 14 & 15] Install the new 1/2" spacer (55-05-9700) between the differential and the factory differential mount using the supplied 14mm hardware and thread locker. [18mm] (130)

19. [Illustration 16] Install the front differential using supplied 5/8" bolts (15/16"). Tighten (195)



STRUT

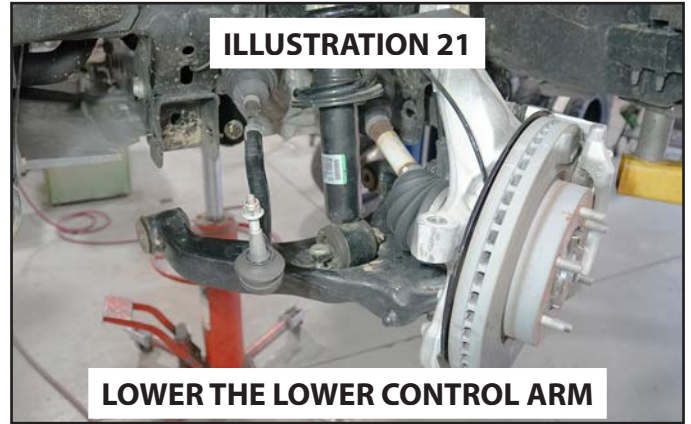
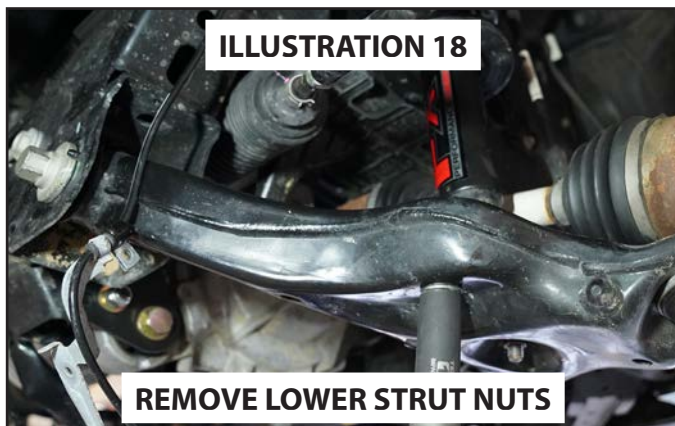
20. [Illustration 17] Disconnect the tie rod end from the steering knuckle. [15mm] If the appropriate puller tool is not available, you can use a hammer by very carefully striking the tie rod boss of the knuckle; **DO NOT STRIKE THE TIE ROD.**

21. [Illustration 18] Remove the lower strut nuts. [18mm]

22. [Illustration 19] Remove all but one of the upper strut nuts. [15mm] Loosen the last nut but leave threaded enough to hold the strut.

23. [Illustration 20] Mark the position of the cam bolts in the lower control arm.

24. [Illustration 21] Remove the lower control arm bolts from the frame and lower the control arm far enough to remove the strut from the vehicle. [22mm, 24mm]



25. [Illustration 22] Trim the tip off of the three upper strut studs just above the threads.

26. [Illustration 23] Mark the upper strut mount, spring, lower coil seat, and strut body for reassembly.



27. [Illustration 24] Place strut in coil spring compressor and compress the spring enough to remove the upper strut nut.

28. Remove strut from the spring and top hat. [18mm, 8mm] Leave the spring and the top hat in the coil compressor.



29. Remove the plastic ring, bump stop, and the lower spring seat from the strut.

30. [Illustration 25] Install the new preload spacer (55-04-9700) on the strut body over the snap ring that the lower seat sat on.

31. Reassemble the strut in reverse order of disassembly; lower spring seat, bump stop, and plastic ring.

32. [Illustration 23] Install strut into coil assembly and reassemble making sure to align the alignment marks. [18mm, 8mm] (41)



33. [Illustration 26] Install the new strut spacer (55-01-40050) onto the strut assembly using the factory nuts. [15mm] (45)
34. [Illustration 27] Reinstall the strut and loosely attach to the strut tower using the supplied 3/8" flange nuts. Do not tighten.
35. Raise the lower control arm into position while guiding the strut into position and secure strut with the factory nuts. [18mm] (66)
36. Insert the lower control arm into frame and secure using the factory hardware. [20mm, 24mm] Do not tighten. These will be tightened once the vehicle is on the ground.
37. Tighten the upper strut nuts to the frame. [9/16"] (40)

UPPER CONTROL ARM

38. Disconnect the upper ball joint from the knuckle. [18mm] If the appropriate puller tool is not available, you can use a hammer by very carefully striking the ball joint boss of the knuckle; **DO NOT STRIKE THE BALL JOINT OR UPPER CONTROL ARM**. Secure the knuckle so that no damage to the CV joints occurs.
39. [Illustration 28] Remove the upper control arm from the vehicle. [18mm, 21mm]



40. [Illustration 29 & 30] Install the new upper control arm (driver side = 55-11-9700 / passenger side = 55-12-9700) using the factory hardware. [18mm, 21mm] Do not tighten. These will be tightened once the vehicle is on the ground. **NOTE: The ball joint must be GREASED!** Failure to do so will void warranty. Ball joints are not greased from the factory.

41. [Illustration 29] Attach the upper control arm to the knuckle. [18mm] (46)



FRONT TIRES / WHEELS AND FRONT CLEARANCE CHECK

42. Install the front tires & wheels. (100)

43. 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.

44. Lower the vehicle to the ground. Reconnect the battery.

45. 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. NOTE: 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.

TORQUE SEQUENCE

46. [Illustration 31] Realign the marks on the lower control arm cam bolts and tighten. [22mm, 24mm] (165)

47. [Illustration 32] Tighten the upper control arm bolts. [18mm, 21mm] (122)



48. Reconnect the EPAS (Electronic Power Assist Steering) plugs.

49. Reinstall the factory skid plate using the factory hardware. [15mm] (45)

REAR DISASSEMBLY AND INSTALLATION

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

PREPARE VEHICLE FOR REAR INSTALLATION

50. Chock front tires and place transmission in neutral. Raise the rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the front leaf spring hangers. Ease the frame down onto the stands, place transmission 'Park'.

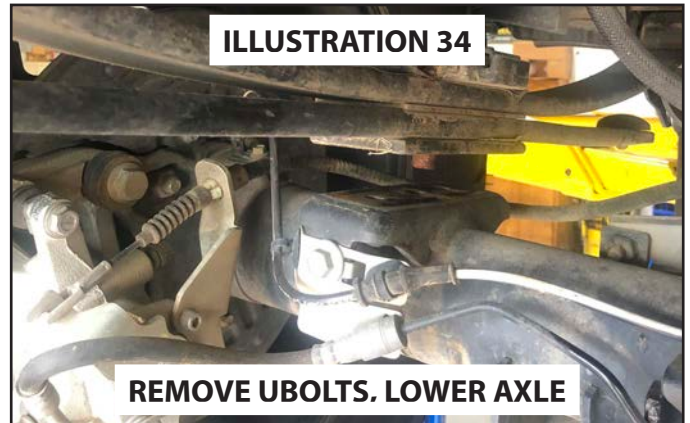
51. Remove the rear wheels & tires.

52. Support the rear axle with a hydraulic jack. Leave plenty of room to lower the rear axle.

53. Secure the axle at the drive shaft yoke with a ratchet strap. The strap acts as a safety precaution and it allows you to adjust/roll the axle as need to position axle rear blocks, u-bolts, etc.

SHOCKS

54. [Illustration 33] Remove the shocks. [15mm]



REAR BLOCKS

55. [Illustration 34] Do one side at a time. Remove the u-bolts and lower the axle down enough to install the new block (014).

56. [Illustration 35] Install the supplied u-bolts; snug but do not tighten.

57. Repeat on the other side.

58. Tighten u-bolts on both sides. [7/8"] (110)

SHOCKS

59. Lightly grease and install a new bushing (01-60418) into the shock eyes of the new shock absorber (659583).



60. Install a new sleeve (24-5704) into each shock bushing.

61. [Illustration 36] Install the shock assembly with the body down and the shaft up using the factory hardware. [15mm] (52)

REAR TIRES / WHEELS

62. Install the rear tires & wheels. (100)

63. Lower the vehicle to the ground.

FINAL CHECKS

CLEARANCE CHECK

64. Check all hardware for proper torque specifications.

65. 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.

66. Check tire/wheel clearance with the fenders/bumper as well as with the steering knuckle. 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

67. Align vehicle to factory specifications.

HEADLIGHTS

68. Adjust headlights to proper setting.

FOUR WHEEL DRIVE

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

SUPERLIFT WARNING DECAL

70. Install the **WARNING TO DRIVER** decal on the inside of the windshield or sun visor, within 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.

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.

