



INSTALLATION INSTRUCTIONS

1075 North Ave. Sanger, CA 93657-3539 local: 559-875-0222 fax: 559-876-2259 toll free: 800-445-3767

12462

PRO COIL INSTALLATION

2007 2WD TAHOE / YUKON / ESCALADE / SUBURBAN / AVALANCHE

IMPORTANT NOTE

THIS KIT GIVES YOU THE OPTION OF A 2" DROP, SPRING ONLY OR USE OF THE SPACERS TO REDUCE THE DROP TO 1 1/2" OR 1" ONLY

CONGRATULATIONS!

You were selective enough to choose a **BELLTECH PRODUCT**. We have spent many hours developing our line of products so that you will receive maximum performance with minimum difficulty during installation

- Note:** Confirm that all of the hardware listed in the parts list is in the kit. **DO NOT** begin this installation if any part is missing. Read the instructions thoroughly before beginning this installation.
- Warning:** **DO NOT** work under a vehicle supported by only a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.
- Warning:** **DO NOT** drive the vehicle until all work has been completed and checked. Torque all hardware to values specified.
- Reminder:** Proper use of safety equipment and eye/face/hand protection is absolutely necessary when using these tools to perform procedures!
- Note:** It is very helpful to have an assistant available during the installation process.
- Note:** We **DO NOT RECOMMEND** using wheel ramps while performing this installation.
- Note:** **On some vehicles when using the full 2" drop it might not be possible to get the vehicle into OE camber specifications. In this case it may be necessary to purchase Belltech 1° camber cams (part #: 4951) or Belltech 2° upper control arm bushings (part #: 4955)**

RECOMMENDED TOOLS:

- Blocks and Wheel chocks
- Ratcheting Socket Wrench
- Safety Glasses
- Properly rated floor jacks and support stands
- Combination Wrench
- Torque wrench: 0-75 lb ft. range

1 KIT INSTALLATION

- 1a.** Open the hardware kit and remove all of the contents. Refer to the parts list (Page 3) to verify that all parts are present.
- 1b.** Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the REAR wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).
- 1c.** Using a properly rated floor jack, lift the FRONT wheels of the vehicle off the ground. Place support stands, rated for the vehicle's weight and in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.

- 1d.** It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage. Make sure that the support stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

2. REMOVING THE O.E.M. FRONT SPRINGS

- 2a.** Locate the top three mount bolts of the front spring (**Photo 1**).
- 2b.** Using an 18mm wrench, remove all three mounting nuts that attaches the top of the spring assembly to the chassis (**Photo 2**).
- 2c.** As you did for the top mounts, remove the two bottom mounting nuts of the shocks/spring assembly. (**Photo 3**).

3. END LINK REMOVAL

- 3a.** Locate the end link mounts. Using an 18mm wrench, un-bolt the mount nuts to the end links (**Photo 4**). Remove the end links completely.

4. REMOVE THE SHOCK/SPRING COMPLETELY

- 4a.** Once all mounts have been un-bolted, hold the spindle assembly and slightly pushing down dislodging the bottom shock/spring assembly from its bottom mounts (**Photo 5**), dislodging the entire shock/spring assembly from its perch. (**Photo 6**).

! Coil springs may be under tension. Springs under tension store a great amount of energy. Use caution during the following steps to avoid personal injury and/or damage to vehicle. Be careful not to damage the brake hoses.

5. PRE-ASSEMBLY OF THE SPRING

The installation pictures shown have been done at a professional installation shop.

- 5a.** Mount the entire shock/spring assembly in the fixture. To ease the re-assembly of the shock/spring we have marked a white line down the center of the shock/spring assembly for alignment purposes only (**Photo 7**).
- 5b.** Using an 18mm socket wrench, remove the top mount (**Photo 8**).
- 5c.** Remove the top spring perch (**Photo 9**).
- 5f.** Remove the O.E.M. spring from the O.E.M. shock. Place the new spring onto the O.E.M. Shock (**Photo 12**).
- 5g.** Reinstall on the new spring, the O.E.M. top spring perch (**Photo 13**).
- 5h.** Included in this kit are four, (4), spring distance spacers. Using one spacer per side, gives 1/2" in height. Using two spacers gives 1" in height (**Photo 14**).

- 5i. These spring distance spacers fit only one way. They match the pattern of the O.E.M. top spring perch. (**Photo 15**).
- 5j. Place the top spring mount back atop in its original position, with the new BELLTECH bump stop (**Photo 16**).

6. RE-ASSEMBLY OF THE FRONT SHOCK/SPRING

- 6a. Re-install the new assembly of the shock/spring the same way the O.E.M. shock/spring was removed.
- 6b. In reverse order, follow Steps 2c thru 2a.
- 6c. Reattached swaybar end links to 18ft-lbs.

7. FINALIZING THE INSTALLATION

All hardware being fastened to the vehicle’s original fastening points should be torqued to the proper specifications. To prevent chassis damage, never over-torque the hardware.

- 7a. Check that all components and fasteners have been properly installed, tightened and torqued.
- 7b. Check brake hoses and other components for any possible interference.
- 7c. Lift the vehicle and remove the support stands. Carefully lower the vehicle to the ground.
- 7d. Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.
- 7e. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

PART NUMBER	DESCRIPTION	QTY
4462-001	SPRING	2
4462-010	ADAPTER	2
34855-001	SPACER	4
4926-001	BELLTECH BUMPSTOP	2

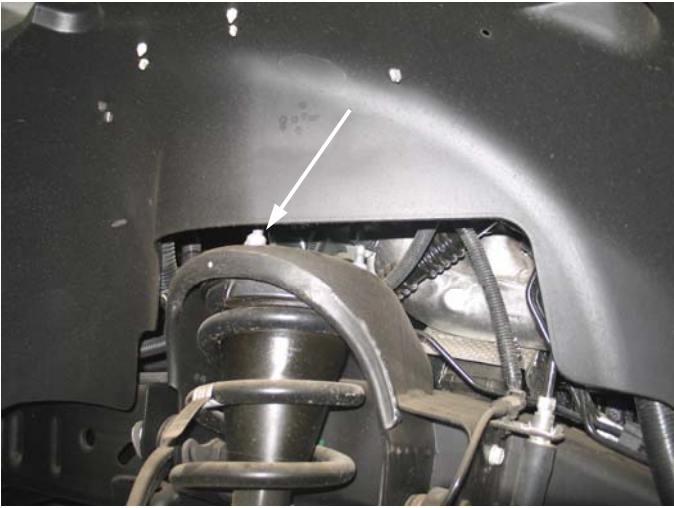


PHOTO 1



PHOTO 4



PHOTO 2



PHOTO 5



PHOTO 3



PHOTO 6



PHOTO 7



PHOTO 9



PHOTO 8



PHOTO 12



PHOTO 13



PHOTO 15

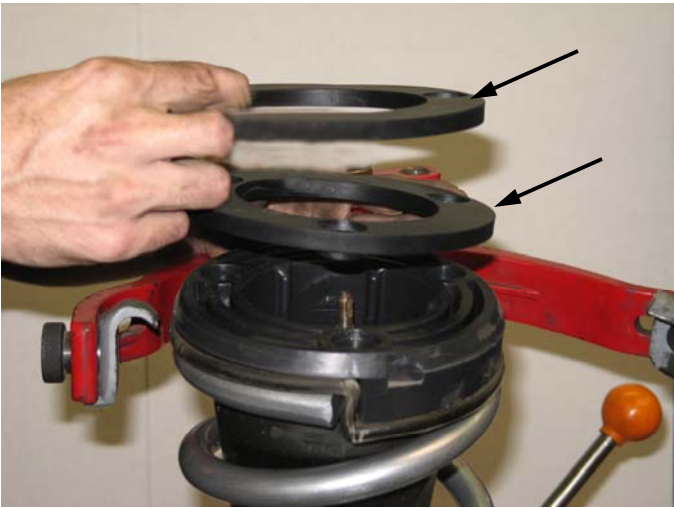
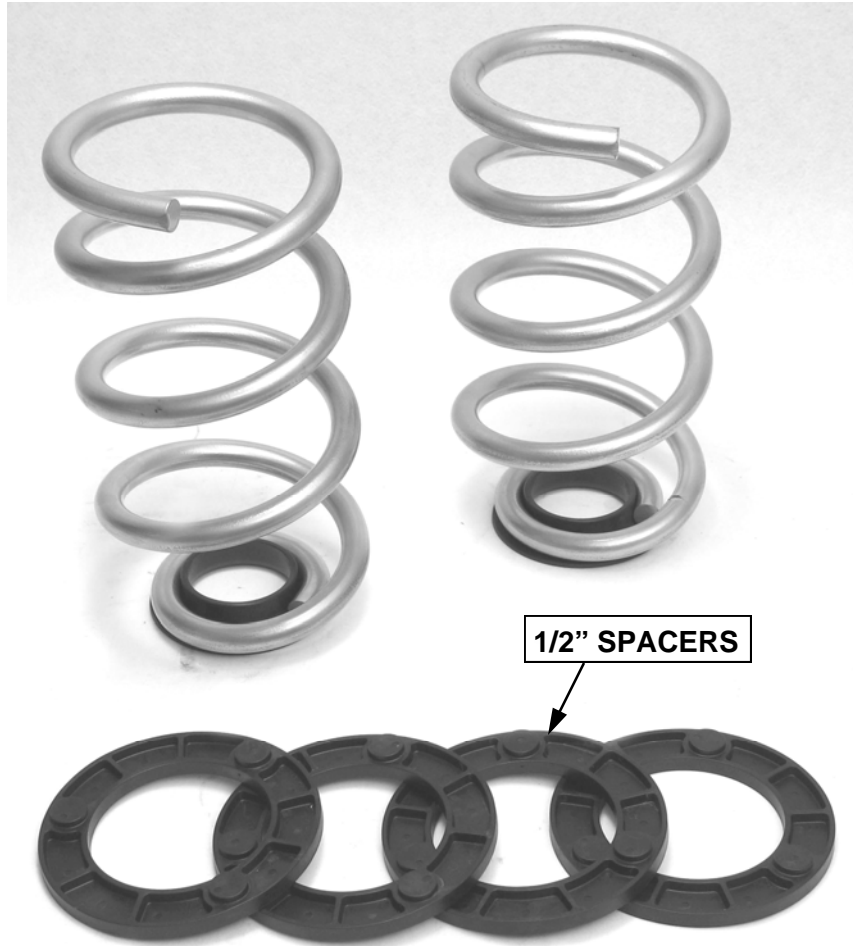


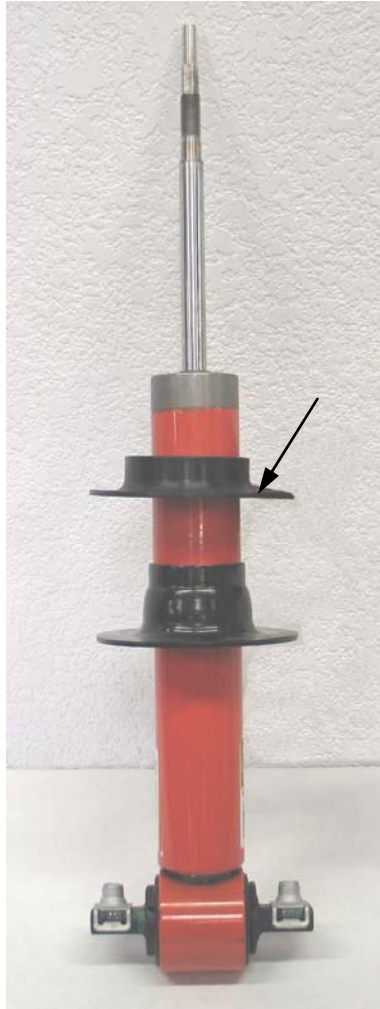
PHOTO 14



PHOTO 16



**SHOWN IS KIT 12462
TWO(2) SPACERS = 1" IN HEIGHT
FOR EACH SIDE**



SHOWN ABOVE IS ADAPTER FOR AUTO-RIDE ONLY
DO NOT USE WITH A NON-AUTO RIDE