INSTALLATION INSTRUCTIONS

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15002
COILOVER
2007-2018 CHEVROLET SILVERADO (2WD/4WD) (-1" TO -3")

Thank you for being selective enough to choose our high quality 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 hard ware 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 1º camber cams (part #: 4951) or Belltech 2º upper control arm bushings (part #: 4955)**

RECOMMENDED TOOLS:
- Blocks and Wheel chocks
- Ratcheting Socket Wrench
- Safety Glasses
- Floor jack and Jack Stands
- Torque Wrench 10-75 lb ft. range
- 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 6) 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. Please use 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.

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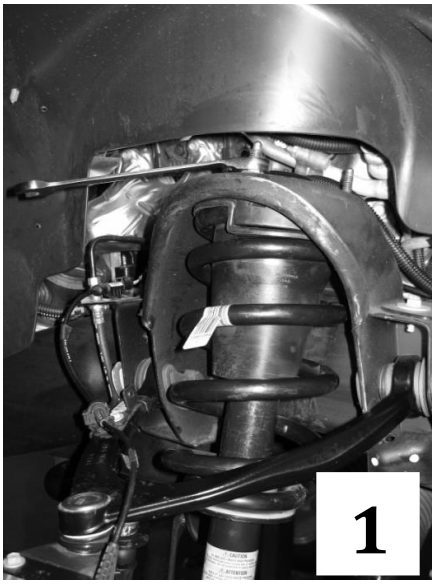
2. REMOVING THE O.E.M. FRONT STRUT

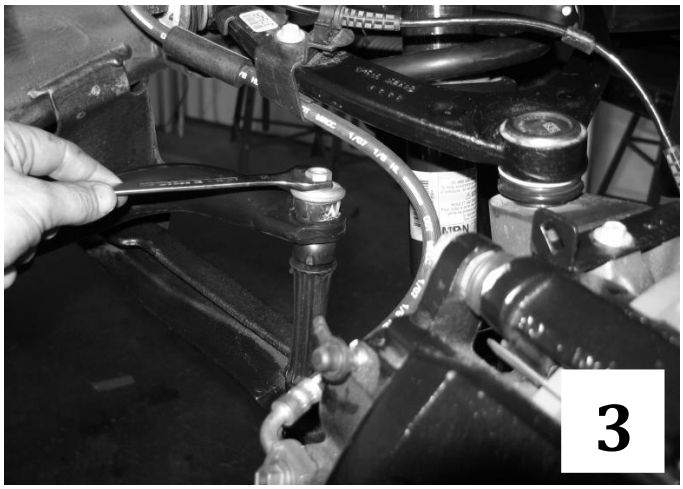
2a. Locate the top three mount bolts of the front spring/strut assembly.

2b. Remove all three mounting nuts that attaches the top of the spring/strut assembly to the chassis (**Photo 1**)

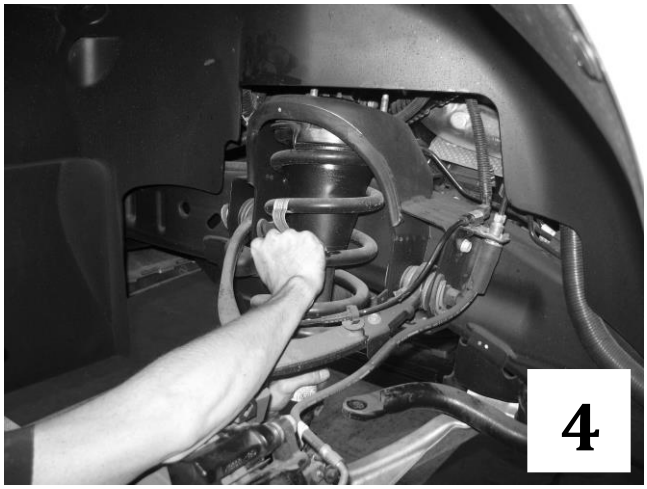
2c. Remove the two bottom mounting nuts of the spring/strut assembly (**Photo 2**)



2d. Remove the mount nuts from the end links. Remove the end links completely (**Photo 3**)



2e. Once all mounts have been un-bolted, hold the spindle assembly while slightly pushing down, dislodging the bottom spring/strut assembly from its bottom mounts dislodging the entire spring/strut assembly from its perch (**Photo 4**)



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.

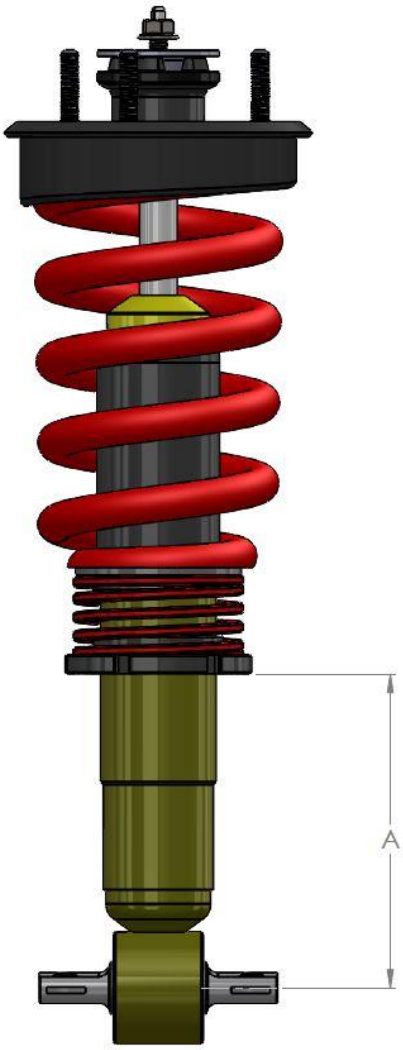
3. COILOVER HEIGHT SETUP

a. Refer to the chart below to determine the "A" measurement to set the drop desired from OEM (Factory Height)

Caution: The chart below is designed to use the Belltech 15002 pre-assembled coilover out of the box. This is, an out of the box, lowering solution. Belltech does not recommend lowering beyond what is advertised in the chart below as the performance of the shock may be greatly decreased.

b. Using the spanner wrench provided in the kit, turn the bottom of the spring perch (685-10-039) clock-wise to obtain the "A" measurement that is desired.

NOTE: IT IS RECOMMENDED TO PRESET THE "A" MEAUREMENT AT A HIGHER SETTING AND ADJUST DOWN, CLOCKWISE, TO THE DESIRED VEHICLE HEIGHT ONCE THE COILOVER IS INSTALLED



"A" MEASUREMENT	HUB TO FENDER (DESIRED DROP FROM OEM)
186 mm	25.4 mm (1.0 inch)
178 mm	38.1 mm (1.5 inch)
170 mm	50.8 mm (2.0 inch)
162 mm	63.5 mm (2.5 inch)
154 mm	76.2 mm (3.0 inch)

!! FOR BELLTECH KIT (16002) PLEASE READ BELOW!!

THE DAMPER COMES PRE-ADJUSTED (REBOUND & COMPRESSION) PLEASE USE THE SUPPLIED ADJUSTMENT KNOB (PART #: 685-25-101) TO ADJUST THE REBOUND VALVE, SEE FIGURE (1A & 1B). ADJUST THE BOTTOM COMPRESSION VALVE BY TURNING THE BOTTON BUILT-IN KNOB CLOCKWISE OR COUTNER-CLOCKWISE. (FIGURE 2A)

CAUTION: MAKING CHANGES TO THE REBOUND AND COMPRESSION VALVES WILL CREATE CHANGES IN THE VEHICLES DRIVING CHARACTERISTICS. PLEASE ADJUST ALL SETTINGS SAFELY AND GET FAMILIAR WITH THE NEW DRIVIING STYLE OF THE VEHICLE.

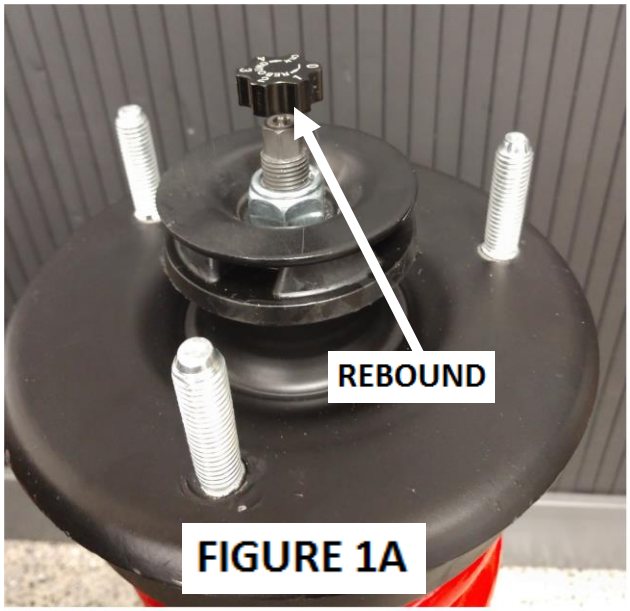


FIGURE 1A

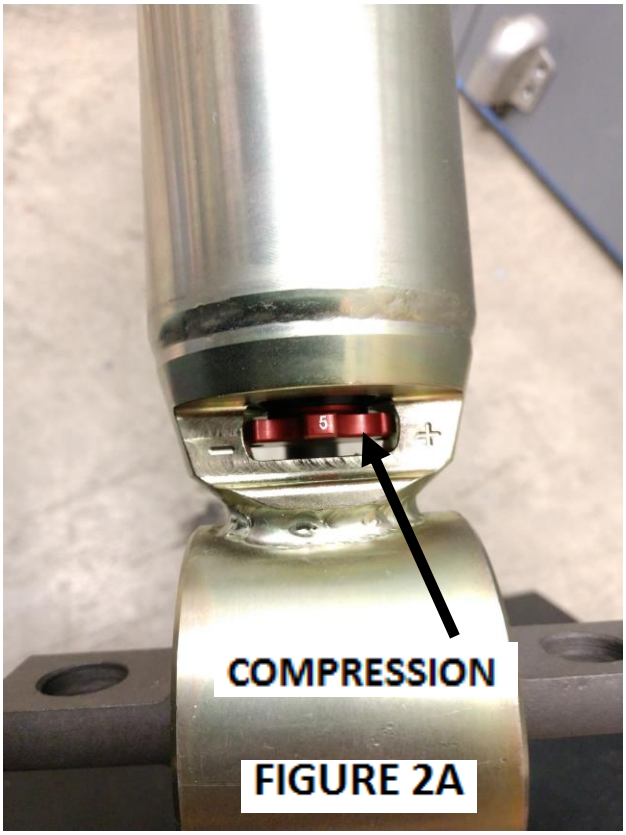


FIGURE 2A

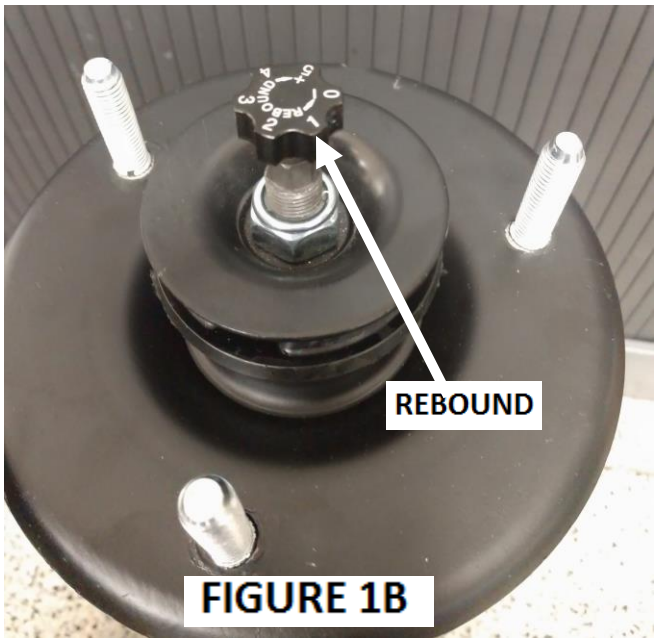


FIGURE 1B

BUMP STOP PREPERATION

Bump stop to be cut at location seen in picture Figure 3A. Use the 35mm height bump stop for lowering range between 1”-1.5”. For any lowering range past 2” please use the 20mm bump stop portion.

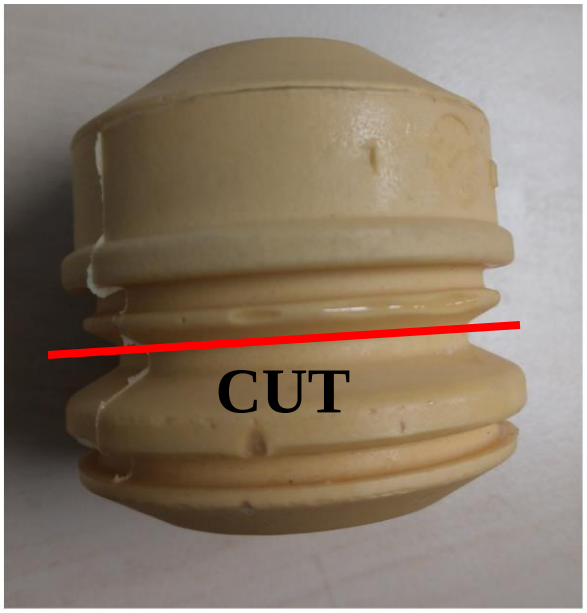
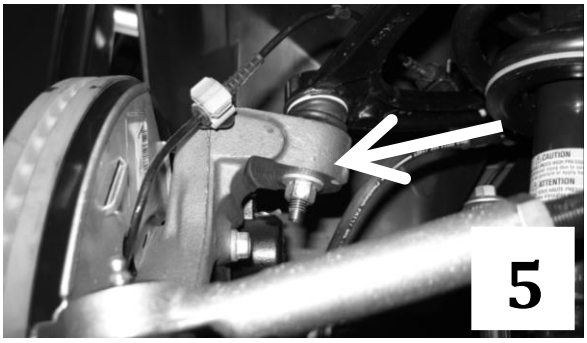


FIGURE 3A

INSTALLING COILOVER ASSEMBLY

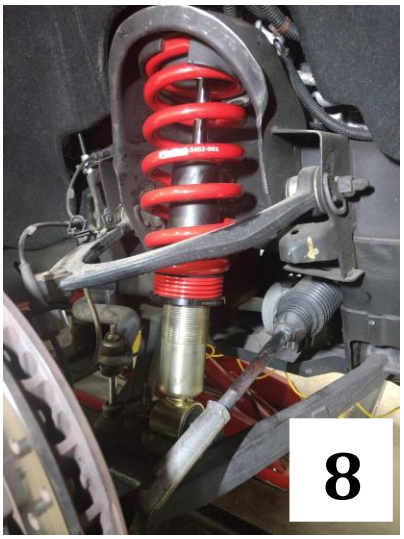
5a. Re-install on the new assembly in reverse order of disassembly. (Steps 2e-2a) You will re-use the OEM nut clips to install the new BELLTECH COILOVER.

Note it may be necessary to unbolt the upper control arm from the spindle to fit the strut into the mounted position. If this is necessary, remove the upper ball joint nut from the spindle and disconnect the ball joint from the spindle. Install the Belltech strut following Step 5B. Reinstall the upper ball joint to the spindle and tighten all the fasteners to factory specifications.



5b. tall the top mount in to the chassis and secure with the original nuts. Torque nuts to factory specifications. (**photo 6**)

5c. Attach the lower strut mount to the lower control arm using the OEM bolts and bolt clipped to the strut. Torque the supplied nuts to 60 ft/lbs. (**photo 7**)



5d. Re-attach the sway bar end link , upper ball joint , break lines and tighten to factory specifications. **(photo 8)**

FINALIZING THE INSTALLATION

All hardware being fastened to the vehicle's original fastening points should be torqued to the factory specifications (Reference Service Manual for 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.

PARTS LIST: 15002

PART NUMBER	DESCRIPTION	QTY
15002-100	COILOVER DAMPER	1
650-00-018	SPRING PERCH	1
601-10-122	HELPER SPRING	1
650-50-585	INTERMEDIATE RING	1
150-02-105	VENT DISCK	1
652-10-799	BUMP STOP	1
652-10-800	DUST COVER	1
5403-001	COIL SPRING	1
150-01-265	RUBBER SPRING	1
150-02-275	TOP MOUNT	1
17916F	TOP MOUNT ROD WASHER	1
17917F	TOP MOUNT NUT WASHER	1
685-25-101	ADJUSTMENT KNOB (RE BOUND)	1