



INSTALLATION INSTRUCTIONS

150212

300 W. Pontiac Way Clovis, CA 93612 toll free: 1-800-445-3767 web: www.belltech.com

19+ GM 1500 4" Lift Kit

Excluding: AT4/ Trail Boss Models & CLASSIC body style

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 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 vehicle until all work has been completed and checked. Torque all hardware to specified values.

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 installation.

Note: Please refer to component and hardware list before beginning installation to insure all necessary pieces have been supplied and packaged.

Exceptional Customer Experience Guarantee:

STOP! We strive for an exceptional experience for all of our valued customers. If, for any reason, you need assistance with your Belltech products, please do not return the products to the store or website you purchased from. Please call our dedicated experts at (1-800-445-3767) from 7am to 5pm PST.

RECOMMENDED TOOLS:

- Properly rated floor jack and support stands
- Wheel chocks
- Torque wrench up to 200 ft/lbs range
- Standard and Metric socket wrench set
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- Tape measure
- Dead blow hammer
- Marking pen
- Safety Glasses

QTY	PART #	DESCRIPTION
1	150212-100L	Left Hand Control Arm
1	150212-100R	Right Hand Control Arm
2	27019	Lifting Strut
1	150212-108-99	Skid Plate
2	2218FF	Rear Shock
2	150212-201-99	Lifting Block
4	6450-007	U-bolt
1	150212-777	Lift Kit Hardware
	8 110231	M10 Washer
	4 110237	M10 X 1.5 - 70MM BOLT
	4 110238	M10 X 1.5 Nylock
	8 110240	9/16 - 18 Nylock
	8 110241	9/16 Washer



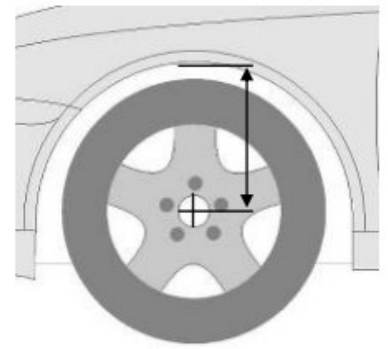
1) KIT PREPERATION

- a) Before beginning the install process, measure the hub to fender heights for your vehicle so you can compare the resulting height to the original. Measure vertically from the center of the wheel to the inner edge of the fender. Record the results here:

LF: _____ RF: _____ LR: _____ RR: _____

- b) 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).

! 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. !



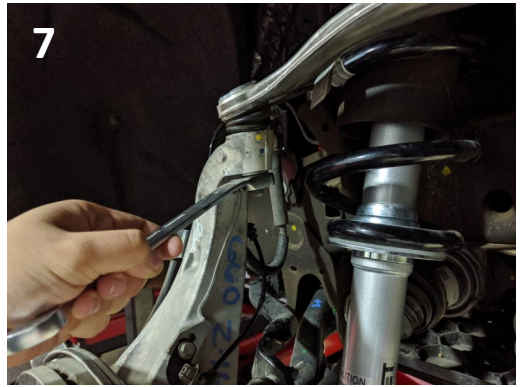
2) FRONT INSTALL INSTRUCTIONS

- a) Jack up the front of the vehicle. Place jack stands under the frame rails and lower onto jack stands letting the front suspension hang.
- b) Remove the wheels. **(PHOTO 1)**
- c) Using a 21mm wrench, remove the tie-rod nut. Strike the side of the mount with a dead blow hammer to dislodge the tie rod end. A 10mm wrench may be needed if the ball joint is spinning. **(PHOTO 2)**
- d) Place a jack underneath the lower control arm to support the assembly and loosen the top and bottom control arm bolts to allow the control arms to move more easily. Mark the settings on the eccentric washers to maintain approximate factory alignment during reassembly.
- e) Remove the ABS sensor wire from the plastic clip. Remove the bracket from the control arm using a 10mm wrench. **(PHOTO 3)** Note: The rotor and caliper can be removed for easier access.
- f) Remove and unplug the ABS sensor wire from the spindle. Use a 10mm socket for the ABS Sensor.
- g) Using a 18mm and 9mm wrench, disconnect the sway bar from the end links. **(PHOTO 4)**
- h) Remove the plastic shield using a 13mm socket. **(PHOTO 5)**



2) FRONT INSTALL INSTRUCTIONS CONTINUED

- i. Remove the axle nut using a 36mm socket. This will help prevent the axle from pulling out of the differential and causing damage. Tap the locating hole on the front of the axle if it does not move freely. **(PHOTO 6)**
- j. Remove the upper ball joint nut using an 18mm wrench. Strike the spindle on the designated bosses to help separate the upper control arm from the spindle. Be careful, the upper control arm could be under tension. Allow the spindle to droop as you slide the axle shaft out of the hub. It will be helpful to support the spindle by running wire through the top ball joint boss through a supportive spot on the frame to keep the spindle from drooping too far or it swinging while working on the front suspension. **(PHOTO 7)**
- k. Uninstall the strut. The top nuts can be removed with an 18mm wrench. Remove the hardware holding the bottom of the strut to the control arm using a 15mm socket and remove the strut from the vehicle. The lower hardware will not be reused.
- l. Remove the upper control arm using either a 21mm or a 24mm socket (depending on model) on the bolt heads on the inside of the strut tower, and a 21mm wrench on the outside nuts.
- m. Install the new 4" lift control arms reusing the OEM hardware. Torque to 120ft-lbs. . **(PHOTO 8)**
- n. Reference the included strut assembly instructions before continuing with the next step.
- p. The reinstallation process is the reverse of the deinstallation. Torque all hardware to factory specs.
- q. Install the supplied skid plate in place of the plastic skid shield. The skid plate will install using the same locations and hardware as the plastic shield. Tighten to 40 ft-lbs using a 13mm socket. **(PHOTO 9 & 10)**
- r. Check that all hardware has been tightened properly before continuing.
- s. Install the wheels and lower to the ground.
- t. The front installation is complete.



3) Rear Lift Installation

- a) Chock the front wheels to prevent the vehicle from moving while the rear end is lifted.
- b) Jack up the rear of the vehicle from the differential.
- c) Place jack stands under the frame rails and lower the vehicle onto the jack stands carefully.
- d) Remove the wheels.
- e) Remove the factory shock absorbers using a 21mm wrench & socket. The factory hardware will be reused. **(PHOTO 11)**



- f) Remove the factory u-bolts by evenly undoing the nuts using a 21mm socket, then remove the factory blocks. Slowly lower the axle using the floor jack to allow for the new 3" block to be installed. **(PHOTO 12)**



- g) Install the block on the factory spring pad with the flat part of the block on the spring and the thinner end towards the front. Jack up the axle to meet the springs, making sure to align the center pin. **(PHOTO 13)**



- h) With the floor jack applying slight pressure to the rear axle to keep the pin aligned, install the new supplied u-bolts and tighten in a crossing pattern. **(PHOTO 14)**

- i) Locate the new shock absorbers, and install the shock absorbers in the factory mounting locations using the factory hardware. Tighten using a 21mm wrench & socket.

- j) Install the tires/wheels.

- k) Jack up the vehicle to remove the jack stands. Remove the jack stands and lower the vehicle to the ground.

- l) The installation is now complete.



4) Post Install

- a) Check that all components and fasteners have been properly installed, tightened and torqued.
- b) Check brake hoses, and other components for any possible interference.
- c) Torque lug nuts to OEM (factory) specifications.
- d) Test drive the vehicle in a remote location so that you can become accustomed to the altered driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.
- e) We recommend the vehicle be taken to a qualified wheel alignment facility to be realigned to factory specifications after completing the install.
- f) Installation is complete. Check ALL of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

