



# INSTALLATION GUIDE

**PART NUMBER: 150212**

**LIFT KIT**

**GM 1500 TRUCK 2WD / 4WD | 2019+**

**+4" LIFTED RIDE HEIGHT**

**300 W. PONTIAC WAY. CLOVIS, CA 93612**  
**PHONE: 800-445-3767 | EMAIL: INFO@BELLTECH.COM**

# THANK YOU

Thank you for choosing our high quality Belltech product. We have spent a great deal of time developing our line of products so that you will receive maximum performance with minimal difficulty during installation. Soon your vehicle will be on the road looking and feeling much improved.

**Please take a moment to read all instructions and warnings prior to the installation of your new Belltech product and before operating your vehicle. For any questions or concerns regarding the steps in the installation process, please do not hesitate to call or email our customer support team who are trained to help you through any portion of this process.**

## Before You Begin:

**It is of the utmost importance that you confirm all of the components listed on the parts list is in the kit. You can find this list located on the last page(s) of your instructions. Do not begin installation if any part is missing. Instead, please call our Belltech customer service specialists.**

### Belltech Customer Support:

**Phone: 1-800-445-3767**

**Email: [info@belltech.com](mailto:info@belltech.com)**

## Safety Information:

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We recommend that a qualified mechanic, at a properly equipped facility, perform this installation.

It is very helpful to have an assistant available during installation.

## Before Driving Your Vehicle:

It is important to double check all brake hoses, cables, and other components to be sure there is no interference. You must also check for wheel/tire to chassis/body interference. If any issues are found, review your installation instructions to be sure no steps were missed and any problems are corrected.

Make sure your vehicle is aligned immediately following installation.

Check all hardware and re-torque at intervals for the first 10, 100, and 1000 miles.

Some of Belltech's products are designed to improve your vehicle's off-road performance. Leveling/lifting your vehicle may result in an altered center of gravity. It is crucial to use extreme care when operating your vehicle to prevent rollover and/or loss of control.

Any changes in your vehicle's suspension may result in transformed handleability. Please test-drive your vehicle in a remote location so you can become accustomed to the revised driving characteristics.

Perform headlight check and adjustment.

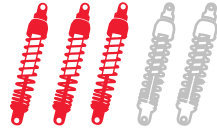
Failure to drive any modified vehicle in a safe manner may result in harm or death.

Never operate your modified vehicle under the influence of drugs, alcohol, or lack of adequate sleep.

Always wear your seatbelt.



**DIFFICULTY:**



**INSTALLATION TIME:**

4-6 Hours + Alignment

## RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands
- Wheel chocks
- 1/2" or 3/8" drive wrench
- Metric socket wrench set
- Metric wrench set
- Tape measure
- Marking Pen

## SPECIALTY TOOLS:

- Torque wrench up to 200 ft lbs

## FITMENT NOTE:

**Does NOT fit Models with ARC or Magnetic Ride Shocks.**

**Will NOT add the stated additional lift to Chevy Trail Boss / GMC Elevation Models with the 2" Factory Lift.**

**DO NOT drive your 4WD vehicle over 50 mph / 80 km/h while in 4H Auto/ 4H.**

## INSTALLATION PREPARATION:

Before beginning the installation process, measure the hub to fender heights for your vehicle and record them in the "Before" section. After your vehicle has been modified, record the new measurements in the, "After" section. This way, you can compare the resulting height to the original. When taking the measurements, measure vertically from the center of the wheel to the inner edge of the fender.

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LF: \_\_\_\_\_

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**After:**

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## JACKING, SUPPORTING, AND PREPARING THE VEHICLE

1. Park your vehicle on a smooth, level, concrete or seasoned asphalt surface.
2. Block the rear wheels of the vehicle using wheel chocks. Make sure the vehicle's transmission is in "PARK" (automatic) or 1st gear (manual).
3. Activate the parking brake.
4. Break loose, but do not spin the wheel lug nuts to ease in removal when the wheels are in the air.
5. Lift the front of the vehicle off the ground using a properly rated floor jack. Lift the vehicle so the front tires are approximately 6-8 inches off the ground.
6. Place support stands rated for the vehicles weight. The stands should be positioned in the factory specified locations. (Refer to the owners manual). Prior to lowering the vehicle onto stands, make sure the support stands will contact the chassis. It is very important that the vehicle is properly supported to prevent any harm to ones self or to the vehicle.
7. Lower the vehicle slowly onto the support stands.
8. Remove the front wheels.

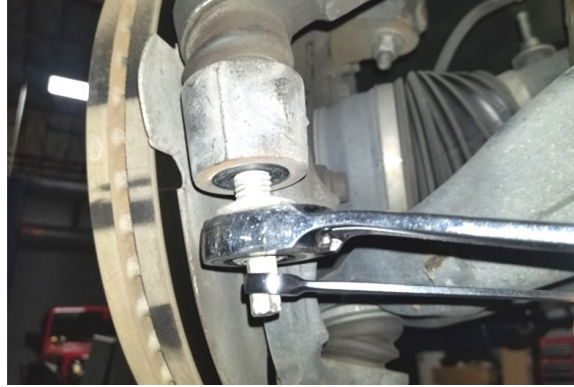


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## FRONT SUSPENSION REMOVAL

- Remove the 21mm tie-rod nut. A 10mm wrench may be needed if the ball joint is spinning. Strike the side of the mount with a dead blow hammer to dislodge the tie rod end.



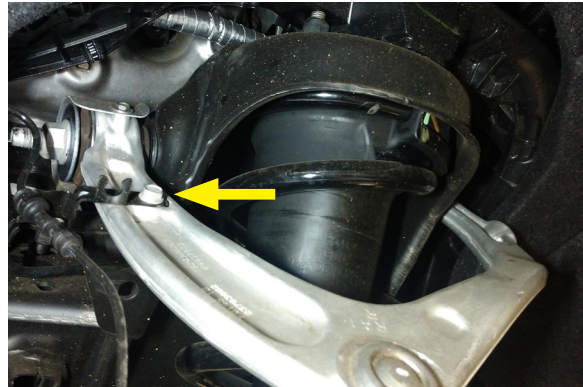
- Place a jack underneath the lower control arm to support the assembly and loosen the top and bottom control arm bolts to allow the control arms to move easier.



### Technician Reminder:

Mark the settings on the eccentric washers to retain approximate factory alignment during reassembly.

- Detach the brackets connecting the ABS sensor on the side of the spindle and upper control arm using a 10mm socket.



- Use a 18mm and 9mm wrench to disconnect the sway bar from the end links.



## FRONT SUSPENSION REMOVAL CONTINUED

13. Detach the underbody splash shield and skid plate using a 13mm wrench.



14. Remove the 36mm axle nut. This will prevent the axle from being pulled out of the differential. Tap the locating hole on the front of the axle if it does not move freely.



15. Break loose the upper ball joint 18mm nut but do not remove yet. Strike the ball joint boss with a dead blow hammer to dislodge the upper control arm from the spindle. Allow the spindle to droop as you slide the axle shaft out of the hub.



### Technician Reminder:

Be careful, the upper control arm could be under tension. Support the spindle assembly by attaching a strap or cable through the top ball joint boss and a support spot on the chassis to keep the spindle from drooping too far or it swinging while working on the front suspension.



16. The struts must be removed.



### Technician Note:

**For Strut Spacer Installation:** Please refer to the included instructions LK3000-888 for the strut spacer kit. Complete the strut install after the new Belltech control arm is installed.

**For Trail Performance Strut Installation:** Please refer to the included instructions 27019-888 for setting and installing the struts. Complete the strut install after the new Belltech control arm is installed.

17. Remove the original upper control arms using either a 21mm or a 24mm socket (depending on model) on the bolt heads inside the strut tower; use a 21mm wrench on the outside nuts.

# BELLTECH FRONT SUSPENSION INSTALLATION

18. Install the new 4" lift Belltech control arms using the original hardware. Torque to 120 ft lbs.



19. Install the strut assembly per the included instructions before continuing with the next step.
20. Place the CV axle in the hub and ensure it is properly seated in the splines. Fasten with the axle nut and torque after the spindle is installed. First Pass: 133 ft lbs., Second Pass: Reverse 45 degrees, Final Pass: 199 ft lbs.
21. Attach the spindle to the upper ball joint. Torque the upper ball joint nut to 37 ft lbs.
22. Attach the sway bar to the upper end link; torque the nut to 74 ft lbs.
23. Attach the tie-rod end to the spindle, torque the nut to 26 ft lbs. + 93°
24. Attach the ABS line brackets to the spindles and control arms with the original bolts. Torque to 89 *in lb*.
25. Tighten the lower control arm assembly the marked settings on the eccentric washers to retain approximate factory alignment. Please ensure the final torque is applied during alignment.
26. Install the supplied Belltech skid plate in place of the original skid plate and attach the original splash shield. The new skid plate will install in the same locations and hardware as the original. Torque the skid plate to 40 ft lbs and the plastic splash shield to 16 ft lbs.



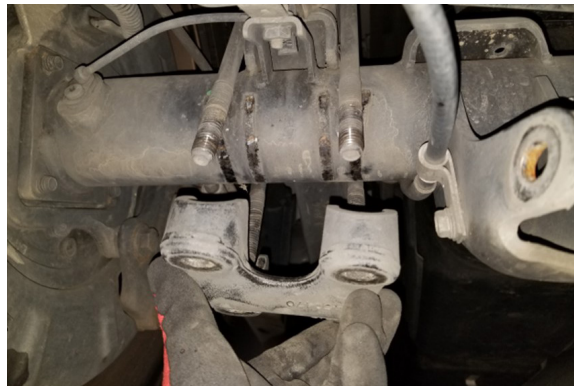
27. Mount the front wheels and tighten the lug nuts but do not torque yet.

## REAR SUSPENSION REMOVAL

27. Chock the front wheels to prevent the vehicle from moving while the rear end is lifted.
28. Raise the rear of the vehicle and place jack stands under the frame rails. Carefully lower the vehicle onto the jack stands and remove the wheels.
29. Place a jack or lifting tool at the rear axle to adjust the height as needed.
30. Remove the factory shock absorbers using a 21mm wrench & socket. The factory hardware will be reused.



31. Loosen the 21mm U-bolt nuts evenly until removed. Detach the original U-bolts to remove the factory blocks. Slowly lower the axle using the jack to install the new Belltech lift blocks.

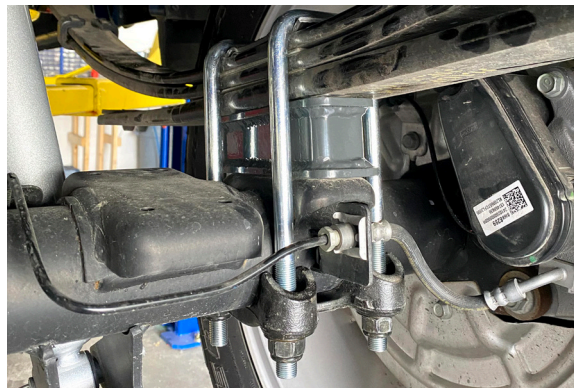


## REAR SUSPENSION INSTALLATION

32. Place the new lift block on the original spring pad with the flat part of the block on the spring and the narrow end toward the front. Raise up the axle to meet the springs, ensure to align the center pin.



33. Use the jack to apply slight pressure at the rear axle to keep the pin aligned. Install the supplied Belltech U-bolts and tighten in a crossing pattern; then torque to First Pass: 59 ft lbs., Second Pass: Loosen 180 degrees, Third Pass: 59 ft lbs., Final Pass: 120-140 degrees.



34. Mount the new Belltech shock absorbers using the original hardware. Torque the upper bolt to 70 ft lbs. and the lower nut to 118 ft lbs.

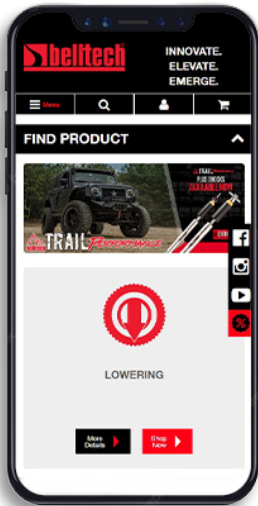


# FINALIZING THE INSTALLATION

29. Mount the wheels and tighten the lug nuts.
30. Lift the vehicle and remove the support stands.
31. Carefully lower the vehicle onto the flat ground.
32. Torque the lug nuts to 140 ft lbs.
33. Check that all components and fasteners have been properly installed and torqued.
34. Re-read and perform all tasks in the “Before Driving Your Vehicle” section of page 1 of your instructions.

## THANK YOU FOR CHOOSING BELLTECH.

You are now a part of the Belltech family and we are eager to catch a glimpse of your newly modified vehicle. Give us a shout out and let us know how much you love our product. Don't forget, we offer other Belltech related merchandise for you and your vehicle on our website [www.belltech.com](http://www.belltech.com)



belltechsuspension



Belltech Suspension



@belltechsuspension

If you have any questions, concerns, or warranty related issues regarding your Belltech product, please call or email our experienced customer service specialists.

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# KIT CONTENTS



LK1000		
Part number	Description	Qty
150212-100L	LH Control Arm	1
150212-100R	RH Control Arm	1
150212-108-992	Skid Plate	1
150212-777	Hardware Kit	1

150212-777		
Part number	Description	Qty
110237	M10 x 1.50 - 70mm Bolt	4
110238	M10 x 1.50 Nyloc Nut	4
9999-001	Red Threadlocker	1

LK30000		
Part number	Description	Qty
150212-201-992	Rear Lift Block	2
6595-007-951	Squared U-Bolt	4
150212R-777	Hardware Kit	1

150212R-777		
Part number	Description	Qty
110240	9/16"-18 Nyloc Nut	1
110241	9/16" Washer	1
110231	M10 Washer	1

LK9702R		
Part number	Description	Qty
TP2218FF	Rear Shock Absorber	2



# INSTALLATION GUIDE

**PART NUMBER: LK3000**  
**STRUT SPACERS FOR KIT 150212BK**  
**GM 1500 TRUCK 2WD / 4WD | 2019+**

300 W. PONTIAC WAY. CLOVIS, CA 93612  
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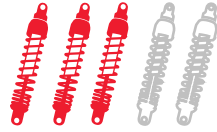
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**DIFFICULTY:**



**INSTALLATION TIME:**

2-4 Hours + Alignment

## RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands
- Wheel chocks
- 1/2" or 3/8" drive wrench
- Metric socket wrench set
- Metric wrench set
- Tape measure
- Marking pen

## SPECIALTY TOOLS:

- Torque wrench up to 200 ft lbs.
- Professional spring compressor

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7. Lower the vehicle slowly onto the stands.
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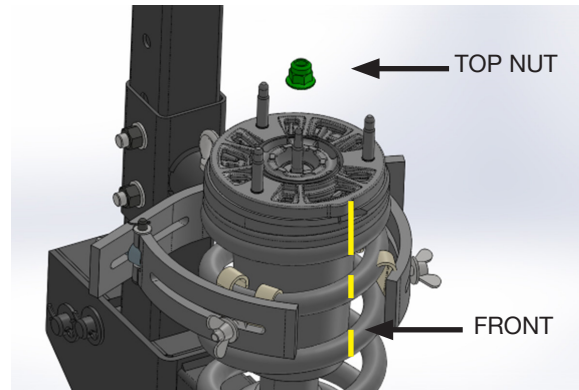
# FRONT STRUT DISASSEMBLY

9. With the front strut removed from the vehicle, mark the front side of the strut; down the center of the assembly for alignment and direction purposes. Use a professional spring compressor to relieve tension off the spring and remove the OEM top mount nut.

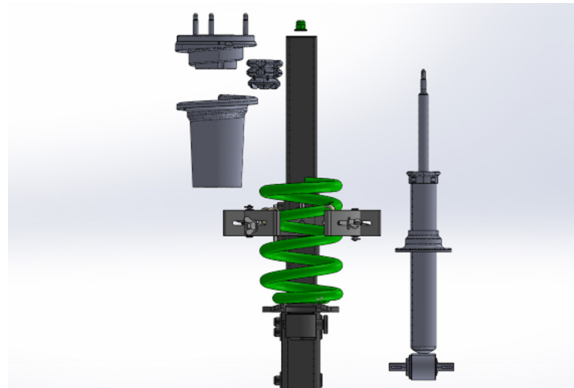


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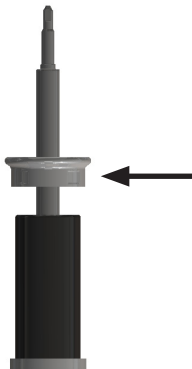
The spring stores a large amount of energy, serious damage and/or injury may occur if improperly operated



10. Remove the strut and place the OEM top mount, spring isolator, rubber dust cover, and bump stop aside. Leave the compressed spring in the compressor.

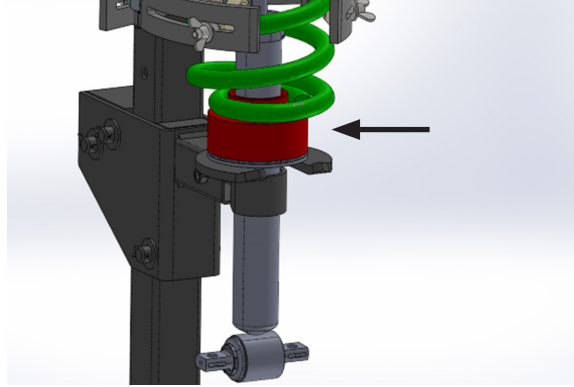


11. Remove the OEM vent cap at the top of the strut body before installation of the pre-load spring spacer.



# BELLTECH STRUT SPACER INSTALLATION

12. Place pre-load spring spacer 150212-121 on the OEM spring perch to install it at the bottom of the OEM spring.

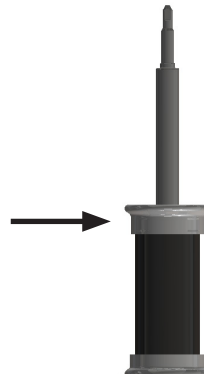


13. Place the OEM vent cap back on the strut body after the Belltech pre-load spring spacer is on the OEM spring perch.

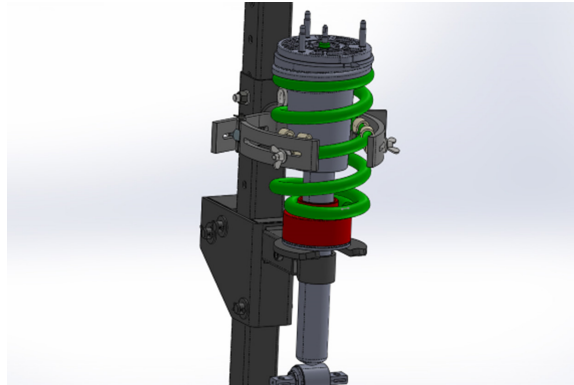


### Technician reminder:

Failure to place the OEM vent cap back on the strut will result in strut damage

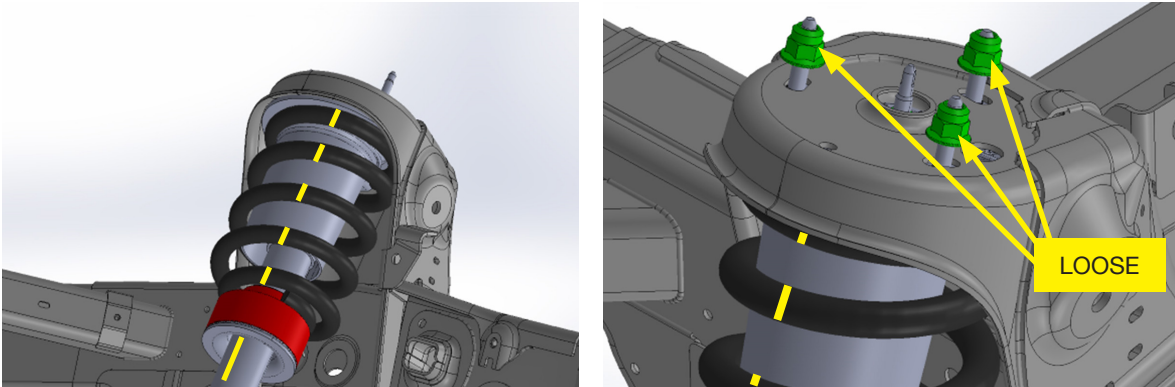


14. Install the remaining OEM strut components in the same order as they were removed. You will need to compress the spring more to adjust for the extra spacer. Secure the strut with the OEM top mount nut; torque to 40 ft lbs.

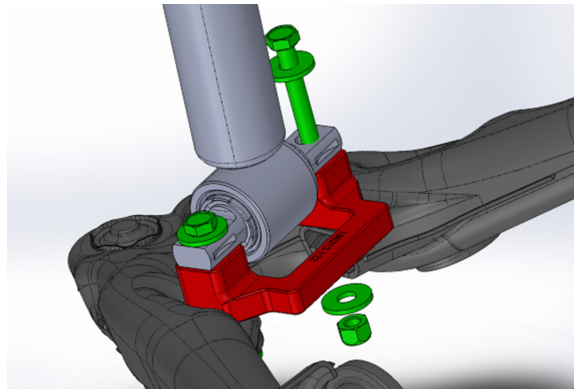


## BELLTECH STRUT SPACER INSTALLATION CONTINUED

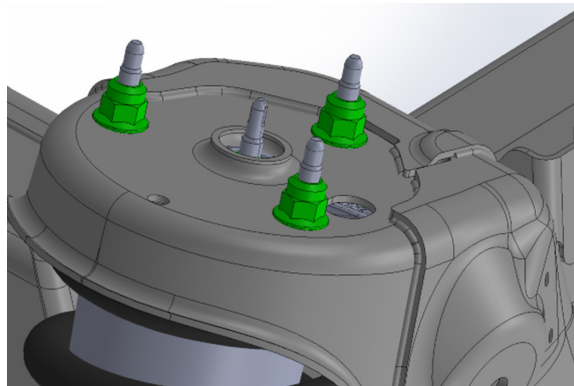
15. Place the strut assembly into the strut tower and secure it with the three OEM nuts. DO NOT tighten yet, this allows the strut to move and ease the install for the lower mount spacer.



16. Remove the OEM bushing clips from the bottom of the OEM strut, they will not be utilized.
17. Install the lower mount spacer 150212-122 between the OEM strut and the lower control arm. Use the supplied hardware, install bolt head side up. Ensure the spacer is positioned as shown in the image below. Torque to 45 ft lbs.



18. Tighten the three OEM top nuts at the top mount and torque to 45 ft lbs.



### Installation note:

\*\*\*CONTINUE WITH THE REMAINING INSTALLATION IN THE 150212-888 INSTRUCTIONS\*\*\*

# KIT CONTENTS



LK3000		
Part number	Description	Qty
150212-121	SPRING SPACER	2
150212-122	STRUT SPACER	2
110239	M10 FLAT WASHER	8
110238	M10 x 1.50 NYLOC NUT	4
110289	M10 x 1.50-100MM HEX BOLT	4



# INSTALLATION GUIDE

## STREET PERFORMANCE & NITRO DROP 2 SHOCKS

300 W. PONTIAC WAY. CLOVIS, CA 93612  
PHONE: 800-445-3767 | EMAIL: [INFO@BELLTECH.COM](mailto:INFO@BELLTECH.COM)

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## Technician reminder:

Belltech Shocks are designed for easy installation. If not otherwise stipulated in these instructions, all suspension components are removed and installed in accordance with the manufacturer's specifications for installing and removing standard damper components.

## CONSTRUCTION LUBE

When you install your Belltech Street Performance or Nitro Drop 2 Shock you may notice some oil drip down the shock body. **The shock is NOT leaking.** This is oil lubrication used in the construction assembly of the shock. Simply wipe the oil off with a damp cloth.

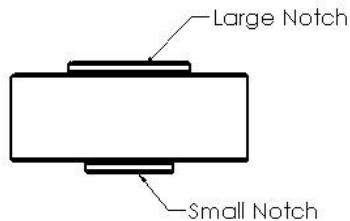
## BELLTECH SHOCKS

Some Belltech shocks are low pressure oil shocks. If the shock is compressed the rod will not return to an extended position on its own. **The shock's performance relies on the internal Belltech valving technology which is not affected by the relative pressure of the shock.** If your shock is stamped with part number xxxx-xxx-C, then this is a gas charged unit. **There is no performance gain from gas charged to non-gas charged.**

## PIN BUSHINGS

Belltech Street Performance or Nitro Drop 2 Shocks may be fitted with a pin bushing. If so, it is necessary to properly fit the bushing to your vehicle by choosing the correct notch on the pin bushing.

1. Remove original shock from vehicle.
2. Examine original pin bushing and measure diameter of notch.
3. Compare to the 2 different notch sizes on the top and bottom of the supplied Belltech pin bushing and use the notch that most closely matches your original pin bushing.



4. Install the shock with the selected notch placing the shock mount in between the pin bushings.

# STREET PERFORMANCE DUST COVER



## Technician reminder:

Belltech Shocks are designed for easy installation. If not otherwise stipulated in these instructions, all suspension components are removed and installed in accordance with the manufacturer's specifications for installing and removing standard damper components.

1. Check the vehicle to see if there is enough clearance for the dust cover. If the dust over must be removed for additional clearance, remove the pin bushings and washers to slide dust cover out.



2. Install included 10mm dust cover spacer; part number 112445.



3. Install first washer below the bushing and bottom pin bushing; with selected notch facing up (see Pin Bushing section). When the shock is installed on vehicle, place the top pin bushing with selected notch facing down and the second washer above the bushing.



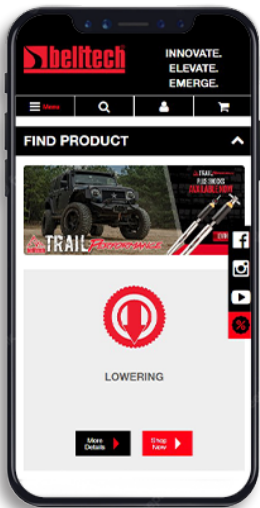
# FINALIZING THE INSTALLATION

Check that all components and fasteners have been properly installed and torqued.

Read and perform all tasks in the “Before Driving Your Vehicle” section of page 1 of your instructions.

## THANK YOU FOR CHOOSING BELLTECH.

You are now a part of the Belltech family and we are eager to catch a glimpse of your newly modified vehicle. Give us a shout out and let us know how much you love our product. Don't forget, we offer other Belltech related merchandise for you and your vehicle on our website [www.belltech.com](http://www.belltech.com)



belltechsuspension



Belltech Suspension



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If you have any questions, concerns, or warranty related issues regarding your Belltech product, please call or email our experienced customer service specialists.

### Belltech Customer Support:

Phone: 1-800-445-3767

Email: [info@belltech.com](mailto:info@belltech.com)