



INSTALLATION GUIDE

PART NUMBER: 153204

LIFT KIT

JEEP WRANGLER JL / JLU | 2020+

4" LIFTED RIDE HEIGHT

DIESEL ENGINE ONLY

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 installation of your new Belltech product and before operating your vehicle. If you have any questions or concerns regarding any step in the installation process, please do not hesitate to call or email our customer support specialists 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

Safety Information:

Warning: Do not work under a vehicle supported only by a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

Proper use of safety equipment and eye/face/hand protection is absolutely necessary when performing any of the following instructions.

We strive for an exceptional experience for all our valued customers. If for any reason you need assistance with your Belltech products, please do not return the product to the store you purchased from, but rather call our dedicated customer service experts, from 7am to 5pm PST.

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:

2-4 Hours +
Alignment

RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands and adjustable axle stands
- Wheel chocks
- Standard and metric socket wrench set
- Standard and metric wrench set
- Tape measure
- Marking pen
- Pliers
- Medium weight ball peen hammer/ center punch
- Drill with metal drill bits
- Safety glasses

SPECIALTY TOOLS:

- Torque wrench up to 150 ft lbs.
- Spring compressor

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.

Before:

LF: _____

RF: _____

LR: _____

RR: _____



After:

LF: _____

RF: _____

LR: _____

RR: _____

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. Make sure to leave extra clearance as your new suspension setup will be 4 inches taller.
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 stands.
8. Place a jack under the front axle as it will need to move independently from the frame.
9. Remove the front wheels using a 22mm deep well socket (If factory lug nuts are present).

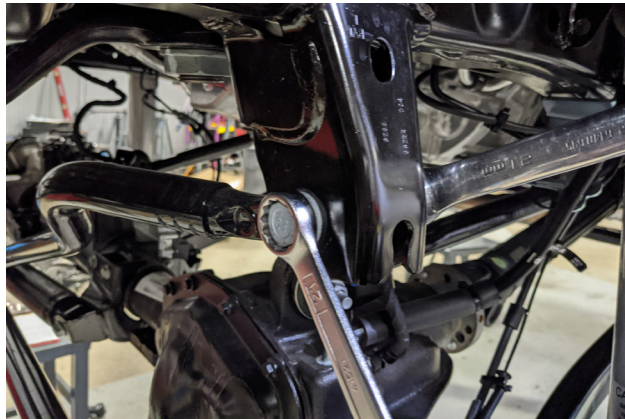


Technician reminder:

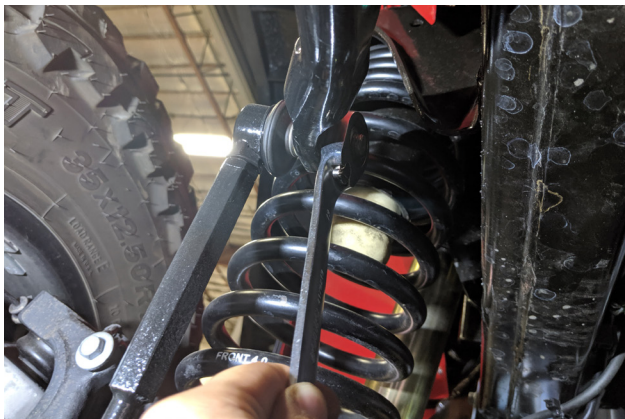
Never work under a vehicle supported only by a jack. It is necessary to place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

FRONT SUSPENSION REMOVAL

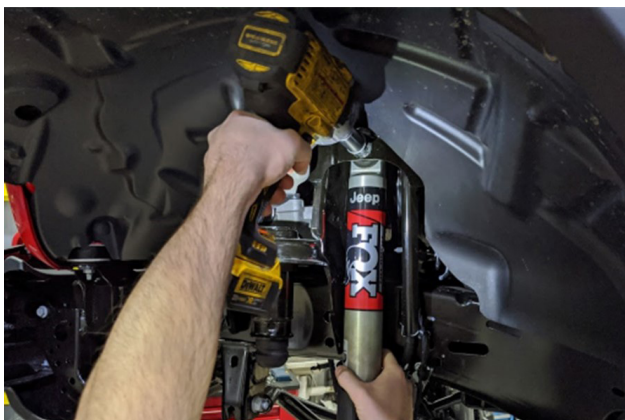
10. Completely remove the front track bar using 21mm wrenches at both ends. The bolts will be reused.



11. Remove the sway bar end link bolts with a 18mm socket and wrench. For the top sway bar end link nut also use a 6mm hex key. Swing the sway bar away from the working space.



12. Remove the front shocks using an 18mm socket on both the upper and lower bolts. The shock hardware will be reused.



13. Break loose, but do not remove the lower control arm bolts using a 21mm socket and 24mm wrench to allow the arm to swing. Repeat this step for the upper control arm using an 18mm socket and wrench.

FRONT SUSPENSION REMOVAL CONTINUED

14. Remove the 15mm brake line bracket bolt from the lower control arm.



15. Detach the brake line mounting brackets and disconnect any wiring that may be overstretched while lowering the axle.



16. The axle may need to be pushed downward for the spring to move freely. Remove the spring, but keep the spring isolators, as these will be reused. A spring compressor may be needed to help in this step.
17. Remove the 21mm and 24mm nuts and bolts to remove the lower control arms that connect to the axle and frame.



18. Remove the 18mm bolts to detach the upper control arms from the axle and frame.

FRONT SUSPENSION INSTALLATION

19. The suggested length and torque settings tables below are for guidance in installation. This measurement should be taken from eye to eye of the bushings.

SUGGESTED LENGTHS

**Approx. Upper Control Arm
Length : 528mm / 20.8"**

**Approx. Lower Control Arm
Length: 626mm / 24.6"**

**Approx. Track Bar Length:
863mm / 34.0"**

TORQUE SETTINGS

Upper Control Arms: 120 ft lbs.

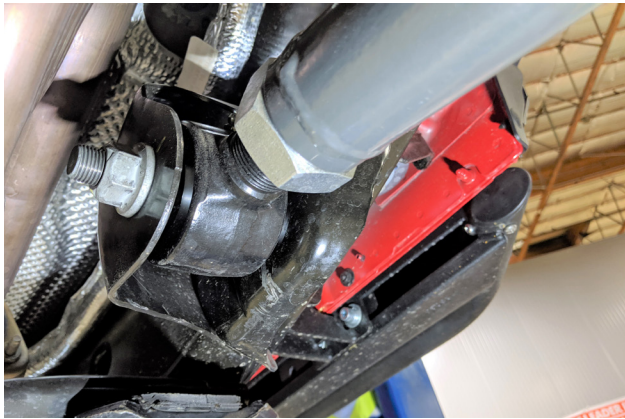
Lower Control Arms: 150 ft lbs.

Lower Shock Mount: 80 ft lbs.

Upper Shock Mount: 80 ft lbs.

Track Bar Mount: 120 ft lbs.

20. Adjust the new Belltech lower control arms to the suggested length, then tighten the jam nut. Using original hardware, install the lower control arm with its adjustable end toward the frame and non-adjustable end to the axle. The greased Zerk fitting must face upward to prevent damage. The bend in the bar must face inward for maximum clearance.



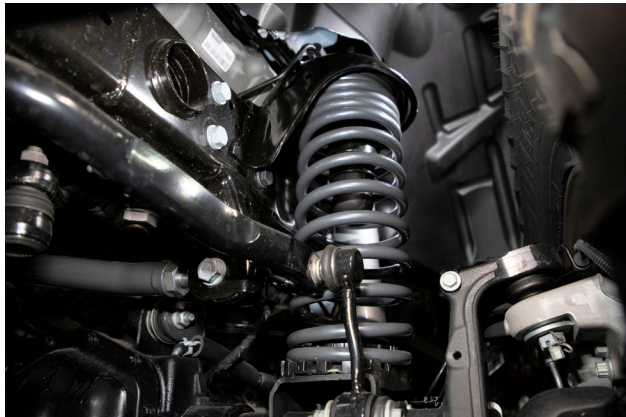
21. Adjust the upper control arms to the suggested length and tighten the jam nut. Using original hardware, install the upper control arm with its adjustable end toward the frame and non-adjustable end to the axle. For the upper control arms, the greased Zerk fitting must face downward. The bend in the bar must face inward.



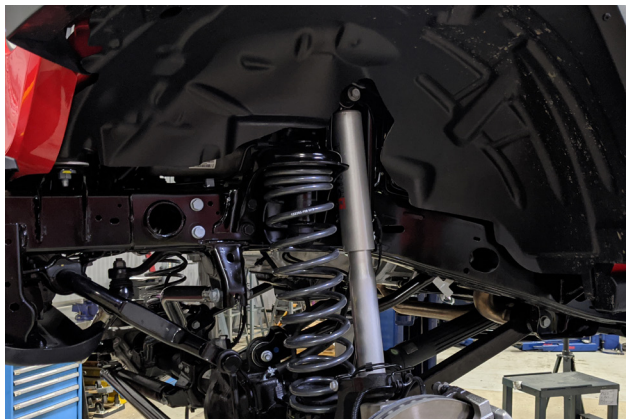
22. Refer to the torque specs after the lift components have been installed and the suspension is on load or the vehicle is on the ground.

FRONT SUSPENSION INSTALLATION CONTINUED

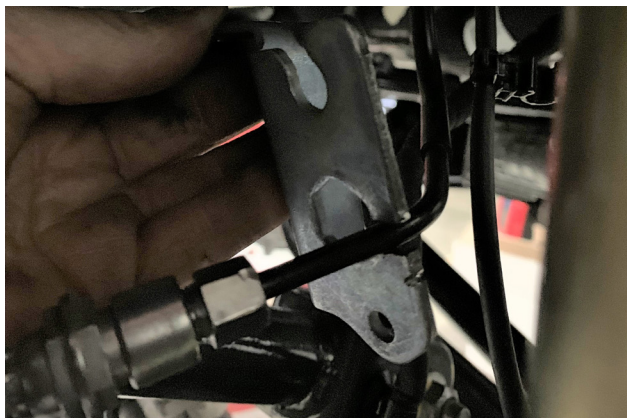
23. Install the Belltech front lift coil springs with the original spring isolators. Place the spring into the upper tower first and then on the lower seat. A spring compressor tool may help in this step. Rotate the spring so the lower coil seats correctly. Raise the axle to securely hold the spring.



24. Install the top of the front shock dampers using the original hardware and allow the shocks to hang freely. Do not torque yet.



25. Detach the original brake line bracket from the ABS and brake lines. Mount the lines on the new front brake line relocation bracket as shown. The lines will attach in the same position as original. Fasten with the factory hardware and torque to 13 ft lbs.



FRONT SUSPENSION INSTALLATION CONTINUED

26. Reinstall the front wheels and lower the vehicle to the ground.
27. Attach the lower shock mounts to the axle and torque to the settings in page 6.

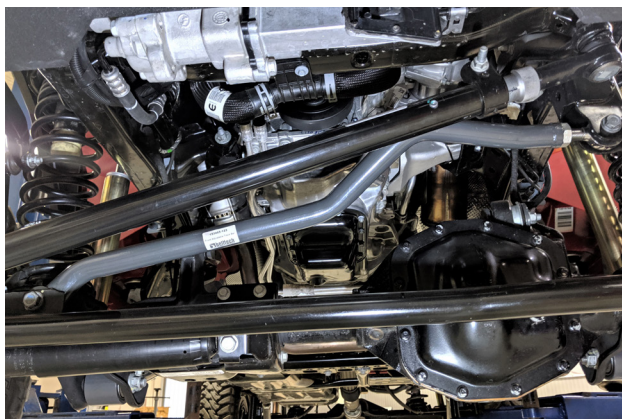


28. Adjust the track bar to the suggested length on page 6. The new track bar will mount in the same direction as the original bar, with the adjustable end to the frame using the supplied eyelet spacers and the fixed end to the axle.



Technician reminder:

If the track bar does not align, turning the steering wheel may help to align the bushings.



29. Mount the sway bar to the end links and tighten. Refer to the 153205A-888 instructions for end link assembly and mounting.

REAR SUSPENSION REMOVAL

30. Raise the rear of the vehicle and set it on supporting jack stands. Ensure the vehicle is supported at the frame and not at the axle as it will need to move independently from the frame. Use an adjustable jack at the axle.
31. Remove the rear wheels using a 22mm deep well socket (If factory lug nuts are present).
32. Detach the factory sway bar end links using an 18mm wrench and 6mm hex key on the ball joint end.



33. Completely remove the rear track bar using 21mm wrenches at both ends. The bolts will be reused.



34. Break loose but do not remove the 21mm bolts holding the upper and lower control arms to the frame and axle.
35. Detach the brake hose bracket at the upper control arm with a 13mm wrench. The hardware will be reused later.



REAR SUSPENSION REMOVAL CONTINUED

36. Remove the rear shocks using an 18mm socket on both the upper and lower bolts. The shock hardware will be reused.



37. Cautiously lower the rear axle to remove the rear coil springs. Be careful not to overextend any cables or wires.

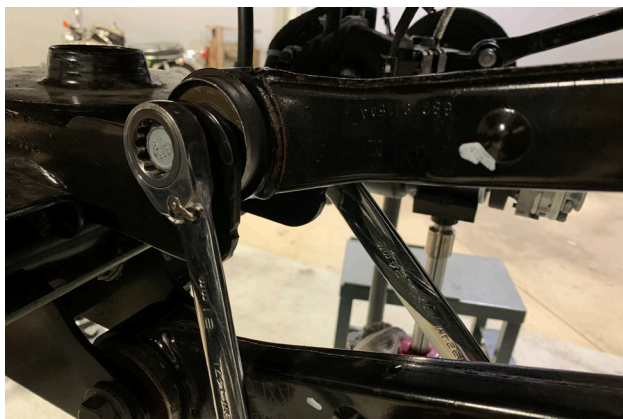


38. Remove the 21mm upper and lower control arm bolts and detach the control arms. Keep the hardware to reuse.



Technician reminder:

When removing the control arms work on one side at a time to prevent the axle from twisting excessively.



REAR SUSPENSION INSTALLATION

39. The suggested length and torque settings tables below are for guidance in installation. This measurement should be taken from eye to eye of the bushings.

SUGGESTED LENGTHS

**Approx. Upper Control Arm
Length : 437mm / 17.2"**

**Approx. Lower Control Arm
Length: 494mm / 19.4"**

**Approx. Track Bar Length:
955mm / 37.6"**

TORQUE SETTINGS

Upper Control Arms: 120 ft lbs.

Lower Control Arms: 150 ft lbs.

Lower Shock Mount: 80 ft lbs.

Upper Shock Mount: 80 ft lbs.

Track Bar Mount: 120 ft lbs.

40. Adjust the new Belltech upper and lower control arms to the suggested length, then tighten the jam nut. Using original hardware, install the upper and lower control arms with its adjustable end toward the frame and non-adjustable end to the axle. The greased Zerk fitting must face upward on all four control arms.



41. Install the new rear springs making sure to seat them properly and raise the axle to ensure the springs no longer move freely.
42. Install the new rear dampers using the original hardware.



Technician reminder:

The remaining steps can be done on the ground.

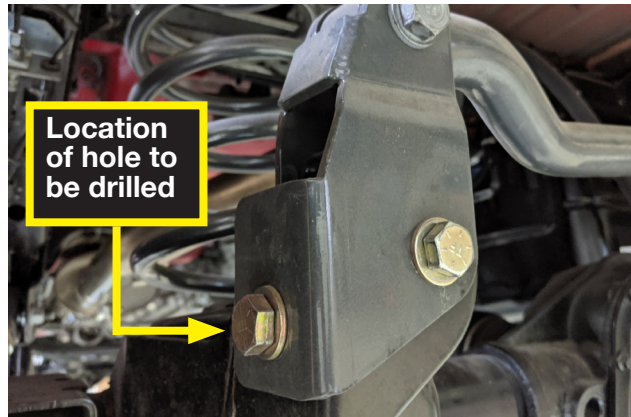
REAR SUSPENSION INSTALLATION CONTINUED

43. Mount the rear track bar roll center correction bracket using the bolt that will pass through the existing hole. Next, mark the hole to be drilled with a paint marker then dismount the relocation bracket. Drill a hole for a 12mm bolt to pass through.



Technician reminder:

Do not oversize the hole as it will compromise the structural integrity of the bracket.



44. Install the new rear track bar bracket, including the spacer sleeve where the original track bar was mounted using the supplied hardware. Torque the supplied bolts and nuts on the bracket to 100 ft lbs. and ensure the bracket is properly clamping down on the original bracket securely.



45. The rear track bar must be adjusted to the recommended length listed on page 11 and tighten the jam nut. Mount the new track bar with the fixed end at the relocation bracket and the adjustable end to the frame with the original hardware.



Technician reminder:

The adjustable control arms, track bars, as well as the factory tie rod, may need to be adjusted to center the steering wheel before driving the vehicle. Failure to do so can cause an error message on the dash, odd handling, and can result in an accident.



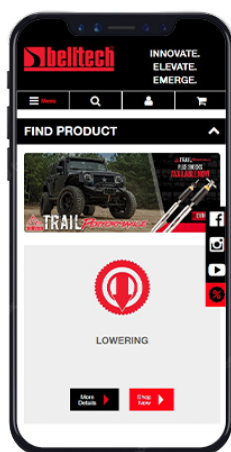
46. Reattach brake line brackets at the upper control arms. Torque to 13 ft lbs.
47. Refer to the 153205A-888 instructions for end link assembly and mounting.
48. Be sure to check and torque any and all hardware previously loosened, removed, or replaced.

FINALIZING THE INSTALLATION

49. Re-install the wheels and tighten the lug nuts.
50. Lift the vehicle and remove the support stands.
51. Carefully lower the vehicle onto the flat ground.
52. Torque the lug nuts to 130 ft lbs.
53. Check that all components and fasteners have been properly installed and torqued.
54. 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



belltechsuspension



Belltech Suspension



@belltechsuspension

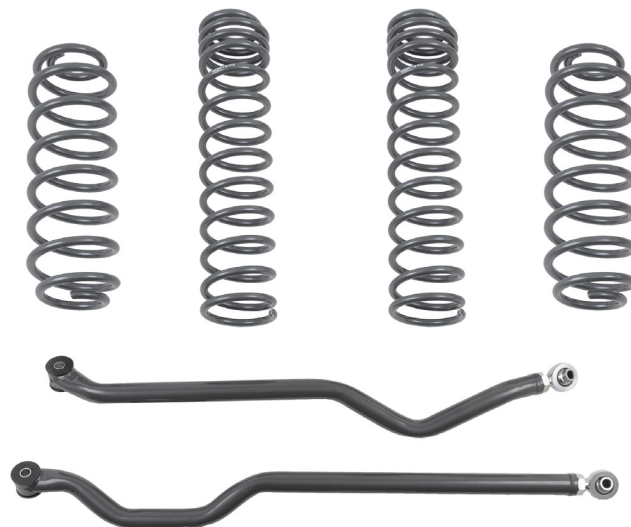
If you have any questions, concerns, or warranty related issues regarding your Belltech product, please call or email our experienced customer service specialists.

Belltech Customer Support:

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Email: info@belltech.com

KIT CONTENTS



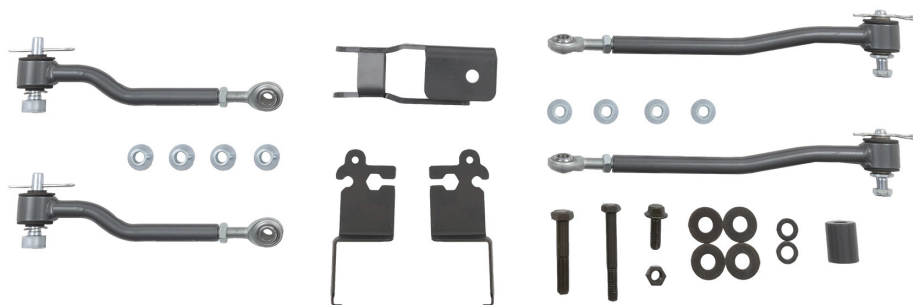
LK1010		
Part number	Description	Qty
153205-123	FRONT ADJUSTABLE TRACK BAR	1
153205-120	FRONT UPPER CONTROL ARMS	2
153205-121	FRONT LOWER CONTROL ARMS	2
LK1010-1	JEEP JL 4" COMPONENT KIT	1

LK50003		
Part number	Description	Qty
153206-118	FRONT COIL SPRING	2

LK50001		
Part number	Description	Qty
153205-210P	REAR COIL SPRING	1
153205-210D	REAR COIL SPRING	1

LK1011		
Part number	Description	Qty
153205-200-99	REAR TRACK BAR RELOCATOR ASSEMBLY	1
153205-215	REAR ADJUSTABLE TRACK BAR	1
153205-211	REAR UPPER CONTROL ARMS	2
153205-212	REAR LOWER CONTROL ARMS	2
LK1011-1	JEEP JL 4" COMPONENT KIT	1

KIT CONTENTS



LK1010-1		
Part number	Description	Qty
153205-122R	FRONT ADJUSTABLE END LINK RIGHT	1
153205-122L	FRONT ADJUSTABLE END LINK LEFT	1
153205-130L-95	FRONT BRACKET LEFT SIDE	1
153205-130R-95	FRONT BRACKET RIGHT SIDE	1

LK1011-1		
Part number	Description	Qty
153205-216	REAR ADJUSTABLE END LINK	2
153205-777	HARDWARE KIT	1

153205-777		
Part number	Description	Qty
112050	HEX FLANGED BOLT M12 X 1.75 X 35MM	1
110243	NYLOC NUT 12MM-1.75	1
110228	WASHER FLAT M12	2
153205-200C	REAR SPACER INSERT	1
112101	BOLT HEX M14 X 1.50-75MM	1
112103	BOLT HEX M14 X 1.50-90MM	1
110224	WASHER FLAT M14 (45-50MM OD)	4
110292	NYLOC NUT M14 X 1.50	2



INSTALLATION INSTRUCTIONS

153205A-888

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

2018+ Jeep JL & JLU Quick Disconnect Swaybar End Link Kit

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 a 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.

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:

- (If lifting vehicle) Properly rated floor jack and two (2) support stands
- Torque wrench
- Standard and Metric socket wrench set
- Standard and Metric wrench set
- Pliers
- Safety Glasses

JEEP JL / JLU QUICK DISCONNECT

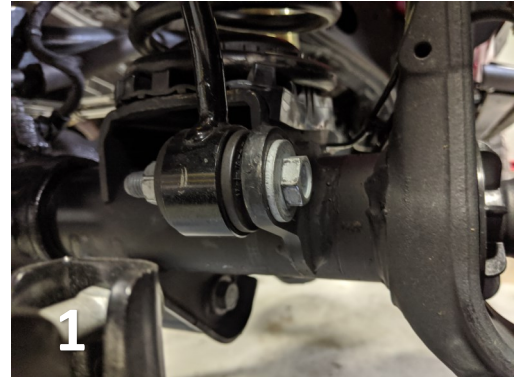
QTY	PART NUMBER	DESCRIPTION
1	153205-122R	FRONT ADJUSTABLE ENDLINK RIGHT
	1 112326	Jam Nut 1 1/2"-20
	1 110269	Curved Disc Spring
	1 110268	Cotter Pin 3MM
	1 112248	Male Heim Joint 1/2" -20
	2 57401-045	Bearing Spacer
	1 116002	Clevis Pin
1	153205-122BW	Endlink With Bushing
	1 153205-122B-99	End Link
	1 113502	Bushing
1	153205-122L	FRONT ADJUSTABLE ENDLINK RIGHT
	1 112326	Jam Nut 1 1/2"-20
	1 110269	Curved Disc Spring
	1 110268	Cotter Pin 3MM
	1 112248	Male Heim Joint 1/2" -20
	1 110273	1/2" - 20 Thin Nylock Nut
	2 57401-045	Bearing Spacer
	1 116003	Clevis Pin Stud
1	153205-122BW	Endlink With Bushing
	1 153205-122B-99	End Link
	1 113502	Bushing
2	153205-216	REAR ADJUSTABLE ENDLINK
	1 112326	Jam Nut 1 1/2"-20
	1 110269	Curved Disc Spring
	1 110268	Cotter Pin 3MM
	1 110273	1/2" - 20 Thin Nylock Nut
	1 112248	Male Heim Joint 1/2" -20
	2 57401-045-95	Bearing Spacer
	1 116003-95	Clevis Pin / Stud
1	153205-216BW	Endlink With Bushing
	1 153205-216B-99	Endlink
	1 113502	Bushing



1) KIT PREPERATION

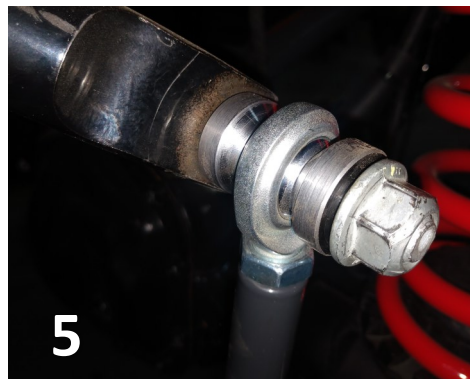
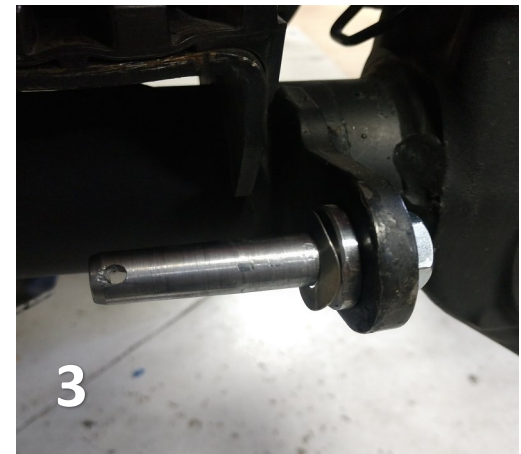
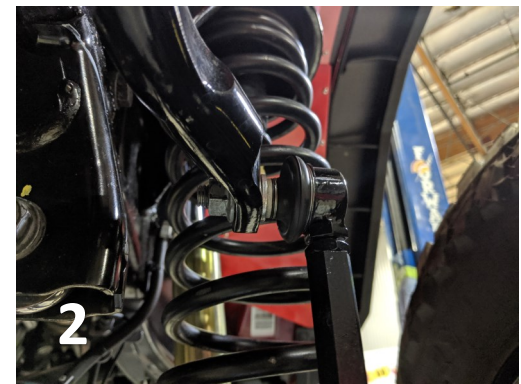
Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the REAR wheels of the vehicle with wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).

! Lifting the vehicle with a floor jack is not required for this installation. **If lifting** to perform installation, it is very important that the vehicle is properly supported on jack stands 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. Remove Lower end link bolts using two 18mm wrenches. Save the hardware for later. Note the direction the bends on the end links face. The new ones will be installed in the same direction. **(PHOTO 1)**
- b. Remove end links using a 6mm allen key and 18mm wrench. **(PHOTO 2)**
- c. Install threaded pin into axle tab on driver side facing in-board with the cotter pin hole angled as shown. Hold the pin by the 2 flat surfaces to tighten the supplied nut. Place spring washer on the pin as shown. **(PHOTO 3)**
- d. Insert the original lower swaybar bolts into the swaybar from the inside facing outward. **(PHOTO 4)**
- e. Install the new front end links with a cone spacer on each side and the original lower nut on the drivers side. On the passenger side, use the supplied nylon lock nut. Leave the jam nut on the end link loose at this time. **(PHOTO 5)**



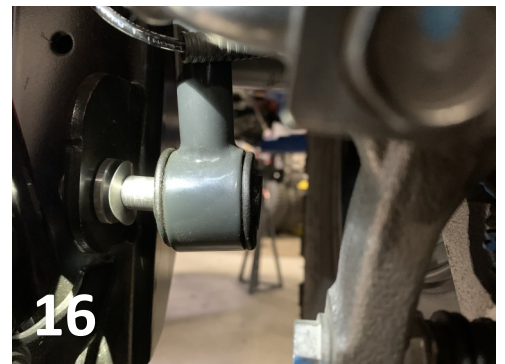
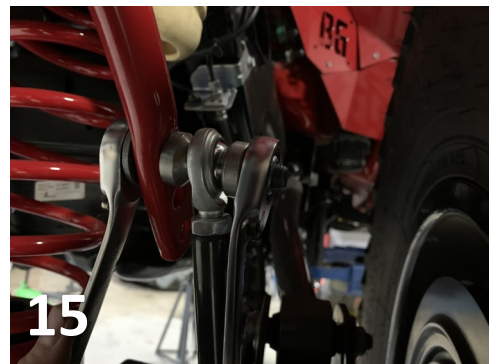
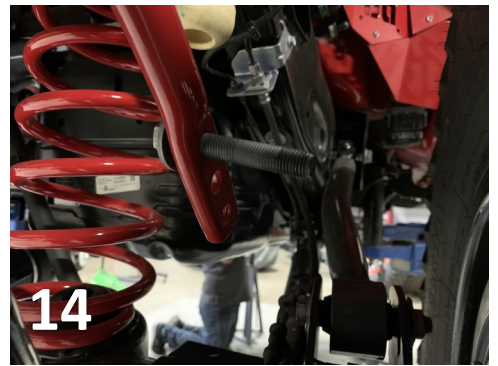
2) FRONT INSTALL INSTRUCTIONS CONTINUED

- f. Assemble front passenger quick release clevis pin with spring washer as shown. **(PHOTO 6)**
- g. Insert front passenger end link bushing into its location on the axle. Press the clevis pin through the bracket. Insert cotter pin to secure the clevis pin in place. Make sure cotter pin is fully seated on the clevis pin. **(PHOTO 7,8)**
- h. Slide the driver side end link onto the pin on the axle, and secure with cotter pin. **(PHOTO 9,10)**
- i. Adjust end links to desired length (The arms on the ends of the swaybar should sit horizontal while the vehicle is at ride height.) Tighten jam nut while keeping the heim joint centered. **(PHOTO 11)**



3) REAR INSTALL INSTRUCTIONS

- a. Remove Lower end link bolts using two 18mm wrenches. Save the hardware for later. Note the direction the bends on the end links face. The new ones will be installed in the same direction.
- b. Remove end links using a 6mm allen key and 18mm wrench. **(PHOTO 12)**
- c. Install threaded pins into both axle tabs facing outboard with the cotter pin holes facing vertically. Hold the pin by the 2 flat surfaces to tighten the supplied nut. Place spring washer on the pin. **(PHOTO 13)**
- d. Insert the original lower swaybar bolts into the swaybar from the inside facing outward. **(PHOTO 14)**
- e. Install the new rear end links with a cone spacer on each side and the original lower nuts. Leave the jam nut on the end link loose at this time. **(PHOTO 15)**
- f. Adjust end link lengths as necessary and tighten jam nuts.
- g. Slide the end links onto the clevis pins and secure with the provided cotter pins. **(PHOTO 16, 17)**



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) If on jack stands, remove stands and lower vehicle at this time.
- d) If removed, torque the lug nuts to OEM (factory) specifications.
- e) 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 may handle differently now that it has been modified.
- f) Installation is complete. Check ALL of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.