



INSTALLATION INSTRUCTIONS

153206-220-888

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

Jeep JT Quick Disconnect Adjustable Sway Bar End Link Kit (for 4"-6" Lift)

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:

- Torque wrench
- Metric socket wrench set
- Metric crescent wrench set
- Hex key set
- Pliers
- Safety Glasses



DIFFICULTY:



INSTALLATION TIME: 1hr+

JEEP JT QUICK DISCONNECT

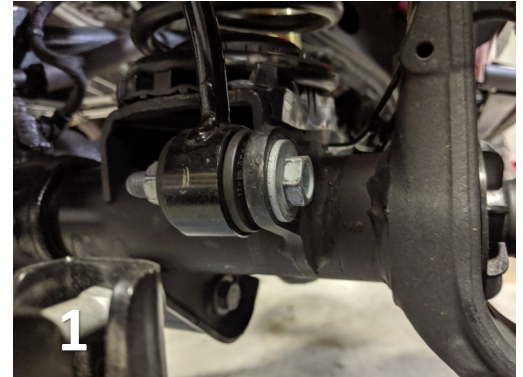
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	153206-217L-99	Rear Sway Bar Disc Bracket Left
1	153206-217R-99	Rear Sway Bar Disc Bracket Right
2	112161	Cotter Pin 2mm
2	112162	Bolt Hex M12
2	112163	Nut Knurled Thumb
1	16005-95	Quick Release Stud M10



1) KIT PREPERATION

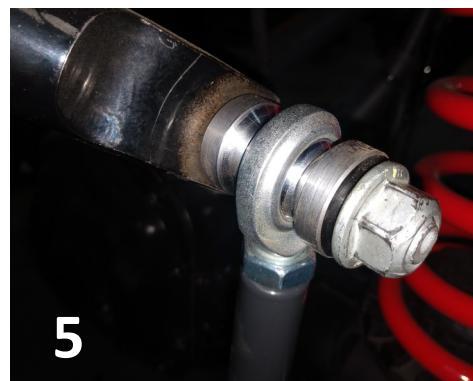
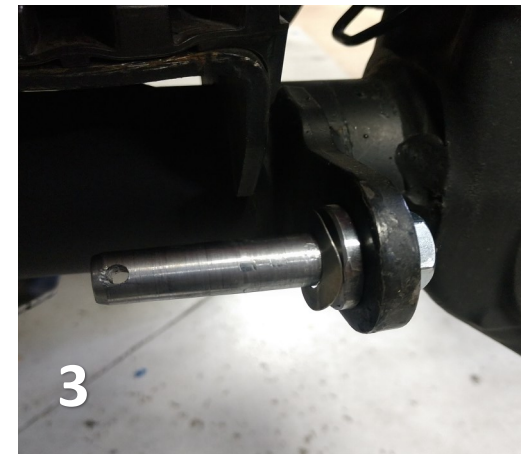
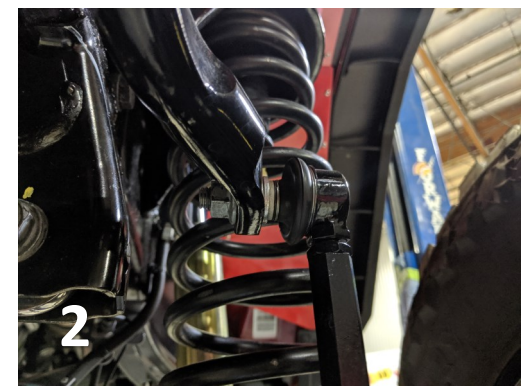
Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the REAR wheels of the vehicle with wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).

! 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. !



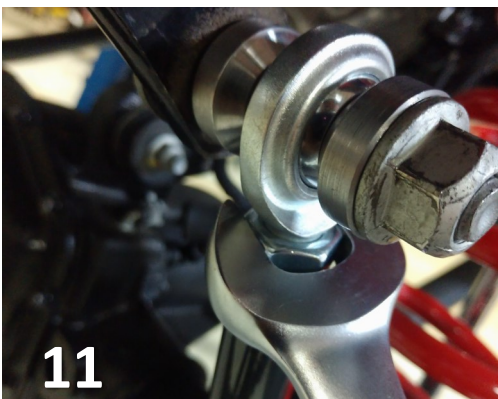
2) FRONT INSTALL INSTRUCTIONS

- a. Remove lower end link bolts using two 18mm wrenches. Save the hardware for later. Note the direction of 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 two flat surfaces to tighten the supplied nut. Place spring washer on the pin as shown. **(PHOTO 3)**
- d. Insert the original lower sway bar bolts into the sway bar 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)**



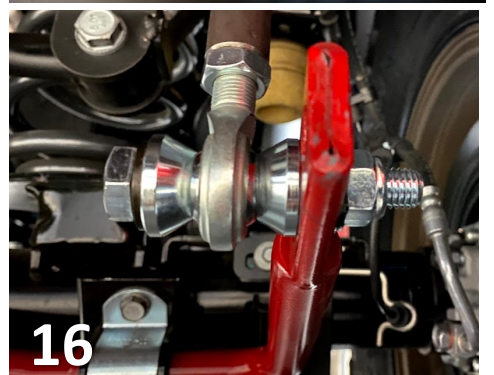
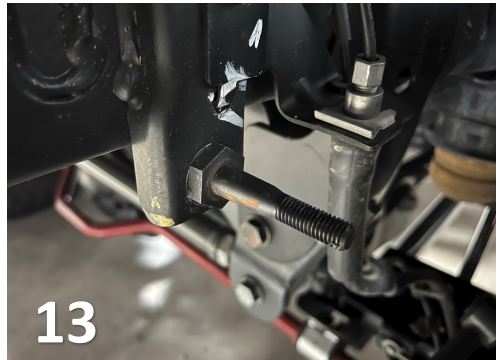
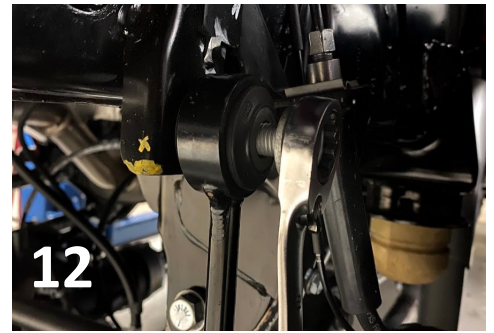
2) FRONT INSTALL INSTRUCTIONS CONTINUED

- 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 sway bar 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 the upper end link bolt using an 18mm wrench. Swing the end link out of the way and install the supplied pins into the now open holes with a 24mm wrench or deep socket. **(PHOTO 12, 13)**
- b. Remove end links from the sway bar using a 6mm allen key and 18mm wrench. Allow the sway bar to droop or if you prefer, connect the sway bar to the disconnect bracket using the quick disconnect nut to keep the bar and links out of harm's way. **(PHOTO 14)**
- c. To install the end link disconnect holder brackets, remove the lower shock bolt, and swing the shock out of the way. Attach the bracket using the flag nut and M12x1.75-25mm bolt. Leave this loose until the shock hardware is tightened. Insert the lower shock bushing back into the bracket and guide the OEM hardware back through the bracket now surrounded by the disconnect holder bracket. Tighten the hardware facing the rear of the vehicle first, then tighten the shock hardware to manufacturer specifications. **(PHOTO 15)**
- d. Adjust end link lengths as necessary to hold the sway bar arms as parallel to the ground as possible, and tighten the jam nuts.
- e. Attach the end links to the sway bar with a conical spacer on each side of the heim and the original supplied hardware. Tighten with two 19mm wrenches. **(PHOTO 16)**
- f. Slide the end links onto the clevis pins and secure with the provided quick release nut and cotter pins. The nut can be tightened by hand for easier removal on trail, or tightened using a wrench **(PHOTO 17)**
- g. Torque all reinstalled or new bolts to factory specifications.



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.