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

INSTALLATION INSTRUCTIONS

153206

Jeep JT Gladiator 4” Lift 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 inspected. 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 PST to 5pm PST.

RECOMMENDED TOOLS:

- Properly rated floor jack and four (4) support stands
- Adjustable Axle Stands
- wheel chocks
- 1/2” drive torque wrench up to 200 ft lbs. range
- Standard and Metric socket wrench set
- Standard and Metric wrench set
- Tape measure
- Pliers
- Medium weight ball peen hammer/ center punch
- Drill with metal drill bits
- Marking pen
- Safety Glasses

DIFFICULTY:

INSTALLATION TIME: 4-6hrs

153206 KIT CONTENTS

BOX 1 - LK1010		
153205-123	ADJ FRONT TRACK BAR	*1*
153205-120	ADJ FRONT UPPER CON-TROL ARM	*2*
153205-121	ADJ FRONT LOWER CON-TROL ARM	*2*
LK1010-1	COMPONENT KIT	*1*

SUB BOX - LK1010-1		
153205-122L	FRONT ADJ ENDLINK (LEFT)	*1*
153205-122R	FRONT ADJ ENDLINK (RIGHT)	*1*
153205-130L-95	FRONT BRACKET, LEFT SIDE	*1*
153205-130R-95	FRONT BRACKET, RIGHT SIDE	*1*

BOX 2 - LK50002		
153206-211	ADJ REAR UPPER CONTROL ARM	*2*
153206-212	ADJ REAR LOWER CONTROL ARM	*2*
153206-215	ADJ REAR TRACK BAR	*1*
153206-200	REAR ROLL CENT CORR BRKT	*1*
153206-888	INSTRUCTIONS	*1*
LK50005	COMPONENT SUB KIT	*1*

SUB BOX - LK50005		
153206-216	ADJ REAR EXTENDED ENDLINK	*2*
153206-220	SWAYBAR QUICK DISCON-NECT KIT	*1*
153206-777	HARDWARE KIT	*1*

BOX 3- LK50003		
153206-118	FRONT 4" LIFT SPRING	*2*

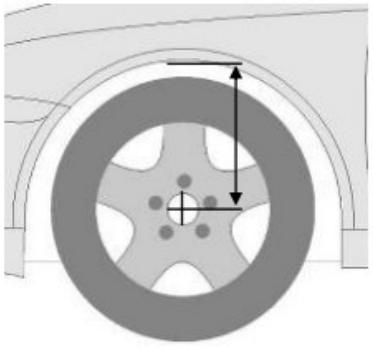
BOX 4 - LK50004		
153206-210	REAR 4" LIFT SPRING	*2*

HARDWARE KIT - 153206-777		
112164	M12 x 1.75 x 75mm HEX BOLT	*2*
112165	NUT NYLOCK M12X1.75 CL10	*2*
110228	WASHER FLAT M12 -HD200 MIN.	*4*
112142	BOLT, SER. FLANGE M10X1.5-25MM	*1*
112119	BOLT M8 X 1.25 X 30MM	*1*
110245	M8 WASHER	*1*
112147	NUT, SER FLANGE M8X1.25 CL10	*1*
112101	BOLT, HEX M14 X 1.5-75MM	*1*
112121	NUT NYLOCK M14 X 1.5	*1*
110223	M14 WASHER	*2*

153206-220 - REAR SWAYBAR DISCONNECT KIT		
153206-220-888	INSTRUCTIONS	*1*
153206-217L-99	REAR SWAYBAR DISCONNECT BRACKET LEFT	*1*
153206-217R-99	REAR SWAYBAR DISCONNECT BRACKET RIGHT	*1*
116005	QUICK RELEASE STUD	*2*
112161	COTTER PIN 2MM	*2*
112162	BOLT M12x1.75-25mm	*2*
112163	KNURLED THUMB NUT M10x1.5	*2*

* The supplied shock sets will vary depending on the stage selection purchased.

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: _____

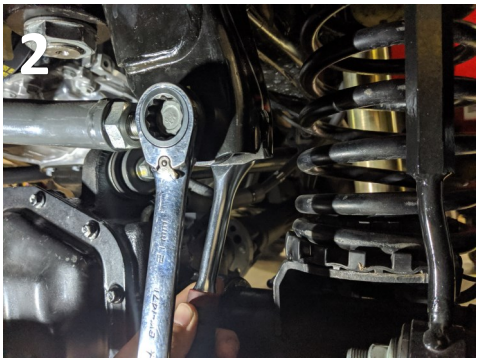
LR: _____ RR: _____

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 wheel chocks; making sure the 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. **!**

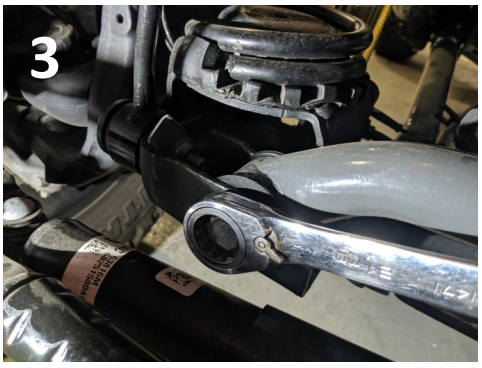
2) FRONT INSTALL INSTRUCTIONS

a) Lift the front of the vehicle and properly support on jack stands. Make sure to leave extra clearance as your new suspension setup will be 4 inches taller. Place a jack under the front axle as it will need to move independently from the frame.



b) Remove the front wheels using a 22mm deep well socket. *(If factory lug nuts are present)* **(PHOTO 1)**

b) Completely remove the front track bar using a 21mm socket and wrench at both ends. The bolts will be reused. **(PHOTO 2 & 3)**



c) Remove the bottom sway bar bolts connecting it to the end links using an 18mm socket and wrench. Next remove the top sway bar end link nut using an 18mm socket and 6mm Allen wrench. Swing the sway bar out of the way. **(PHOTO 4)**

d) Remove the front shocks using an 18mm wrench on the upper and lower bolts. The shock hardware will be reused. **(Photo 5)**

e) Break loose but do not remove the lower control arm bolts using a 21mm socket and 24mm wrench to allow for the arm to swing. Do the same for the upper control arm using an 18mm socket and wrench.

2) FRONT INSTALL INSTRUCTIONS CONTINUED

g. Remove the brake line bracket from the bottom control arm using a 15mm wrench. **(PHOTO 6)**

h. Disconnect the brake line mounting brackets and any other wiring that may be stretched while lowering axle. **(PHOTO 7, 8)**

i. The axle may need to be pushed downwards for the spring to move freely. Remove the spring but keep the spring isolators as these will be reused. (Spring compressors may be needed to help in this step.)

j. Remove the bolts that connect the lower control arms to the axle and frame using a 21mm & 24mm wrench and socket, and remove the lower control arms **(PHOTO 9)**

k. Adjust the new lower control arms to suggested length then tighten the jam nut. This measurement should be taken from eye to eye of the bushings. Using the stock hardware, install the arm with the adjustable end toward the frame and non adjustable end towards the axle. The greased zerk fitting should always be facing upwards to prevent from damage. Ensure the bend is facing inwards for maximum wheel clearance. **(PHOTO 10 & 11)**

l. Using an 18mm wrench, remove the original upper control arm. Adjust the upper control arm to the suggested length and tighten the jam nut. Proceed with the same installation instructions as **Step k,** but with zerk fitting facing downward. **(PHOTO 12)** Refer to the OE torque specs once all the lift components are installed.

Approx. Upper Control Arm Length : 525mm / 20.5

Approx. Lower Control Arm Length: 620mm / 24.5”

Approx. Track Bar Length: 875mm / 34.5”

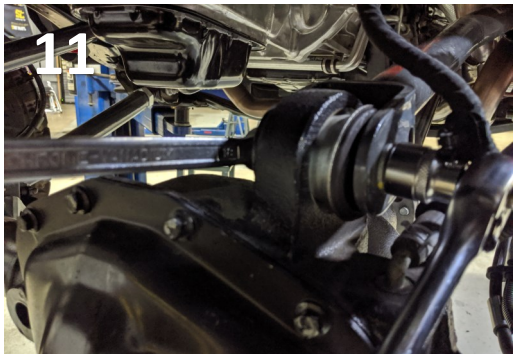
Upper Control Arms: 120 ft lbs.

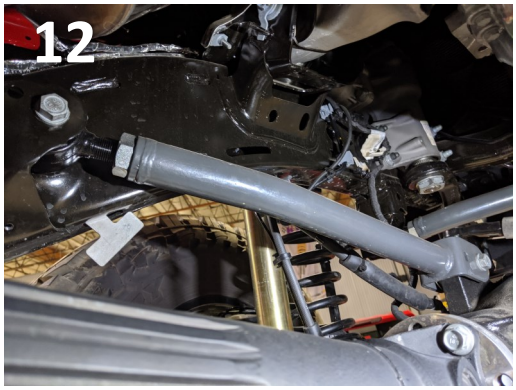
Lower Control Arms: 150 ft lbs.

Lower Shock Mount: 80 ft lbs.

Upper Shock Mount: 80 ft lbs.

Track Bar Mount: 120 ft lbs.





2) FRONT INSTALL INSTRUCTIONS CONTINUED

m) Install the front coil springs with the spring isolators. For ease, install the spring into the upper tower first, then seat it on the lower seat *(a spring compressor tool may help in this step)*. Rotate the spring so that the lower coil seats correctly. Raise the axle to securely hold the spring. **(PHOTO 11)**

n) Install the top of the front shocks using the OEM hardware, and allow the shocks to hang freely. **(PHOTO 12)**

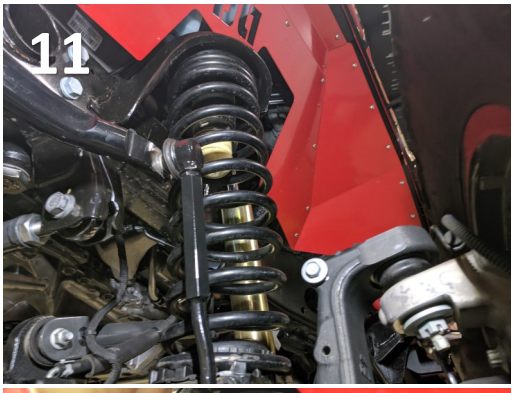
o) Remove the front brake line bracket from its location on the frame and install the front brake line relocation bracket as shown using the factory hardware. The lines will attach in a similar manner to the original. **(PHOTO 13)**

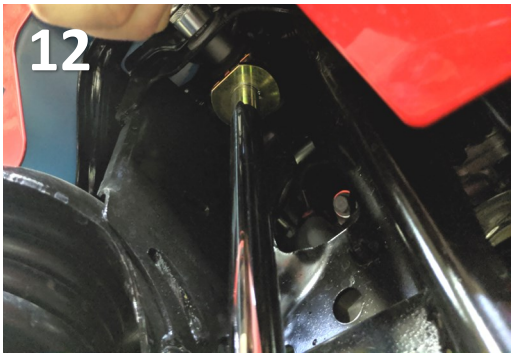
p) Attach the lower shock ends to the axle. Torque both the upper and lower bolts to 52 ft lbs. + 55° turn **(PHOTO 14)**

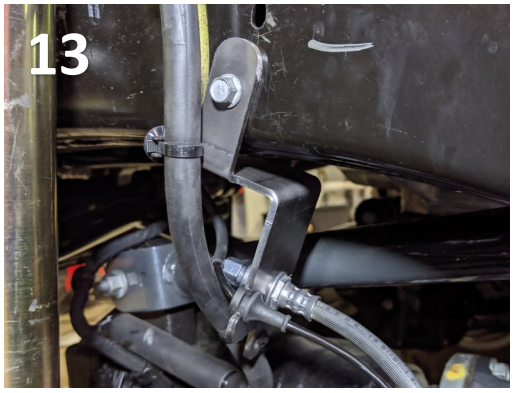
q) Reinstall the Front wheels and lower the vehicle to the ground.

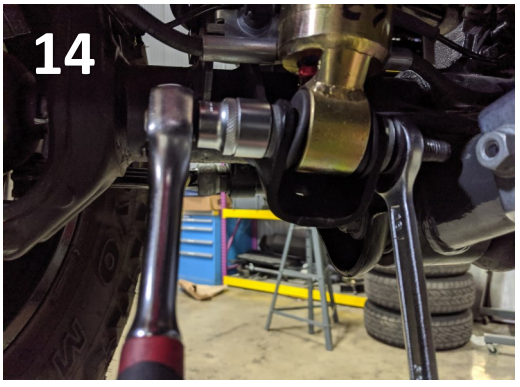
r) Adjust the track bar to the suggested length from eye to eye. The adjustable track bar will reattach similarly to the OEM bar, with the adjustable end attaching to the frame using the supplied eyelet spacers. *(If the track bar will not align, turning the steering wheel may help to align the bushing)* **(PHOTO 15 & 16)**

s) Attach the Sway bar to the end links, and tighten. Refer to the separate instructions for end link assembly and mounting. The front installation is complete.









3) REAR LIFT INSTALLATION

a) Lift up the vehicle and set it on supporting jack stands, being careful not to support the vehicle by the axle. Place a jack or axle stand under the rear axle as it will need to move independently from the frame.

b) Remove the rear wheels using a 22mm deep well socket if the vehicle is equipped with the OEM lug nuts.

c) Remove the factory sway bar end links using an 18mm wrench on the lower end. Then a 18mm wrench and 6mm hex key on the ball joint end. **(PHOTO 18)**

d) Completely remove rear track bar from the vehicle using a 21mm socket & wrench, keep the hardware to reuse later. **(PHOTO 19)**

e) Break loose but do not remove the hardware holding the upper and lower control arms to the frame and axle using 21mm and 24mm sockets or wrenches.

f) Unbolt the ABS and brake hose bracket to avoid overstretching in the next steps. It will be reinstalled at the end of installation **(PHOTO 20)**

g) Completely remove the rear shocks using an 18mm wrench.

h) Be cautious and slowly lower the rear axle to remove the rear coil springs. Be careful not to pull any cables or wires.

i) For steps **j** through **m**, work on one side at a time, to avoid the axle from twisting excessively.

j) Remove the upper control arms. Keep all the hardware to reuse. **(PHOTO 21)**

k) Assemble the rear upper control arm in the same manner as the fronts. Adjust to a suggested length noted below from eyelet to eyelet. Install the control arm with the heim end attaching to the frame with the greased zerk fitting pointing upwards to prevent damage.

l) Remove the bolts holding the lower control arm using a 21mm and a 24mm socket at the axle and frame. Keep the factory hardware. **(PHOTO 22)**

Approx. Upper Control Arm Length : 418mm / 16.5”

Approx. Lower Control Arm Length: 603mm / 23.7”

Approx. Track Bar Length: 854mm / 33.6”

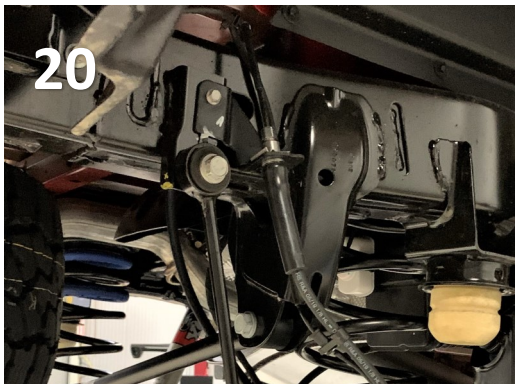
Upper Control Arms: 150 ft lbs.

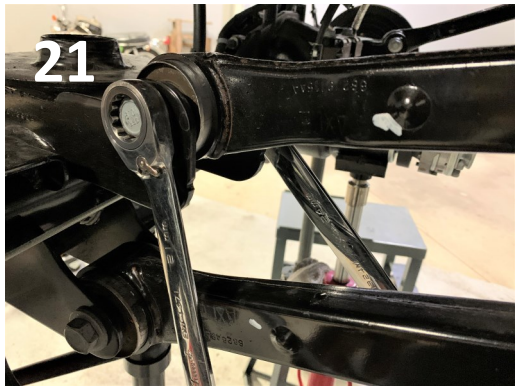
Lower Control Arms: 150 ft lbs.

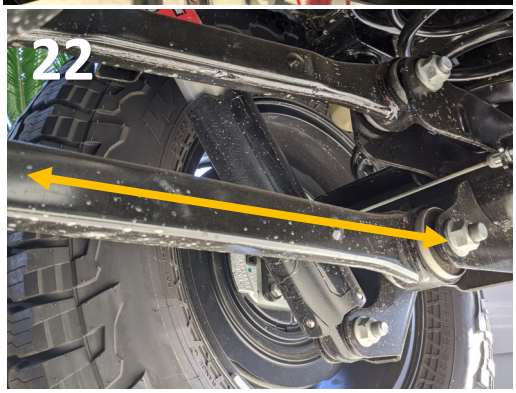
Lower Shock Mount: 80 ft lbs.

Upper Shock Mount: 80 ft lbs.

Track Bar Mount: 120 ft lbs.







3) REAR LIFT INSTALLATION CONTINUED

m) Assemble the rear lower control arm in the same manner as the fronts. Adjust to the suggested length measured from eyelet to eyelet and tighten jam nut. Install the control arm with the heim end attaching to the frame with the greased zerk fitting pointing upwards to prevent damage, using the factory hardware.

n) Repeat the control arm steps for the opposite side

o) Install the new rear springs making sure to seat them properly and raise the axle to ensure the springs no longer move freely.

p) Install the new rear shocks using the stock hardware **(PHOTO 23 & 24)**

q) The remaining steps can be done on the ground.

r) To install the rear trackbar roll center correction bracket, mount it using the stock bolt that passes through the existing bolt hole.

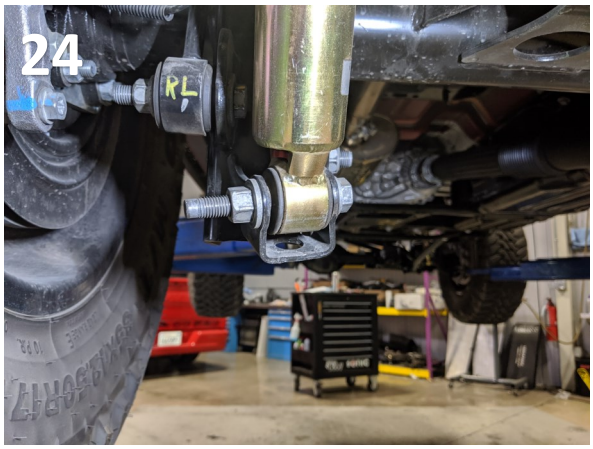
s) Next, install the supplied hardware on the right side of the bracket and on the upper left tab. Torque the stock bolt and nut on the bracket to 100 ft lbs. and ensure that the bracket is tight, and clamping down on the original bracket securely. **(PHOTO 25 & 26)**

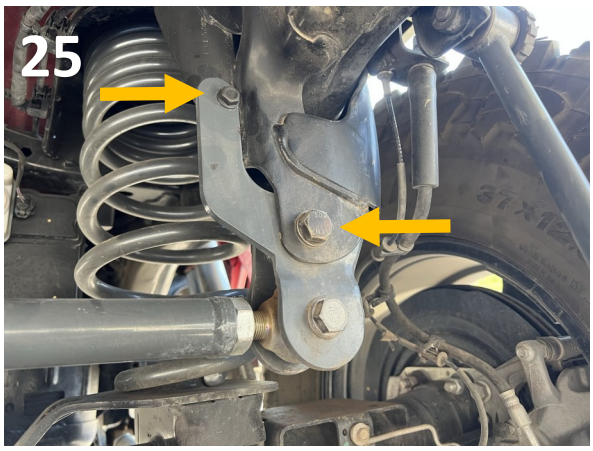
t) The rear trackbar should be adjusted to a recommended length on the previous page. Install with the non-adjustable end into the axle mount and the heim end mounted to the bracket. Torque to 120 ft lbs. Tighten the jam nut. **(PHOTO 27)**

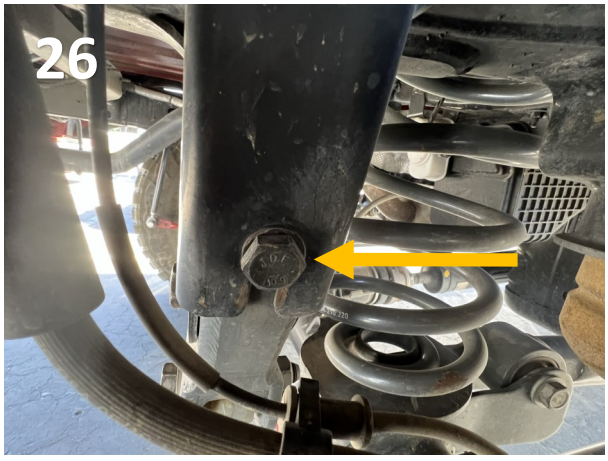
u) Check all hardware and tighten to factory torque specs as needed.

v) Install the quick disconnect end links according to the separate instructions provided.

w) Be sure to torque any and all hardware previously loosened, removed or replaced.







4) **POST INSTALL**

a) IMPORTANT: The Adjustable control arms and 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.

b) Check that all components and fasteners have been properly installed, tightened and torqued.

c) Check brake hoses, and other components for any possible interference.

d) 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 will handle substantially different now that it has been modified.

f) We recommend the vehicle be taken to a qualified wheel alignment facility to be realigned to factory specifications after completing the install.

g) Installation is complete. Check ALL of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.