



INSTALLATION INSTRUCTIONS

STREET PERFORMANCE & NITRO DROP 2 SHOCKS

Congratulations! You were selective enough to choose a BELLTECH PRODUCT.

Belltech Shocks for truck suspensions are designed for easy installation. If not otherwise stipulated in these instructions, all suspension components are installed and removed 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 a slight oil drip down the side. **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.

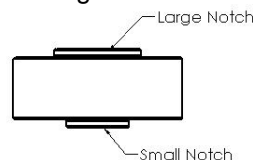
Nitro Drop 2 Shocks

Your Nitro Drop 2 Shock is a low pressure oil shock. 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.**

Pin Bushings

Your 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 OE shock from vehicle.
2. Examine OE 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 OE pin bushing.



4. Install the shock with the selected notch sandwiching the shock mount of the vehicle.

Dust Cover

Your Belltech Street Performance Shocks may be fitted with a removable dust cover. Some vehicle applications may require you to remove the dust cover for more clearance.



1. Check vehicle to see if there is enough clearance for dust cover. If there is not enough clearance, remove the dust cover by removing the pin bushings and washers and then remove the dust cover.
2. Install included 10mm (0.39in), part number 112445, dust cover spacer.



3. Install washer and bottom pin bushing, with selected notch facing up (see Pin Bushing section, above), then install on vehicle with top pin bushing, with selected notch facing down (see Pin Bushing section, above) and washer.



INSTALLATION INSTRUCTIONS

COILOVER

2007-2018 CHEVROLET SILVERADO (2WD/4WD) (-1" TO -3")

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

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 the installation process.

Note: We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

Note: **On some vehicles when using the full 2" drop it might not be possible to get the vehicle into OE camber specifications. In this case it may be necessary to purchase Belltech 1° camber cams (part #: 4951) or Belltech 2° upper control arm bushings (part #: 4955)**

RECOMMENDED TOOLS:

- Blocks and Wheel chocks
- Ratcheting Socket Wrench
- Safety Glasses
- Floor jack and Jack Stands
- Torque Wrench 10-75 lb ft. range
- Properly rated floor jacks and support stands
- Combination Wrench
- Torque wrench: 0-75 lb ft. range

1. KIT INSTALLATION

1a. Open the hardware kit and remove all of the contents. Refer to the parts list (Page 6) to verify that all parts are present.

1b. 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).

1c. Using a properly rated floor jack, lift the FRONT wheels of the vehicle off the ground. Please use support stands, rated for the vehicle's weight and in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.

1d. 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. REMOVING THE O.E.M. FRONT STRUT

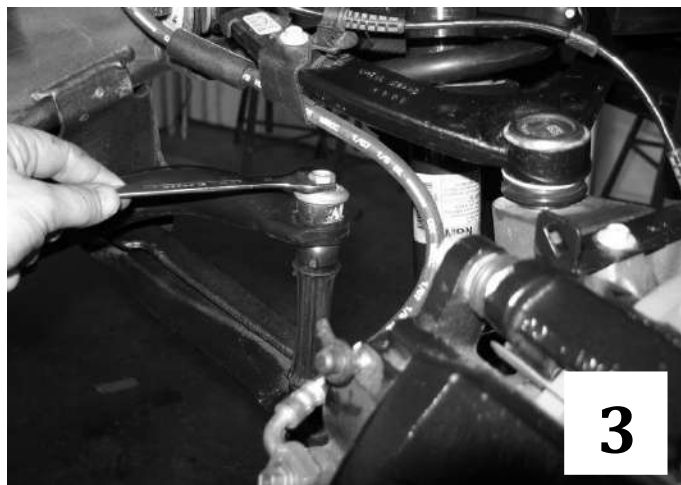
2a. Locate the top three mount bolts of the front spring/strut assembly.

2b. Remove all three mounting nuts that attaches the top of the spring/strut assembly to the chassis (**Photo 1**)

2c. Remove the two bottom mounting nuts of the spring/strut assembly (**Photo 2**)



2d. Remove the mount nuts from the end links. Remove the end links completely (**Photo 3**)



2e. Once all mounts have been un-bolted, hold the spindle assembly while slightly pushing down, dislodging the bottom spring/strut assembly from its bottom mounts dislodging the entire spring/strut assembly from its perch (**Photo 4**)



Coil springs may be under tension. Springs under tension store a great amount of energy. Use caution during the following steps to avoid personal injury and/or damage to vehicle. Be careful not to damage the brake hoses.

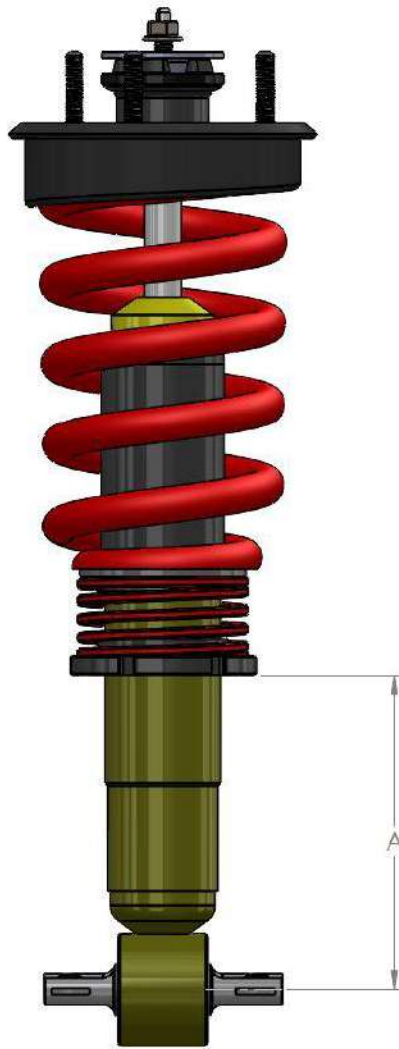
3. COILOVER HEIGHT SETUP

- a. Refer to the chart below to determine the “A” measurement to set the drop desired from OEM (Factory Height)

Caution: The chart below is designed to use the Belltech 15002 pre-assembled coilover out of the box. This is, an out of the box, lowering solution. Belltech does not recommend lowering beyond what is advertised in the chart below as the performance of the shock may be greatly decreased.

- b. Using the spanner wrench provided in the kit, turn the bottom of the spring perch (685-10-039) clock-wise to obtain the “A” measurement that is desired.

NOTE: IT IS RECOMMENDED TO PRESET THE “A” MEASUREMNT AT A HIGHER SETTING AND ADJUST DOWN, CLOCKWISE, TO THE DESIRED VEHICLE HEIGHT ONCE THE COILOVER IS INSTALLED

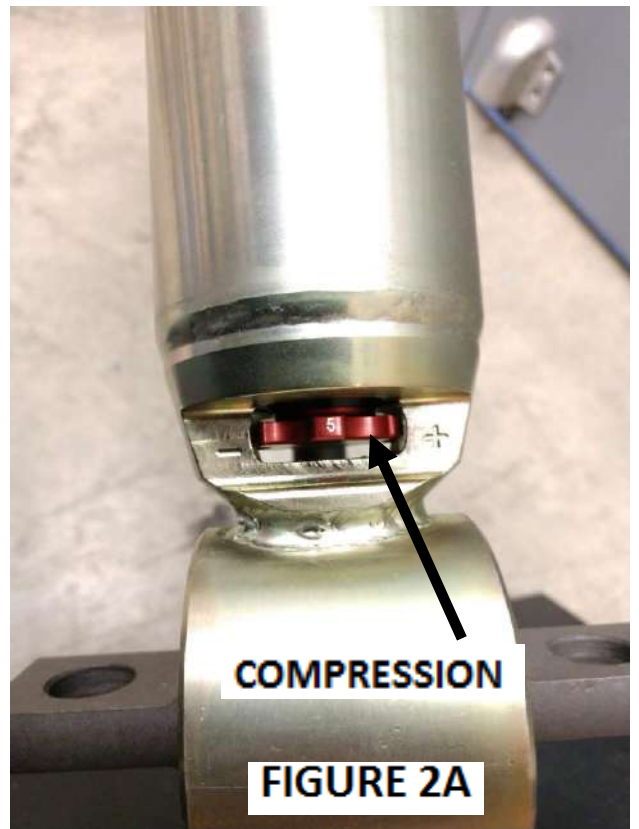
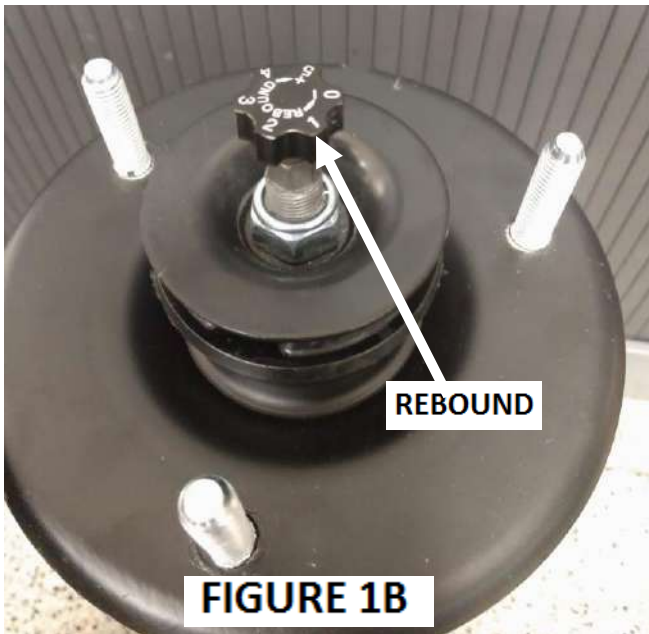
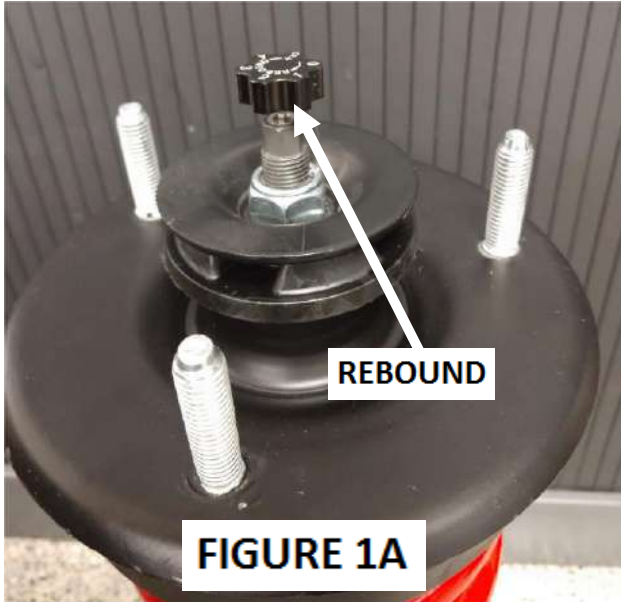


"A" MEASUREMENT	HUB TO FENDER (DESIRED DROP FROM OEM)
186 mm	25.4 mm (1.0 inch)
178 mm	38.1 mm (1.5 inch)
170 mm	50.8 mm (2.0 inch)
162 mm	63.5 mm (2.5 inch)
154 mm	76.2 mm (3.0 inch)

!! FOR BELLTECH KIT (16002) PLEASE READ BELOW!!

THE DAMPER COMES PRE-ADJUSTED (REBOUND & COMPRESSION) PLEASE USE THE SUPPLIED ADJUSTMENT KNOB (PART #: 685-25-101) TO ADJUST THE REBOUND VALVE, SEE FIGURE (1A & 1B). ADJUST THE BOTTOM COMPRESSION VALVE BY TURNING THE BOTTOM BUILT-IN KNOB CLOCKWISE OR COUNTER-CLOCKWISE. (FIGURE 2A)

CAUTION: MAKING CHANGES TO THE REBOUND AND COMPRESSION VALVES WILL CREATE CHANGES IN THE VEHICLES DRIVING CHARACTERISTICS. PLEASE ADJUST ALL SETTINGS SAFELY AND GET FAMILIAR WITH THE NEW DRIVING STYLE OF THE VEHICLE.



BUMP STOP PREPERATION

Bump stop to be cut at location seen in picture Figure 3A. Use the 35mm height bump stop for lowering range between 1"-1.5". For any lowering range past 2" please use the 20mm bump stop portion.

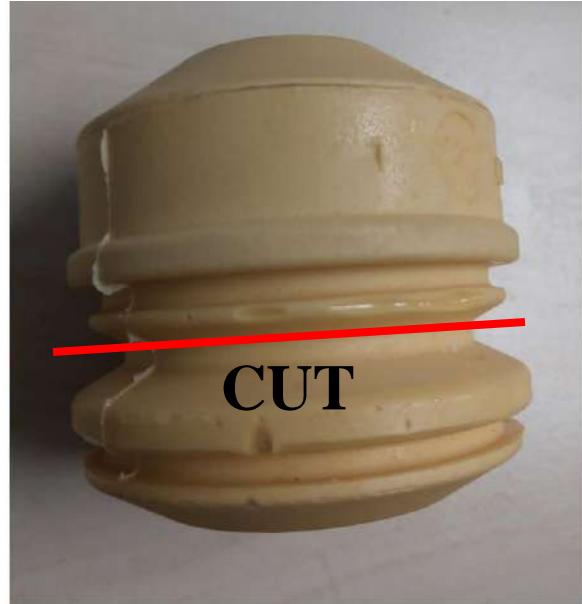
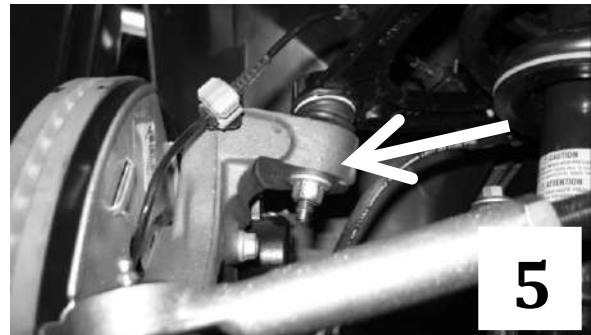


FIGURE 3A

INSTALLING COILOVER ASSEMBLY

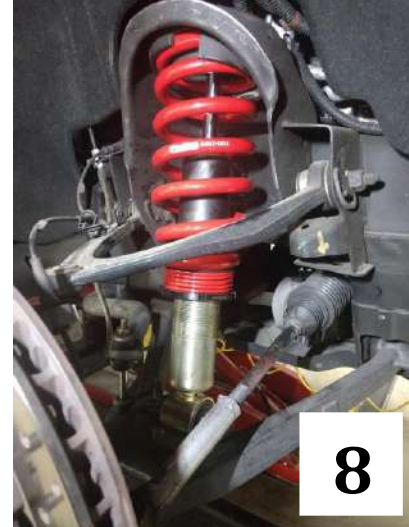
5a. Re-install on the new assembly in reverse order of disassembly. (Steps 2e-2a) You will re-use the OEM nut clips to install the new BELLTECH COILOVER.

Note it may be necessary to unbolt the upper control arm from the spindle to fit the strut into the mounted position. If this is necessary, remove the upper ball joint nut from the spindle and disconnect the ball joint from the spindle. Install the Belltech strut following Step 5B. Reinstall the upper ball joint to the spindle and tighten all the fasteners to factory specifications.



5b. Install the top mount in to the chassis and secure with the original nuts. Torque nuts to factory specifications. (**photo 6**)

5c. Attach the lower strut mount to the lower control arm using the OEM bolts and bolt clipped to the strut. Torque the supplied nuts to 60 ft/lbs. (**photo 7**)



5d. Re-attach the sway bar end link , upper ball joint , break lines and tighten to factory specifications.
(photo 8)

FINALIZING THE INSTALLATION

All hardware being fastened to the vehicle's original fastening points should be torqued to the factory specifications (Reference Service Manual for Specifications). To prevent chassis damage, never over-torque the hardware.

7a. Check that all components and fasteners have been properly installed, tightened and torqued.

7b. Check brake hoses and other components for any possible interference.

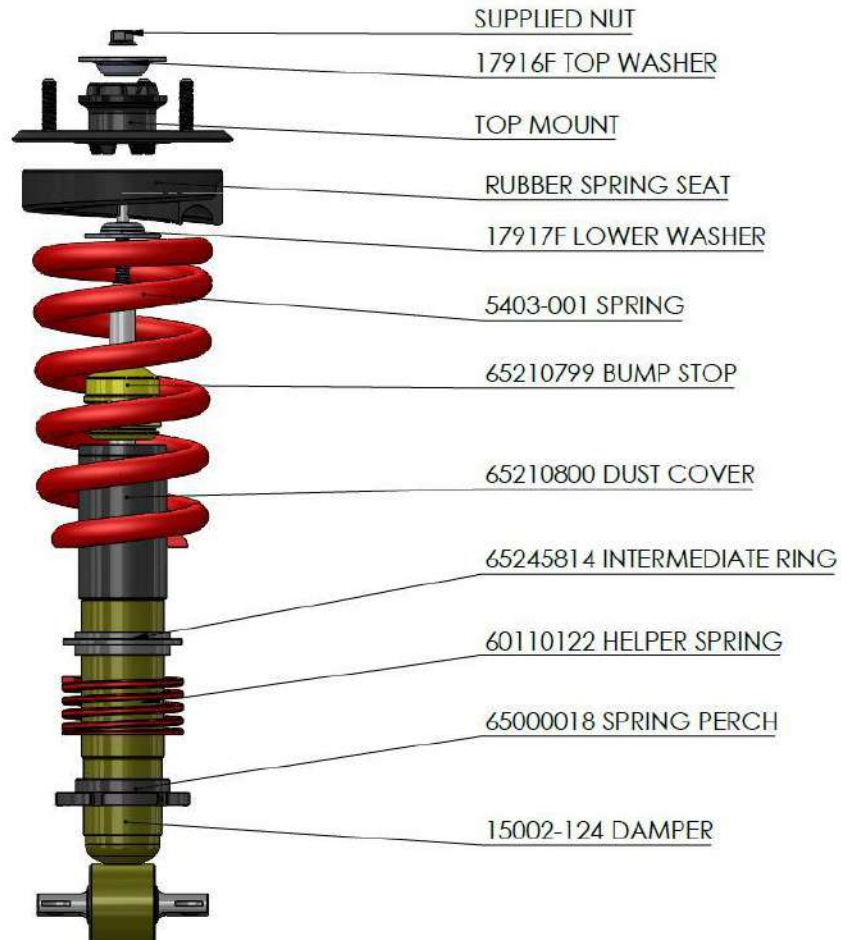
7c. Lift the vehicle and remove the support stands. Carefully lower the vehicle to the ground.

7d. Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.

7e. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

PARTS LIST: 15002

PART NUMBER	DESCRIPTION	QTY
15002-100	COILOVER DAMPER	1
650-00-018	SPRING PERCH	1
601-10-122	HELPER SPRING	1
650-50-585	INTERMEDIATE RING	1
150-02-105	VENT DISCK	1
652-10-799	BUMP STOP	1
652-10-800	DUST COVER	1
5403-001	COIL SPRING	1
150-01-265	RUBBER SPRING	1
150-02-275	TOP MOUNT	1
17916F	TOP MOUNT ROD WASHER	1
17917F	TOP MOUNT NUT WASHER	1
685-25-101	ADJUSTMENT KNOB (RE BOUND)	1





INSTALLATION INSTRUCTIONS

6400, 6401, 6403, 6404, 6405, 6406, 6425, 6590, 6700, 6702 Lowering Shackles

- 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 values specified.
- 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.

RECOMMENDED TOOLS:

- Properly rated floor jack, support stands, and wheel chocks
- Combination wrench set
- Torque wrench: *50-250 lb ft. range*
- Ratcheting socket wrench and socket sets
- Safety Glasses

JACKING, SUPPORTING AND PREPARING THE VEHICLE

1. Open the hardware kit and remove all of the contents. Refer to the part list (Page 3) to verify that all parts are present.
2. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the FRONT wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).
3. Using a properly rated floor jack, lift the REAR wheels of the vehicle off the ground. Place support stands, rated for the vehicle's weight, and in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.

It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage! Make sure that the supports stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

4. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check that they properly and securely contact the chassis as described above.
5. Check for possible interference with any lines, wires, cables, or other easily damaged components.

SHACKLE INSTALLATION

1. Block the front wheel and raise the back of the truck. Place jack stands under the frame just ahead of the front spring hangers.
2. Position the rear end with a floor jack so there is no pressure on the leaf springs at the rear shackles. Remove the spring eyebolts from the shackle and remove it from the leaf spring. **CAUTION:** Leaf springs are under tension, use caution when disconnecting. (Photo 1 & 2)
3. Lift the rear of the spring up and place the new shackle on the spring. Make sure you put the spring eyebolt in from the inside out so the threads are toward the outside. (Photo 2)
4. Lower the shackle into position, into the stock hanger on the frame and slide the spring eyebolt through the spring into place. (Photo 3) Raise the truck with the floor jack just until the truck lifts off the stands. Now tighten the four spring eyebolts on the shackles. Remove the jack stands carefully and lower the truck to the ground. Your installation is now complete.

All hardware being fastened to the vehicle's original fastening points should be torqued to the proper specifications. To prevent chassis damage, never over-torque the hardware.

6. Check that all components and fasteners have been properly installed, tightened and torqued.
7. Check brake hoses, and other components for any possible interference.
8. Lift vehicle and remove support stands. Carefully lower vehicle to ground.
9. Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.
10. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

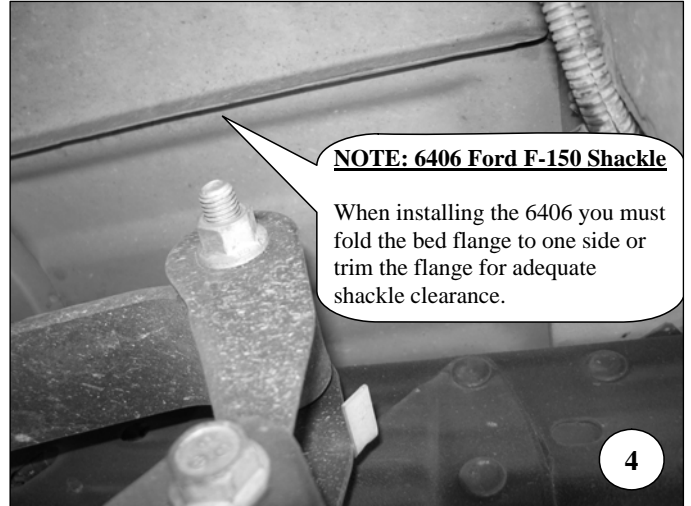
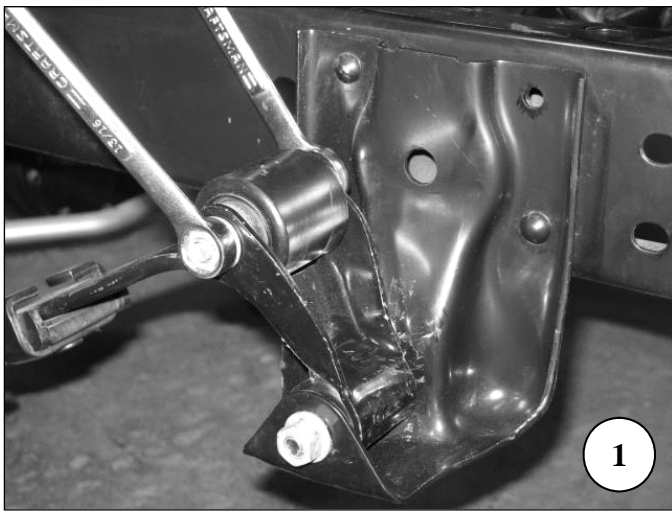
SPECIAL INSTRUCTIONS

For the 6406 shackles

- When installing the 6406 shackles you must fold the bed flange to one side or trim the flange for adequate shackle clearance (Photo 4).
- It is helpful to bolt the shackle to the hanger and swing it thru its range of motion to see where the flange needs to be modified.

PART LIST FOR LOWERING SHACKLE KITS and/or SPACERS KITS

Part Number	Description	Qty
6400-100	2" Lowering Shackle	2
6403-100	3" Lowering Shackle	2
6404-100	1/2" Lifting Shackle	2
6405-100	1" Lowering Shackle	2
6406-100	2" Lowering Shackle	2
6425-010	2" Lowering Shackle	2
6590-010	2" Lowering Shackle	2
6700-100	1" Lowering Shackle	2
6702-100	Shackle	2
6401	Shackle & Spacer	2/8



SPECIAL INSTRUCTIONS

For the 6401 SPACERS

- When installing the 6401 SPACERS, simply loosen the four (4) ubolt nuts, remove the top spacer block, add the four (4) new spacers, re attach the four (4) nuts. Torque to manufacturers specifications. See photos below.



TOP SPACER BLOCK



NEW SPACERS



INSTALLATION INSTRUCTIONS

2006-UP CHEVROLET SILVERADO, TAHOE, AVALANCHE, FRONT ANTI-SWAY BAR

In order to properly equip your truck and maintain predictable handling characteristics, we recommend installing high-quality **Belltech** Anti-sway Bars in matched sets **ONLY**. While upgrading Anti-sway bars, we also suggest installing **Belltech Nitro-Drop®** or **Nitro-Active®** shock absorbers to further improve your vehicle's handling and performance.

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 VALUES SPECIFIED.

RECOMMENDED TOOLS:

- Properly rated floor jack, support stands, and wheel chocks
- Combination wrench: 9/16"
- Torque wrench: 0-75 lb ft. range
- Ratcheting socket wrench and sockets: 10mm, 9/16"
- Safety Glasses

η **Note:** It is very helpful to have an assistant during installation.

 **SAFETY REMINDER: PROPER USE OF SAFETY EQUIPMENT AND EYE/FACE/HAND PROTECTION IS ABSOLUTELY NECESSARY WHEN USING THESE TOOLS TO PERFORM PROCEDURES!**

KIT INSTALLATION

1. Open the hardware kit and remove all of the contents. Refer to the part list (**Page 3**) and to verify that all parts are present.
2. 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).
3. Using a properly rated floor jack, lift the front wheels of the vehicle off the ground. Place support stands, rated for the vehicle's weight, in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.

η **It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage! Make sure that the supports stands are properly placed prior to performing the following procedures. We do not recommend using wheel ramps while performing this installation.**

4. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check that they properly and securely contact the chassis as described above. Check for possible interference with any lines, wires, cables, or other easily damaged components. Remove the front wheels.
5. Remove the original front anti-sway bar from the vehicle. This requires 10mm and 15mm wrenches for the pivot bushing bracket and end-link hardware, respectively. (photos 1-6)
6. The new **Belltech** anti-sway bar will utilize the original pivot bushings, brackets and hardware. Thoroughly clean the mounting areas and hardware.
7. Locate the bushings on the **Belltech** anti-sway bar so that they will align with the factory mounting locations with the bar centered on chassis. Place the original pivot bushing brackets onto the bushings.
8. Reinstall the anti-sway bar onto chassis in the reverse order of removal. Align the holes in brackets with their original mounting holes. Loosely thread the original hardware into place. (photo 7)

η The bar should be installed so that the ends pass **ABOVE** the lower control arms. Shift the bar side-to-side and front-to-back to center on chassis. **Be cautious not to damage brake lines while installing the anti-sway bar.**

9. Using a 10mm socket, tighten and torque the bracket hardware to 19 lb ft. A shallow socket may be required to access the bolts towards the front of the vehicle.

η **All hardware being fastened to the vehicle's original fastening points should be torqued to the proper specifications. To prevent chassis damage, never over-torque the hardware.**

10. Install the original end-links in the same orientation as they were. Install the bolts with washers from below so that the heads face down and the lock nuts will be located at the top. Thread the lock nuts on by hand. Use the 9/16" wrench and 9/16" socket to tighten the end-link hardware. Tighten only until the urethane end-link grommets just begin to bulge.
11. Check that all components and fasteners have been properly installed, tightened and torqued.
12. Reinstall the front wheels. Tighten and torque the lug nuts to the Manufacturer's specifications.
13. Check brake hoses, steering and other components for any possible interference.
14. Lift vehicle and remove support stands. Carefully lower vehicle to ground.
15. Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.
16. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

η **We highly recommend installing the appropriate matching *Belltech* rear Anti-sway Bar to maintain proper handling characteristics and performance.** See the current ***Belltech Application Guide*** or contact you nearest ***Belltech Dealer*** for the appropriate part number for your application.

PART LIST FOR 5407 FRONT ANTI-SWAY BAR KIT

PART#	DESCRIPTION	QTY
5407-300	Front Anti-sway Bar	1
5407-888	Installation Instructions	1



Rely only on high-grade performance suspension parts offered on our virtual shelves.