



INSTALLATION INSTRUCTIONS

34862

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2019+ Jeep Gladiator JT 2.5" 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 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 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:

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RECOMMENDED TOOLS:

- Properly rated floor jacks and support stands
- Wheel chocks
- Standard and metric socket wrench set
- Standard and metric wrench set
- Tape measure

34862 KIT CONTENTS		
QTY	DESCRIPTION	PART #
2	19+ JEEP GLADIATOR JT FRONT 2.5" LIFT SPACER	34860-100
2	M10x1.25 NUT	-
2	19+ JEEP GLADIATOR JT REAR 2.5" LIFT SPACER	34862-200
2	M8.0x1.25MM FLANGE NUT	-

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: _____

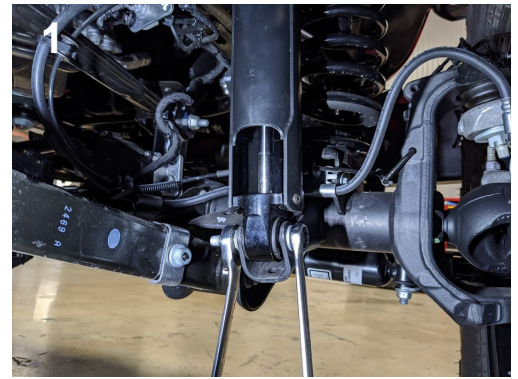
LR: _____ RR: _____

- 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 vehicle's 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. !

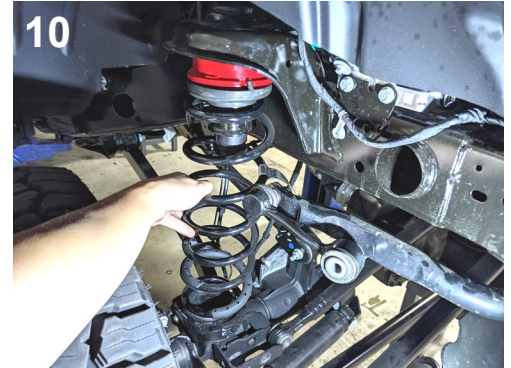
2) INSTALLATION INSTRUCTIONS

- a. The wheels do not need to be removed for this process. Place jacks underneath either side of the frame to lift only the front of the vehicle. Jack up the jacks until they make contact with the frame. Place jack stands accordingly to prevent damage or injury in case of slippage.
- b. Using two 18mm wrenches loosen and remove the lower shock bolts. **(PHOTO 1)**
- c. Remove the brake line brackets from the lower control arms using a 15mm wrench, and from the frame using a 10mm wrench or socket. **(PHOTO 2 & 3)**
- d. Using a panel popper remove any brake lines that could stretch when you lift the vehicle higher. Some locations include the front brake bracket, the frame, and the upper control arm. Unplug the connector going into the front differential pumpkin by sliding the clip back and pulling the connector out. **(PHOTO 4 & 5)**



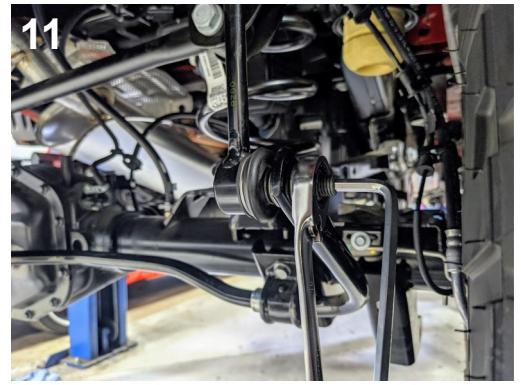
2) INSTALLATION INSTRUCTIONS CONTINUED

- e. Remove the lower bolt attaching the front trackbar to the axle using a 21mm socket or wrench. Also remove the bolt attaching the sway bar to the end link on the drivers side using an 18mm wrench, and the passenger side using two 18mm wrenches. Retain the hardware and be careful not to lose the flag nuts. **(PHOTO 6)**
- f. With a partner and the two jacks, lift the front of the vehicle evenly until the springs are able to be removed. Remember to move the stands into appropriate positions and heights as safety precautions. If necessary, spring compressors can be used (follow the proper procedures for using the spring compressors of your choice). Be cautious not to overstretch any lines or cables. Remove the spring. **(PHOTO 7)**
- g. Remove the upper spring pad. **(PHOTO 8)**
- h. Attach the spring spacer to the ceiling of the spring tower. The press in bolt will pass through the preexisting hole and be held in place with the supplied nut to hold it in place. Use a 14mm wrench to tighten. Reattach the rubber spring pad and insert the spring the same way it was removed. **(PHOTO 9)**
- i. Lower the vehicle while ensuring the springs seat properly, and reattach all uninstalled parts in reverse order of the deinstallation. **(PHOTO 10)**
- j. Continue with the rear install.



3) REAR INSTALLATION INSTRUCTIONS

- a. The rear wheels do not need to be removed for this process. Place jacks underneath either side of the frame to lift only the rear of the vehicle. Jack up the jacks until they make contact with the frame. Place jack stands accordingly to prevent damage or injury in case of slippage.
- b. Using an 18mm wrench, and 6mm allen, disconnect the rear sway bar from the end links. Allow the sway bar to droop. **(PHOTO 11)**
- c. Using two 21mm wrenches loosen and remove the lower shock bolts. It may help to swing the shock away from the lower bracket to prevent it from interfering. **(PHOTO 12 & 13)**
- d. Disconnect the rear trackbar from its axle side location by removing the bolt using a 21mm wrench. Keep the bolt and flag nut as they will be reused for the reassembly. **(PHOTO 14)**
- e. Remove the brake line brackets located on the frame end link mount using a 10mm socket. This will allow for more slack. **(PHOTO 15)**



3) REAR INSTALLATION INSTRUCTIONS CONTINUED

- f. With a partner and two jacks, lift the rear of the vehicle simultaneously, slowly separating the axle from the body of the vehicle. Watch all brake lines and electrical cables making sure not to overstretch them. Lift only until the springs are loose enough to remove. Alternatively spring compressors can be used (follow the correct instructions for the use of spring compressors). **(PHOTO 16)**
- g. Once the spring is removed, remove the rubber spring isolator from its location at the upper coil mount. Locate the hole highlighted in the image. This is where the aftermarket spacer will locate. **(PHOTO 17)**
- h. Insert the new spring spacer guiding the attached locator bolt through the previously mentioned hole. Thread on the flanged nut and tighten using a 13mm wrench. Do not overtighten as this is just a locator bolt to aid with the installation and locate the spring. **(PHOTO 18 & 19)**
- i. Attach the upper spring isolator to the spring spacer, inserting the locating nipple into the new hole on the spring spacer. **(PHOTO 19)**
- j. Insert the spring between its original mounting position and the upper spring isolator. If the spring does not easily fit, lift the vehicle higher or apply downward pressure to the axle to create clearance for the spring. **Be careful not to overstretch any lines or cables. Spring compressors should be used for this step to prevent from damaging brake lines on installation. (PHOTO 20)**
- k. Once the spring is installed, lower the vehicle and ensure proper seating of the springs. The rest of the install is the reverse of the deinstallation process. Tighten all hardware to original manufacturer specifications.
- l. Your installation is complete. Follow the post install instructions below. Measure your vehicle to confirm the lift height.

4) Post Install

- a) Check brake hoses, and other components for any possible interference.
- b) 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 can handle differently after modification.
- c) Take the vehicle to a qualified wheel alignment facility to be aligned to factory specifications.
- d) Installation is complete. Check ALL of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

