



INSTALLATION INSTRUCTIONS

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6210 - 6203 3 and 4-in Lowering Block Kit Colorado Truck Applications

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 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
- Hack saw
- Torque wrench: *0-150 lb ft. range*
- Ratcheting socket wrench and socket sets
- Safety Glasses

WARNING:

When lowering any vehicle equipped with a rear LSPV it is recommended that the valve be re-adjusted to the manufacturer's specifications for proper braking. It is advised to have the work preformed by a qualified service facility.

A Load Sensing Proportioning Valve (LSPV) controls the appropriate braking pressure for the rear wheels based on the load level to prevent unnecessary wheel lock-up.

1. JACKING, SUPPORTING AND PREPARING THE VEHICLE

- a) Park the vehicle on a flat surface, preferably asphalt or concrete. Block the wheels on the end not being worked on so that the vehicle cannot move. Raise the end of the vehicle being worked on with a floor jack. Place the jack stands under the vehicle on a stable portion of the frame, nearest the point of the vehicle being worked on. (Figure B & D) Be sure the jack stands are rated to carry the weight of the vehicle.

CAUTION: DO NOT PUT THE STANDS UNDER THE AXLE TUBES OF THE REAR END. PUT THEM UNDER THE FRAME RAILS ONLY!

- b) Once the vehicle is on the stands, and the tension is taken off the leaf spring assemblies, (Figure B & D) let the jack remain under the axle housing to support it.
- c) Remove the stock U-bolts and nuts from the axle housing.
- d) If the axle housing is above the leaf spring, (figure B) slowly raise the jack to create space between the leaf spring and the housing. If the axle is below the leaf springs, (Figure D) slowly lower the jack to create space.
- e) Once the space has been achieved, the lowering or lift block can be placed between the leaf spring and the axle housing. Make sure that the spring center bolt (Figure A & C Item #5) locates itself in the recess on the block and the centering pin cast into the block (Figure A & C Item #4) locates itself into the centering hole on the spring perch in the axle housing. (Figure A & C Item #1)
- f) Now that blocks are in place, lower the jack so that the weight of the axle is on the block and leaf spring. If you are using lift blocks, raise the jack to push the blocks and spring together.
- g) Install the U-bolts as shown in (Figure A & C Item #2) and install the washers and nylon lock nuts, and tighten to 80 FT. pounds of torque.
- h) Once the hardware is in place and you have re-checked all the procedures, place the tires & wheels back on the vehicle. Jack the vehicle up and remove the stands from under the frame.
- i) Now, lower the vehicle back to the ground. Check under the vehicle for any clearance problems, if there is none, the installation is complete.

Note: Some states have bumper height limitations whether lifting or lowering. Please check local & state laws.

- j) 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.
- k) Check that all components and fasteners have been properly installed, tightened and torqued.
- l) Check brake hoses, and other components for any possible interference.

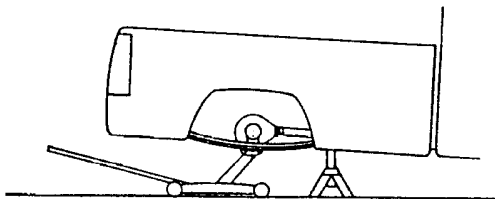


Figure B

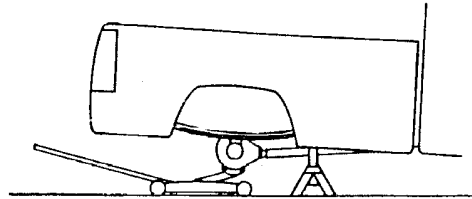


Figure D



Figure A

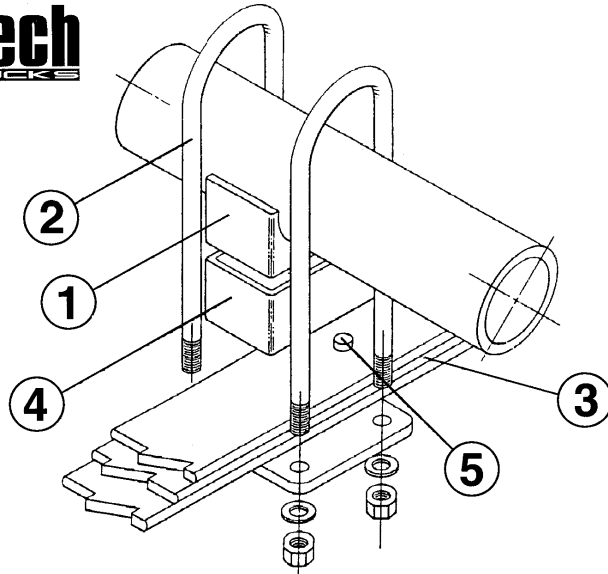
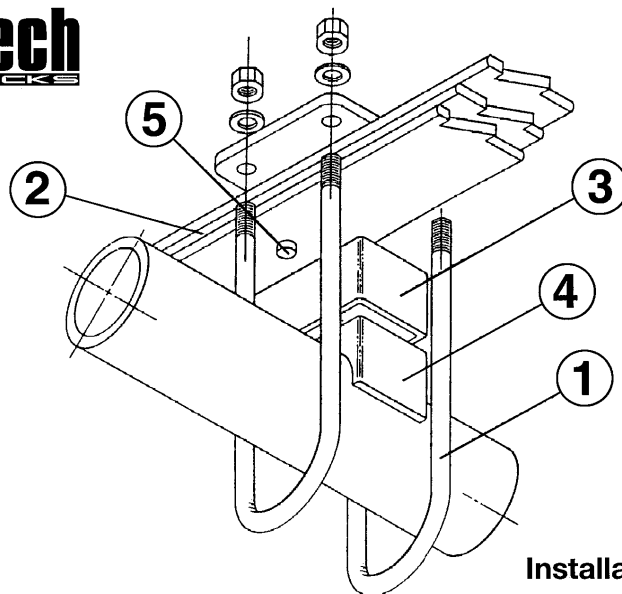


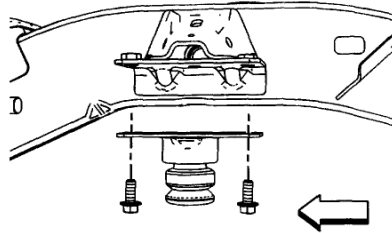
Figure C



Installation Instructions

2. INSTALLING BELLTECH BUMPSTOPS

- a) Remove the factory rear bumpstops attached to the frame above the rear axle using a **15mm** socket.



- b) Using a hack saw, cut the excess rubber portion of the stock bump stop off. The bump stop should be cut to a length that exposes the top of the metal plate below it. Ensure that the top surface is flat by sanding or using a sharp razor blade.
- c) Drill a 3/8" hole into the center of the stock bumpstop baseplate.



- d) Install the provided Belltech bumpstop through the hole and tighten the bolt and nut with a **4mm allen** socket and a **13mm** socket. Reinstall the assembled bumpstop plates back into the vehicle.

3. FINALIZING THE INSTALLATION

- a) Lift the vehicle and remove the support stands. Carefully lower the vehicle to ground.
- b) 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.
- c) Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.