



INSTALLATION INSTRUCTIONS

34861

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2019+ Jeep Gladiator JT Leveling Spacer

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:

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

34861 KIT CONTENTS		
QTY	DESCRIPTION	PART #
2	19+ JEEP GLADIATOR JT LEVELING SPACER	34860-100
2	M10x1.25 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 swaybar to the axle 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, 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. Follow the post install instructions.

3) 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.

