



## INSTALLATION INSTRUCTIONS

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### 4756 / 4758 2" DROP SPRING KIT DODGE RAM STD. CAB / QUAD CAB

**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
- Torque wrench: *0-75 lb ft. range*
- Ratcheting socket wrench and sockets sets
- Die Grinder / Hand Grinder
- Channel locks
- Safety Glasses

#### **KIT INSTALLATION**

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 REAR wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1<sup>st</sup> 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, 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.
4. **!** 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.

5. 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.

### **BUMP STOP REMOVAL**

1. Using a flat head screw driver, or similar tool, remove the factory bump stop from the bump stop mount.
2. Take you're die grinder with the cutting wheel and cut the weld from one side of the mount (Photo 1).
3. Using a hammer, or similar tool, pry the bump stop mount open. Remove and discard the factory bump stop mount (Photo 2).
4. Remove excess weld with a hand grinder, and then grind smooth.(Photo 4) Paint black (optional).
5. Install the kit supplied urethane bump stop through the existing hole in the mount (Photo 5).

**!** 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.

### **COIL SPRING INSTALLATION**

1. Remove the Anti-Sway Bar end-links along with the tie rods.
2. Place an adjustable stand under the lower control arm, raise the stand until there is a little tension on it.
3. Loosen the top ball joint nut until it is 1/4" to 3/8" off from spindle arm. **DO NOT** remove the nut until after next step.
4. Using a ball joint puller or similar tool, place the tool over the ball joint nut so the tools arms grab the spindle. Turn a few times until its tight, then strike the spindle arm with a hammer, making sure not to hit the tool or the upper control arm. Repeat if necessary.
5. After the spindle pops out of the ball joint, check the tension on the stand before removing the nut. Raising the stand a little more will relieve tension on the nut. Remove the nut, then lower stand. You'll need to support the spindle with some rope or a bungee cord. Do not let it hang by the brake cables.
6. Remove the coil spring, A small pry bar might be useful. Insert the new spring in the same position, then, raise the stand. Re-attach the ball joint with the spindle and the nut. Tighten and torque to 45-50ft./lbs.
7. Lower the stand and move it out of the way. Attach the Sway Bar and the tie rods. Tighten and torque to 30-35ft./lbs. Re-attach wheels.
8. Lift the vehicle and remove the support stands. Carefully lower the vehicle to ground.

## **FINISHING INSTALLATION**

1. Drive immediately to a qualified alignment shop.
2. Then 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.
3. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

### **PART LIST FOR 4756-DROP COIL KIT STANDARD CAB**

<b>PART No.</b>	<b>DESCRIPTION</b>	<b>QTY.</b>
4756-001	Coil Spring	2
4918-001	Bump Stop	2

### **PART LIST FOR 4758-DROP COIL KIT QUAD CAB**

<b>PART No.</b>	<b>DESCRIPTION</b>	<b>QTY.</b>
4758-001	Coil Spring	2
4918-001	Bump Stop	2



