



25004

LOWERING STRUT

2007-2018 2WD/4WD TAHOE, AVALANCHE, YUKON, SILVERADO AND SIERRA 1500

IMPORTANT NOTE

THIS KIT GIVES YOU THE OPTION OF A 0" TO 3" DROP AS WELL AS ADJUSTMENT IN 0.5" INCREMENTS.

Thank you for purchasing 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

KIT INSTALLATION

1a. Open the hardware kit and remove all 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. Place support stands, rated for the vehicle's weight, in the factory specified locations. Please refer to the vehicle Owner's Manual if unsure. 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.

REMOVING THE O.E.M. FRONT STRUT

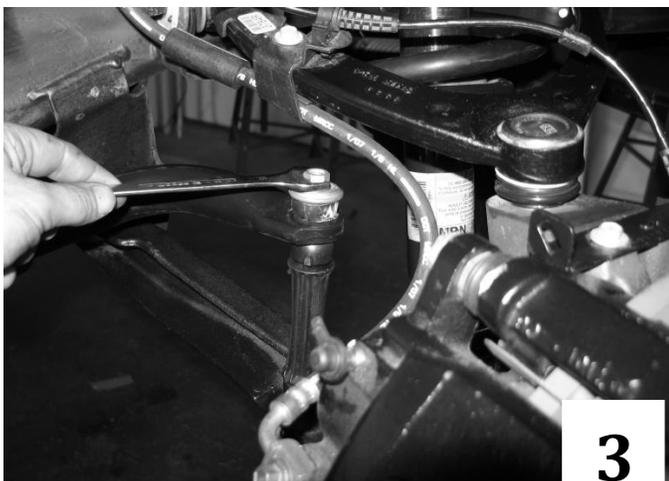
2a. Locate the top three mount bolts of the front spring/strut assembly.

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

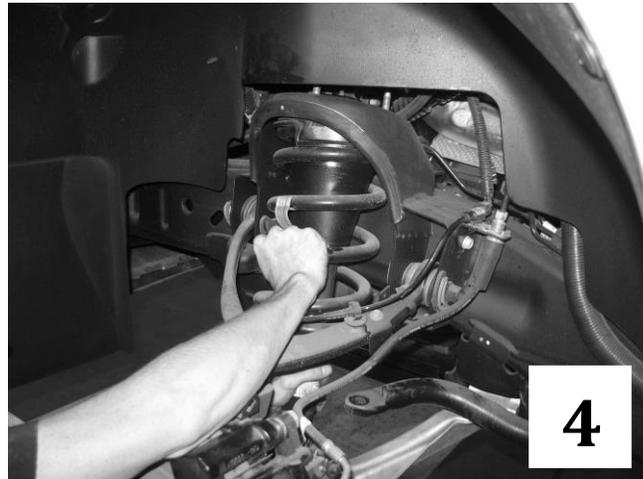
2c. Remove the two bottom mounting nuts of the spring/strut assembly **(Photo 2)**



2d. Remove the mount nuts from the end links. Remove the end links completely. This allows the lower control arms to droop further, to ease removal of strut. **(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 or over extend the brake hoses.

STRUT DISASSEMBLY

The installation pictures shown have been done at a professional installation shop. **It is important to use a spring compressor to compress the spring before removing the top mount bolt or serious injury may occur.**

3a. Mount the entire spring/strut assembly in the fixture. (**Photo 5**) To ease the installation of the new strut, mark a white line down the center of the assembly for alignment purposes only showing the front of the top mount.

3b. Compress the spring until tension is relived from the top mount.

3c. Remove the top mount nut and top spring perch.

3d. Remove the spring and strut from the fixture.

3e. Remove the OEM spacer ring (if applicable) and bump stop cup from the OEM strut. Remove the OEM bump stop.



STRUT ASSEMBLY

4a. Install your required spacers for the desired height onto the BELLTECH shock. See table below.

WITHOUT AUTO RIDE			NUMBER OF RINGS TO PUT ON THE STRUT			
ITEM NO.	PART NO.	ITEM DESCRIPTION	LOWERING HEIGHT 3" (76.2mm)	LOWERING HEIGHT 2" (50.4mm)	LOWERING HEIGHT 1" (25.4mm)	OEM HEIGHT 0" (0mm)
1	25003-008	8mm (0.315in) RING	0	2	4	6
2	4935-001	15mm Packer	0	0	1	2

WITH AUTO RIDE			NUMBER OF RINGS TO PUT ON THE STRUT			
ITEM NO.	PART NO.	ITEM DESCRIPTION	LOWERING HEIGHT 3" (76.2mm)	LOWERING HEIGHT 2" (50.4mm)	LOWERING HEIGHT 1" (25.4mm)	OEM HEIGHT 0" (0mm)
1	25003-008	8mm (0.315in) RING	NA	1	3	5
2	4935-001	15mm Packer	NA	0	1	2

NOTE: If a half inch increment height, between -2 and 0 inches (OEM height), is desired, please add one 25003-008 ring to the shock from the next lowest increment from the table above. For example, if a 1.5 inch drop is desired, place one 25003-008 ring on the shock (one more ring than on -2 inch drop). Packers keep proper bump stop engagement depending on your desired ride height.

4b. Install BELLTECH spring perch onto strut once the desired combination of rings are installed.

4c. Insert the BELLTECH bump stop into the OEM bump stop cup.

4d. Insert the BELLTECH strut into the OEM spring and install the bump stop and cup onto the strut **(Photo 6)**

4e. Complete the assembly using the OEM spring isolator, top mount, top mount washer, and supplied nut. **(Photo 7)**



INSTALL THE FRONT SHOCK/SPRING

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 strut.

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. (PHOTO8) Install the Belltech strut following Step 6b. Reinstall the upper ball joint to the spindle and tighten all the fasteners to factory specifications.



5b. Re-install the sway bar end links to 18ft-lbs.

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

PART NUMBER	DESCRIPTION	QTY
25004	SHOCK	1
25003-008	8mm SPACER	6
4935-001	15mm Packer	2
4926-001	BELLTECH Bump Stop	1
65210031	Vent Disc	1
25003-002	BELLTECH Spring Perch	1