belltech

INSTALLATION GUIDE

PART NUMBER: 150200
LIFT KIT
GM 1500 TRUCK 2WD / 4WD | 2016-2018

+4” LIFTED RIDE HEIGHT

300 W. PONTIAC WAY. CLOVIS, CA 93612
PHONE: 800-445-3767 | EMAIL: INFO@BELLTECH.COM

THANK YOU

Thank you for choosing our high quality Belltech product. We have spent a great deal of time developing our line of products so that you will receive maximum performance with minimal difficulty during installation. Soon your vehicle will be on the road looking and feeling much improved.

Please take a moment to read all instructions and warnings prior to installation of your new Belltech product and before operating your vehicle. If you have any questions or concerns regarding any step in the installation process, please do not hesitate to call or email our customer support specialists who are trained to help you through any portion of this process.

Before You Begin:

It is of the utmost importance that you confirm all of the components listed on the parts list is in the kit. You can find this list located on the last page(s) of your instructions. Do not begin installation if any part is missing. Instead, please call our Belltech customer service specialists.

Belltech Customer Support:

Phone: 1-800-445-3767

Email: info@belltech.com

Safety Information:

Warning: Do not work under a vehicle supported only by a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

Proper use of safety equipment and eye/face/hand protection is absolutely necessary when performing any of the following instructions.

We strive for an exceptional experience for all our valued customers. If for any reason you need assistance with your Belltech products, please do not return the product to the store you purchased from, but rather call our dedicated customer service experts, from 7am to 5pm PST.

We recommend that a qualified mechanic, at a properly equipped facility, perform this installation.

It is very helpful to have an assistant available during installation.

Before Driving Your Vehicle:

It is important to double check all brake hoses, cables, and other components to be sure there is no interference. You must also check for wheel/tire to chassis/body interference. If any issues are found, review your installation instructions to be sure no steps were missed and any problems are corrected.

Make sure your vehicle is aligned immediately following installation.

Check all hardware and torque at intervals for the first 10, 100, and 1000 miles.

Some of Belltech's products are designed to improve your vehicle's off-road performance. Leveling/lifting your vehicle may result in an altered center of gravity. It is crucial to use extreme care when operating your vehicle to prevent rollover and/or loss of control.

Any changes in your vehicle's suspension may result in transformed handleability. Please test-drive your vehicle in a remote location so you can become accustomed to the revised driving characteristics.

Perform headlight check and adjustment.

Failure to drive any modified vehicle in a safe manner may result in harm or death.

Never operate your modified vehicle under the influence of drugs, alcohol, or lack of adequate sleep.

Always wear your seatbelt.

DIFFICULTY:

INSTALLATION TIME: 6-8 Hours + Alignment

RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands
- Wheel chocks
- Standard and Metric socket wrench set
- Standard and Metric wrench set
- Hex key set
- Dead blow hammer
- Tape measure
- Marking Pen
- Safety glasses
- Torque wrench up to 200 ft lbs

SPECIALTY TOOLS:

- Tie-rod end removal tool
- Ball joint removal tool
- Reciprocating saw
- Angle grinder

FITMENT NOTE:

DOES NOT FIT MODELS EQUIPPED WITH AUTORIDE, MAGRIDE, OR ADAPTIVE RIDE CONTROL.

FITS MODELS EQUIPPED WITH ALUMINUM OR STAMPED STEEL OEM UPPER CONTROL ARMS ONLY.

INSTALLATION PREPARATION:

Before beginning the installation process, measure the hub to fender heights for your vehicle and record them in the “Before” section. After your vehicle has been modified, record the new measurements in the, “After” section. This way, you can compare the resulting height to the original. When taking the measurements, measure vertically from the center of the wheel to the inner edge of the fender.

Before:

LF:_____

RF:_____

LR:_____

RR:_____

After:

LF:_____

RF:_____

LR:_____

RR:_____

CONTROL ARM FITMENT GUIDE

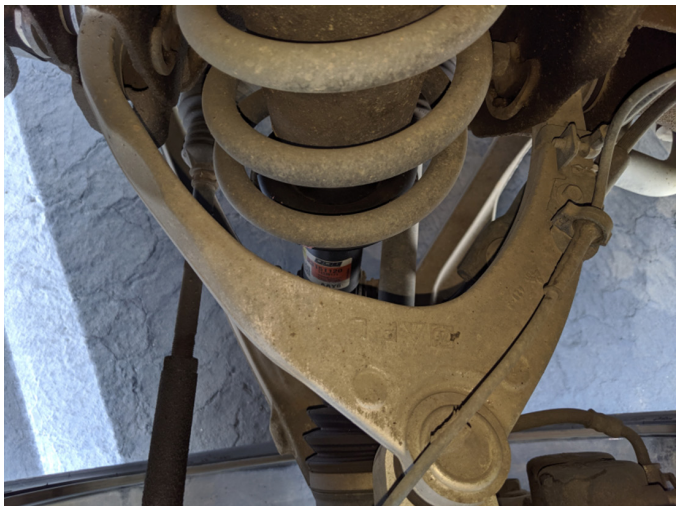
Before You Begin:

Before beginning installation, verify that this kit is correct for your vehicle application.

Installing an incorrect kit may result in improper fitment, component damage, or product failure.

If the kit is not correct for your application, do not proceed with installation. Return the kit and obtain the proper part number before continuing.

If your vehicle is equipped with either the aluminum upper control arm or the stamped steel upper control arm commonly found on 2016–2018 models (but not limited to those model years), use the following kit: **150200** – 4” Lift Kit



Note: The Chevrolet stamped steel upper control arm superseded the aluminum upper control arm on later production vehicles. Verify the upper control arm style before installation to ensure the correct kit is being used.

If your vehicle is equipped with the cast steel upper control arms commonly found on 2014–2016 models (but not limited to those model years), use the following kit: **150206** – 4” Lift Kit

JACKING, SUPPORTING, AND PREPARING THE VEHICLE

1. Park your vehicle on a smooth, level, concrete or seasoned asphalt surface.
2. Block the rear wheels of the vehicle using wheel chocks. Make sure the vehicle's transmission is in "PARK" (automatic) or 1st gear (manual).
3. Activate the parking brake.
4. Break loose, but do not spin the wheel lug nuts to ease in removal when the wheels are in the air.
5. Lift the front of the vehicle off the ground using a properly rated floor jack. Lift the vehicle so the front tires are approximately 6-8 inches off the ground.
6. Place support stands rated for the vehicles weight. The stands should be positioned in the factory specified locations. (Refer to the owner's manual). Prior to lowering the vehicle onto stands, make sure the support stands will contact the chassis. It is very important that the vehicle is properly supported to prevent any harm to oneself or to the vehicle.
7. Lower the vehicle slowly onto the support stands.
8. Remove the front wheels.

Technician Reminder:

Never work under a vehicle supported only by a jack. It is necessary to place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

FRONT SUSPENSION REMOVAL

9. Remove the 21mm tie-rod end nut. A 10mm wrench may be needed if the ball joint is spinning. Strike the side of the mount with a dead blow hammer to dislodge the tie rod end.

10. Position floor jacks under the lower control arms to support the suspension assemblies. Loosen the upper and lower control arm mounting bolts to allow the control arms to move freely during installation.

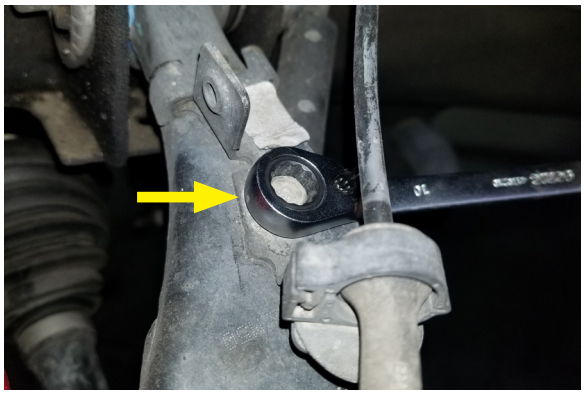
Technician Reminder:

Mark the settings on the eccentric washers to retain approximate factory alignment during reassembly.

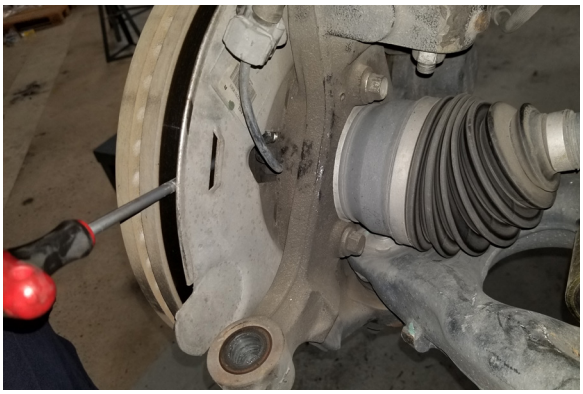
11. Remove the ABS sensor wire from the plastic retaining clip. Using a 10 mm wrench, remove the ABS sensor wire bracket from the control arm.

Technician note:

The brake rotor and caliper may be removed to provide easier access to the ABS sensor.



12. Remove the ABS sensor from the spindle using a 5 mm hex key. Detach the sensor wire from the spindle.

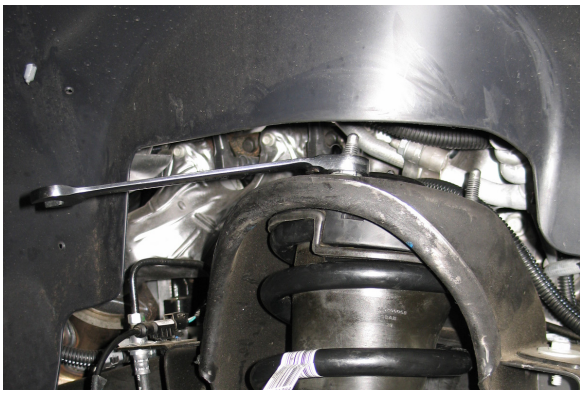


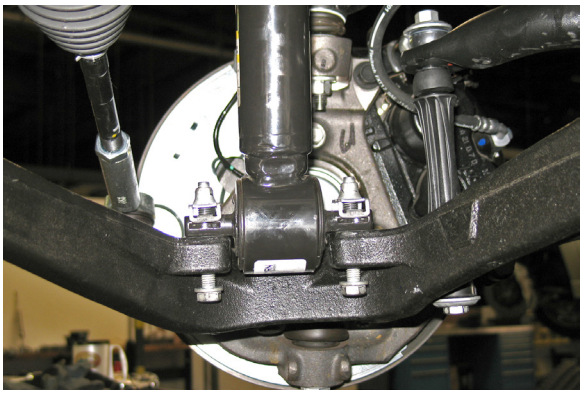
FRONT SUSPENSION REMOVAL CONTINUED

13. Use 15mm wrenches to detach the sway bar from the end links.

14. With the lower control arm supported by a floor jack, break loose the 18 mm upper control arm ball joint nut with. Keep the ball joint nut partially threaded on to the ball joint; doing so keeps the arm from swinging up and helps hold the assembly in place. Use a ball joint removal tool to dislodge the upper ball joint stud from the spindle. Alternatively, strike the ball joint boss with a dead blow hammer to dislodge the upper control arm from the spindle.

15. Remove the three 18 mm top mount nuts and the 15 mm lower bolts from the strut. Keep the top mount hardware. The lower strut mount hardware will be replaced. After the fasteners have been removed, push and hold the spindle assembly down to dislodge the bottom strut assembly from the lower control arm then detach the strut assembly from the vehicle.



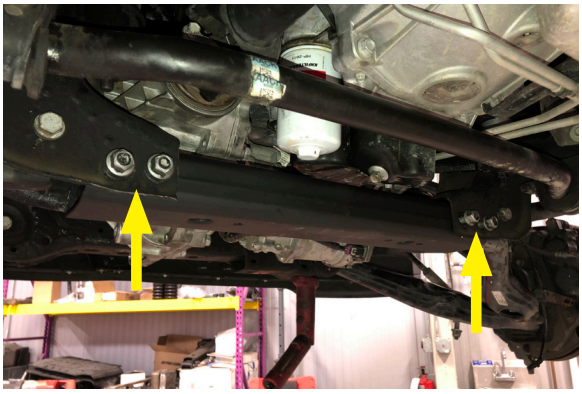


FRONT SUSPENSION REMOVAL CONTINUED

16. Using a paint marker, mark the orientation of the upper control arm alignment cam bolts for reference during reassembly. Remove the 21 mm cam bolts, then remove the upper control arms from the chassis.

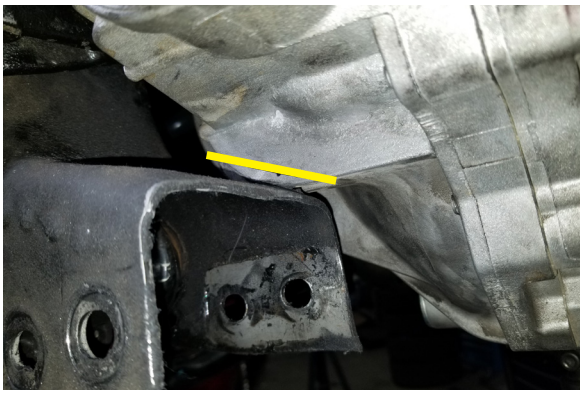
17. Detach the underbody splash shield and skid plate using a 13mm wrench. Support the differential with a floor jack.

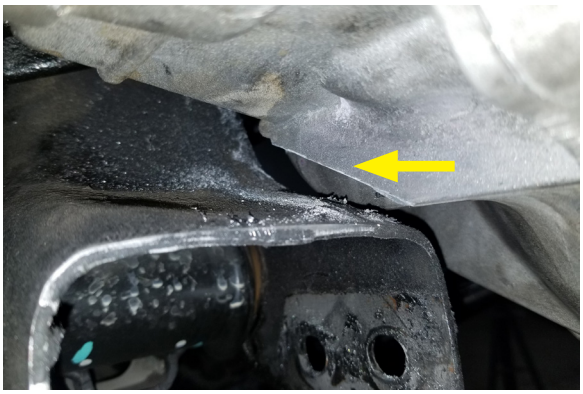
18. Remove the 18mm nuts and bolts from lower rear crossmember. Detach the crossmember to gain more room to work, as the differential will need to be trimmed to prevent interference with the crossmember



FRONT SUSPENSION REMOVAL CONTINUED

19. Trim the differential housing as needed to provide clearance between the differential and the crossmember. A reciprocating saw or angle grinder may be used for this procedure. Refer to the images below for the recommended trimming area.



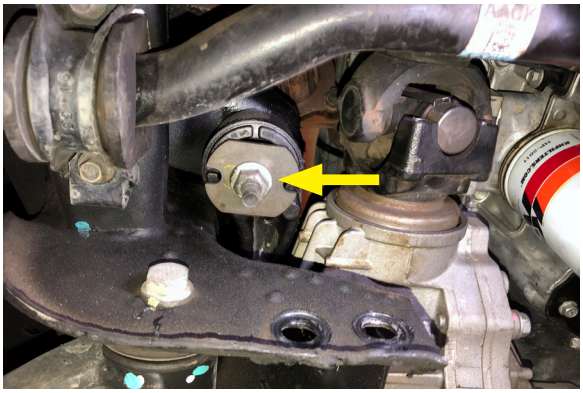


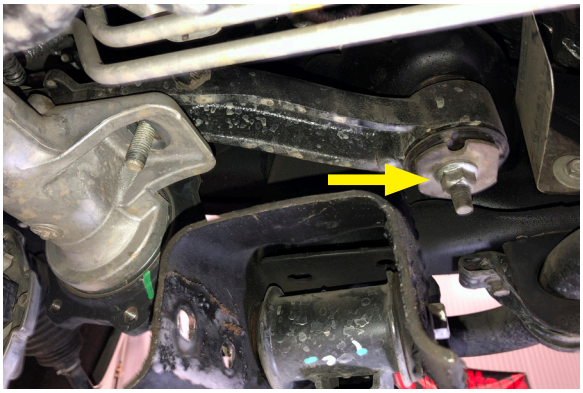
Technician note:

The amount of trimming required may vary from vehicle to vehicle. Remove only enough material to achieve adequate clearance.

BELLTECH FRONT SUSPENSION INSTALLATION

20. With the differential supported, locate and loosen but do not remove the four 21 mm nuts that hold the differential to the chassis.

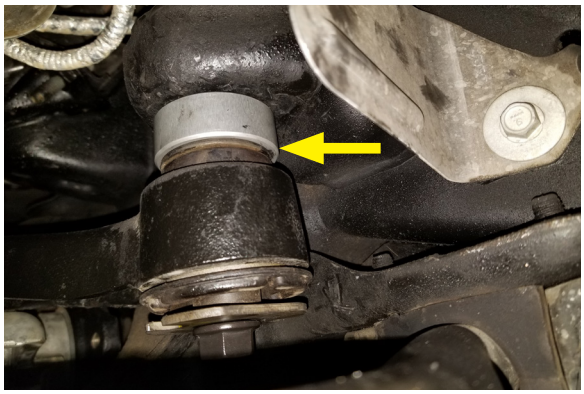




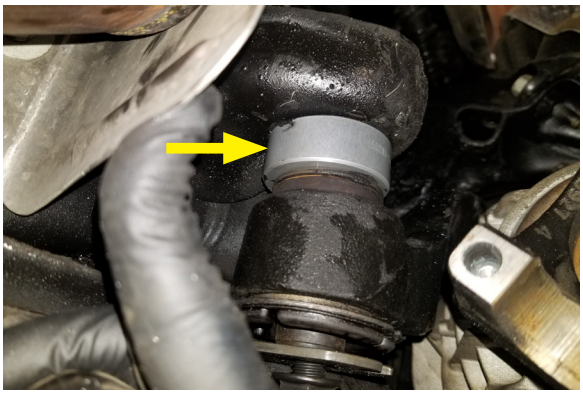
21. Remove and replace one bolt at a time. Use the floor jack to raise the differential just enough to create sufficient clearance to position the spacer between the differential and the chassis. The tall spacers, part# 150200-105, are mounted toward the front of the vehicle. The short spacers, part# 150200-104, are mounted toward the rear.

LH FRONT SPACER

RH FRONT SPACER



LH REAR SPACER



RH REAR SPACER

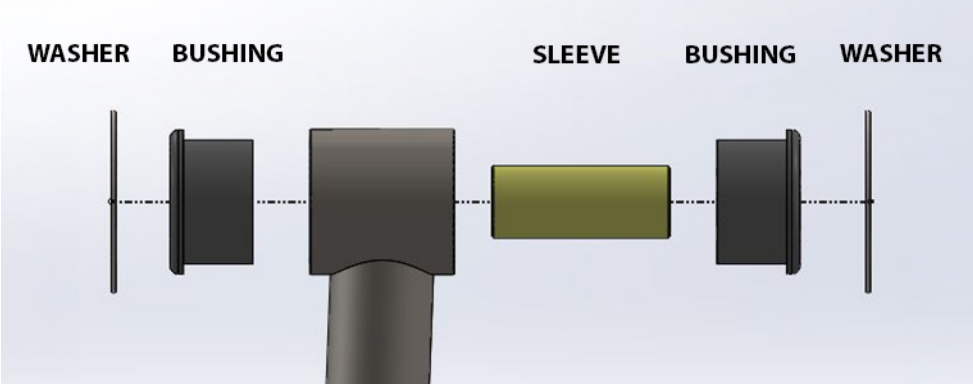
22. After installing each spacer, secure it using the supplied M12 x 1.75 - 100 mm bolts and M12 flange nuts from hardware kit 150200C-777 before proceeding to the next bolt. Hand-tighten the hardware at this time. Do not fully torque the fasteners yet.

23. When the four spacers have been installed, torque the bolts to 50 ft lbs.

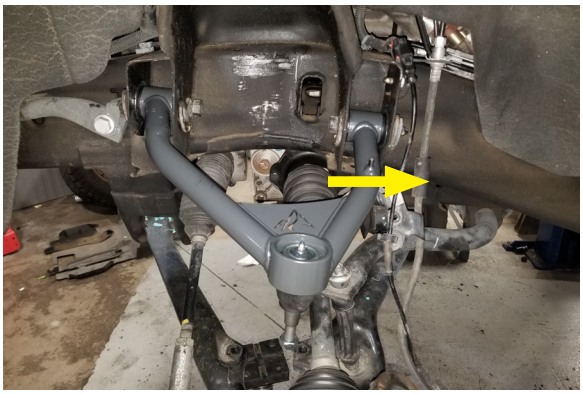
24. Test-fit the original crossmember in its factory location. If the crossmember contacts the differential, remove it and repeat the trimming procedure described in Step 19 until adequate clearance is achieved. Once proper clearance is confirmed, reinstall the crossmember using the original hardware. Torque the hardware to 52 ft lbs. + 110-degree turn.

BELLTECH FRONT SUSPENSION INSTALLATION CONTINUED

25. Assemble the new control arm bushings as shown in the illustration below. Apply the supplied grease liberally to all bushing components and thoroughly coat all bushing contact surfaces. Ensure the washers are properly centered on the sleeves to allow correct bushing operation and prevent premature wear.



26. Attach the upper control arms to the vehicle using the original cam bolts. Set the control arms to settings previously marked. Fasten but do not torque the bolts yet.



Service Frequency (Regreasing):

- Every TIRE ROTATION for Light-Duty Vehicles
- Every OIL CHANGE for Heavy-Duty Vehicles
- More OFTEN for Severe use vehicles (off-road, commercial, delivery, rideshare, towing, salt, sand, mud, etc.)

27. Proceed with installing the original struts with spacers or lift struts as stated below.

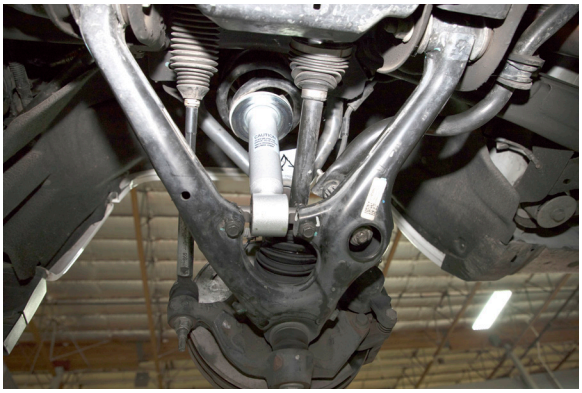
Technician Note:

For Strut Spacer Installation: Please refer to the included instructions LK3001-888 for the strut spacer kit. Complete the strut install after the new Belltech control arm is installed.

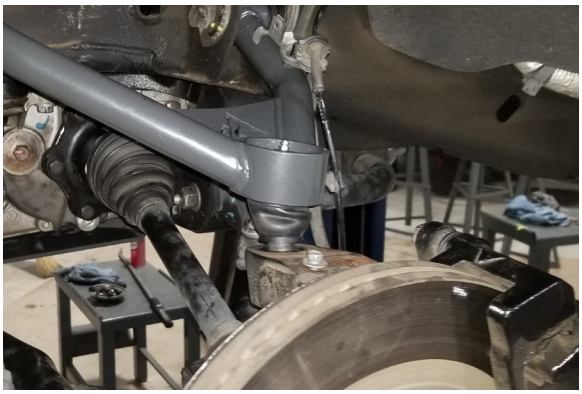
For Trail Performance Strut Installation: Please refer to the included instructions 27004-888 for setting and installing the struts. Complete the strut install after the new Belltech control arm is installed.

BELLTECH FRONT SUSPENSION INSTALLATION CONTINUED

28. Attach the lower strut mounts to the lower control arms with the supplied M10 x 1.50 - 60 mm bolts, M10 Nyloc nuts, and M10 washers from hardware kit 150200A-777.



29. Attach the upper control arm ball joints to the spindles with the original nuts. Torque to 85 ft lbs.



30. Attach the brake line brackets, ABS harness and sensors to their original positions. Use the supplied 1/4”-20 flange nuts from hardware kit 150200B-777 to attach the ABS lines to the new control arms studs.

31. Attach the outer tie rod end to the spindle with the original nuts. Torque to 65 ft lbs.

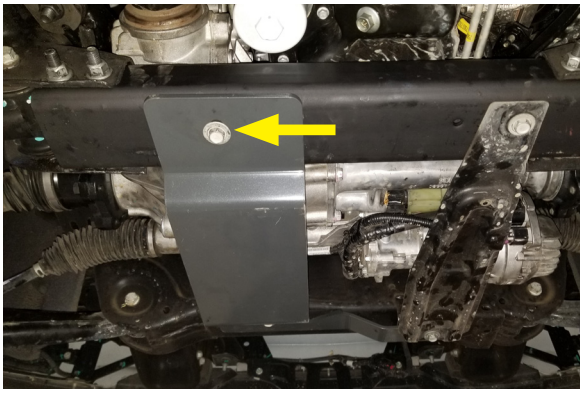
32. Attach the sway bar end links to the lower control arms and sway bar with the original hardware. Torque to 35 ft lbs.

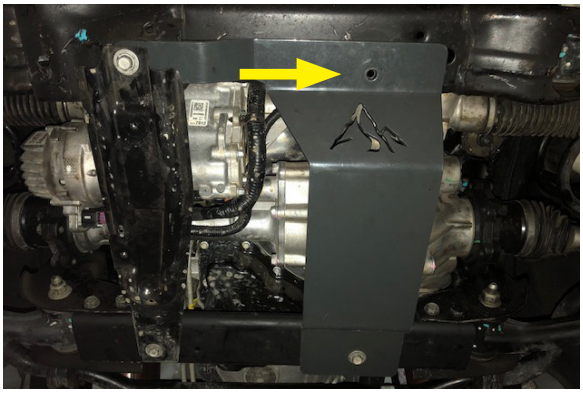
Torque specs:

- Upper control arms: 120 ft lbs.
- Lower control arms: 150 ft lbs.
- Upper strut mount: 35 ft lbs.
- Lower strut mount: 50 ft lbs.

BELLTECH FRONT SUSPENSION INSTALLATION CONTINUED

33. Attach Belltech skid plate, part# 15020-109-99, with the original splash shield hardware to the front and rear crossmembers. Do not fasten the main front bolt. The new skid plate will sit between the splash shield and chassis.



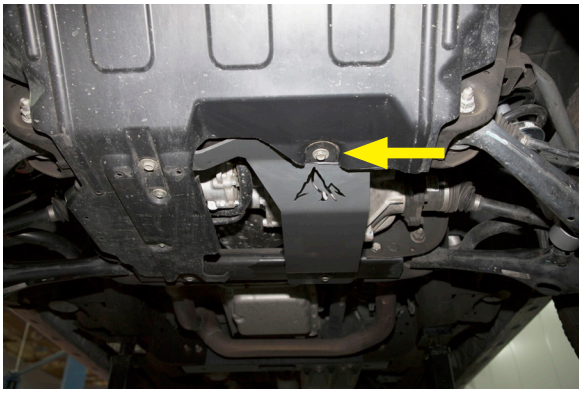


34. The factory plastic splash shield must be trimmed to match the contours of the Belltech skid plate. Refer to the images below as a general cutting guide.

Technician Note:

The general cutting guide is for reference only. Test-fit the splash shield during the trimming process and remove material as needed to achieve proper fitment. Additional trimming may be required depending on vehicle variations.

35. Attach the splash shield using the original hardware. Use the supplied 3/16” retaining washer, part# 150200-109A from hardware kit 150200-777 at the main front bolt of the skid plate. Torque the splash shield and skid plate bolts to 15 ft lbs.

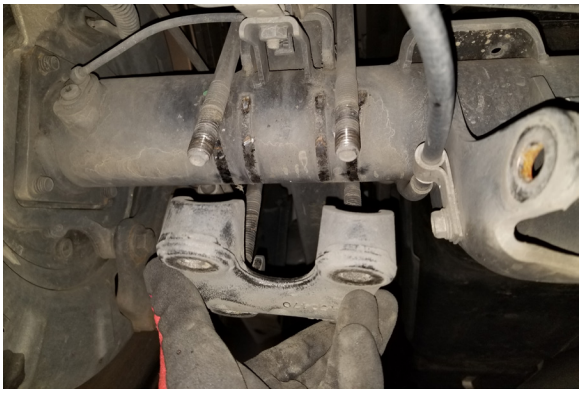


36. Mount the front wheels and tighten the lug nuts but do not torque yet. Lower the front end to the ground.

REAR SUSPENSION REMOVAL

37. Chock the front wheels to prevent the vehicle from moving while the rear end is lifted.
38. Raise the rear of the vehicle and place jack stands under the frame rails. Carefully lower the vehicle onto the jack stands and remove the wheels.
39. Place a jack or lifting tool at the rear axle to adjust the height as needed.
40. Remove the factory shock absorbers using a 21mm wrench & socket. The factory hardware will be reused.

41. Loosen the 21mm U-bolt nuts evenly until removed. Detach the original U-bolts to remove the factory blocks. Slowly lower the axle using the jack to install the new Belltech lift blocks.



REAR SUSPENSION INSTALLATION

42. Place the new lift block on the original spring pad with the flat part of the block on the spring and the narrow end toward the front. Raise up the axle to meet the springs, ensure to align the center pin.

43. Use the jack to apply slight pressure at the rear axle to keep the pin aligned. Fasten with the supplied Belltech U-bolts and 9/16”-18 Nyloc nuts and washers from hardware kit 150200D-777. Tighten in a crossing pattern; then torque to First Pass: 59 ft lbs., Second Pass: Loosen 180 degrees, Third Pass: 59 ft lbs., Final Pass: 120-140 degrees.

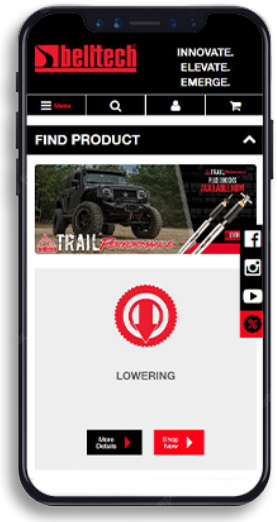
44. Mount the new Belltech shock absorbers using the original hardware. Torque the upper bolt to 70 ft lbs. and the lower nut to 118 ft lbs.

FINALIZING THE INSTALLATION

45. Mount the wheels and tighten the lug nuts.
46. Lift the vehicle and remove the support stands.
47. Carefully lower the vehicle onto the flat ground.
48. Torque the lug nuts to 140 ft lbs.
49. Check that all components and fasteners have been properly installed and torqued.
50. Read and perform all tasks in the “Before Driving Your Vehicle” section of page 1 of your instructions.

THANK YOU FOR CHOOSING BELLTECH.

You are now a part of the Belltech family and we are eager to catch a glimpse of your newly modified vehicle. Give us a shout out and let us know how much you love our product. Don’t forget, we offer other Belltech related merchandise for you and your vehicle on our website www.belltech.com



belltechsuspension

Belltech Suspension

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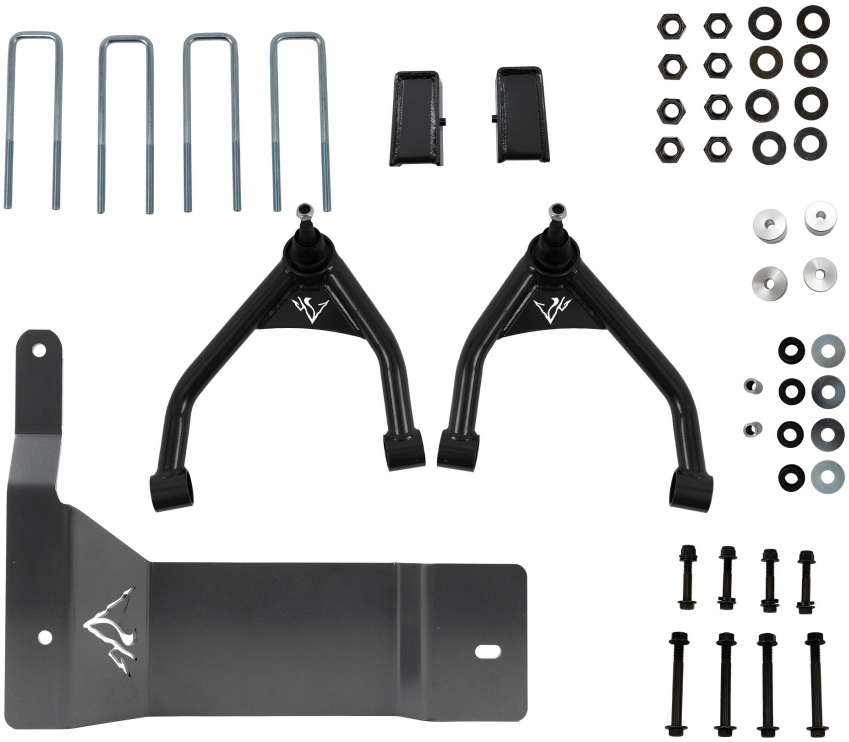
If you have any questions, concerns, or warranty related issues regarding your Belltech product, please call or email our experienced customer service specialists.

Belltech Customer Support:

Phone: 1-800-445-3767

Email: info@belltech.com

KIT CONTENTS



LK1001		
Part number	Description	Qty
150200-100D	LH CONTROL ARM	1
150200-100P	RH CONTROL ARM	1
150200-100-HW	CONTROL ARM BUSHINGS	2
150200-104	SHORT SPACER	2
150200-105	TALL SPACER	2
150200-201	REAR LIFT BLOCK	2
11U1001-951	SQUARED U-BOLT	4
150200-109-99	SKID PLATE	1
150200-777	HARDWARE KIT	1

150200-777		
Part number	Description	Qty
150200-109A	3/16” RETAINING WASHER	1
150200A-777	HARDWARE KIT	1
150200B-777	HARDWARE KIT	1
150200C-777	HARDWARE KIT	1
150200D-777	HARDWARE KIT	1

150200A-777		
Part number	Description	Qty
110279	M10 X 1.50 - 60MM BOLT	4
110280	M10 X 1.50 NYLOC NUT	4
110239	M10 WASHER	8

150200B-777		
Part number	Description	Qty
110278	1/4”-20 FLANGED NUT	2

150200C-777		
Part number	Description	Qty
110276	M12 X 1.75 - 110MM BOLT	4
110277	M12 X 1.75 FLANGED NUT	4

150200D-777		
Part number	Description	Qty
110240	9/16”-18 NYLOC NUT	8
110241	9/16” WASHER	8

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