



INSTALLATION GUIDE

PART NUMBER: 26029
0" TO 4" REAR LIFT STRUT
FORD BRONCO 4WD | 2021+

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 6am 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 re-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.

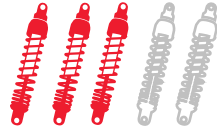
Failure to drive any modified vehicle in a safe manner may result in harm or death.

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

Always wear your seatbelt.



DIFFICULTY:



INSTALLATION TIME:

2-4 Hours + Alignment

RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands
- Wheel chocks
- Metric socket wrench set
- Metric wrench set
- Tape measure
- Marking Pen

SPECIALTY TOOLS:

- High quality spring compressor
- Torque wrench up to 350ft/lbs

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: _____

JACKING, SUPPORTING, AND PREPARING THE VEHICLE

1. Park your vehicle on a smooth, level, concrete or seasoned asphalt surface.
2. Block the front 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. Loosen, but do not remove, the rear wheel lug nuts.
5. Lift the rear 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 owners 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 ones self or to the vehicle.
7. Lower the vehicle slowly onto the stands.
8. Remove the rear 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.

OEM STRUT REMOVAL

9. Remove the rear fender liners using a Philips screw driver. There will be 10 clips and 3 screws holding each liner in place.

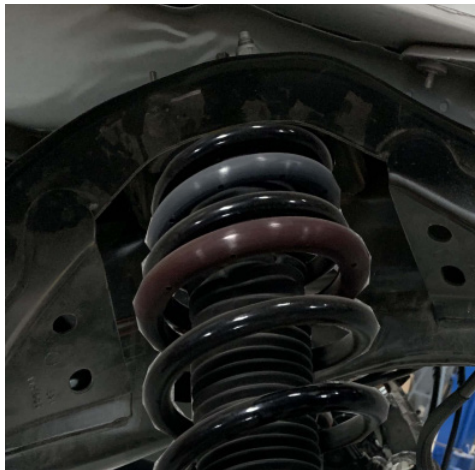


10. Support the axle with a jack.

11. Remove lower strut bolts with a 27mm socket.



12. Remove upper strut bolts with a 15mm wrench.



13. Remove the strut from the vehicle.



STRUT DISASSEMBLY

14. Mount the entire spring/strut assembly in the fixture. To ease the installation of the new strut, mark the position of the top mount in relationship to the upper spring isolator and strut body.



Technician note:

It is important to use a spring compressor to compress the spring before removing the top mount nut. Failure to do so may result in serious injury.



15. Compress the spring until tension is relieved from the strut.
16. Remove top mount. You will use this with your new Belltech strut later.
17. Remove the spring and strut from the fixture.
18. Use a hammer to knock the dust cap off of the OE strut.
19. Note the orientation of the spring perch and remove it. The perch will be used with the Belltech strut in the same orientation as the OE strut.



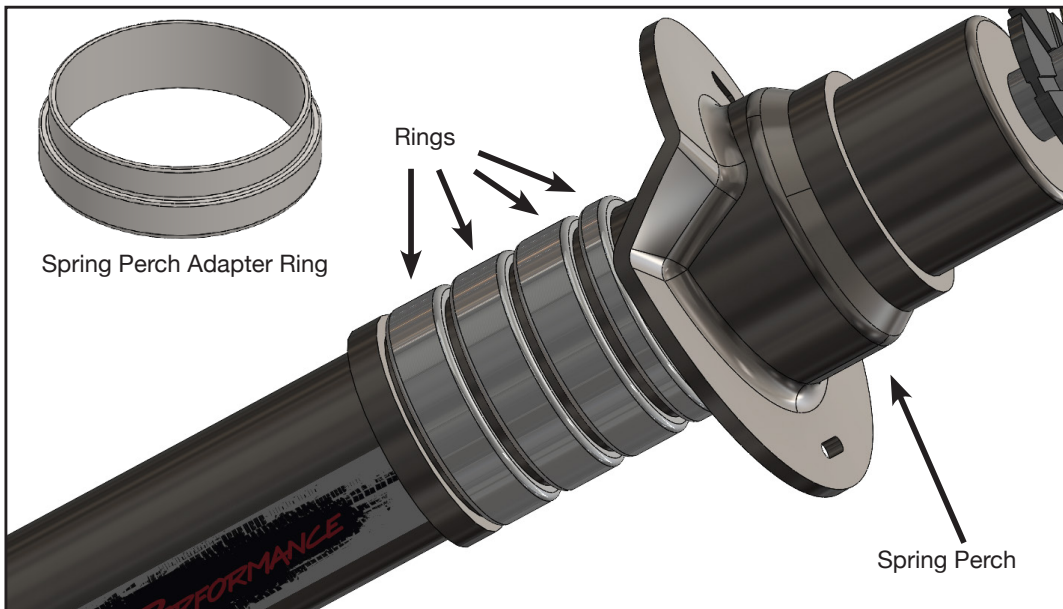
BELLTECH STRUT ASSEMBLY

20. Using the tables below as reference, slide the required rings onto the strut rod. Please pay special attention to your struts. One table is made for the yellow Bilstein struts (excluding Sasquatch) and the other is for the OEM FoMoCo struts.

2021+ Ford Bronco 4WD (Bilstein struts, excluding Sasquatch)				
Lift (Inches)	Adapter Ring	24mm Ring	12mm Ring	15mm Ring
0"	1	0	0	2
1"	1	1	0	2
2"	1	2	0	2
3"	1	3	0	2
4"	1	3	2	2

2021+ Ford Bronco 4WD (Black FoMoCo struts)				
Lift (Inches)	Adapter Ring	24mm Ring	12mm Ring	15mm Ring
0"	1	0	0	0
1"	1	1	0	0
2"	1	2	0	0
3"	1	3	0	0
4"	1	3	2	0

21. Slide the perch adapter ring onto the strut with the narrow portion facing upward.
22. Place OE spring perch and lower spring isolator onto the adapter ring.

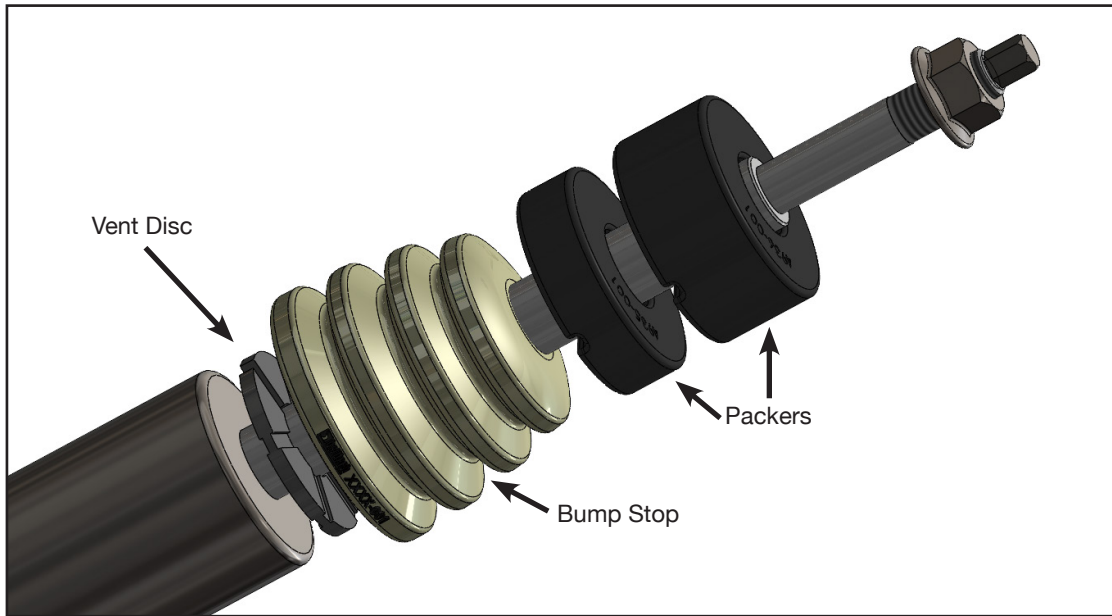


23. Install the vent disc.
24. Slide the Belltech bump stop onto the strut rod with flat side first.

BELLTECH STRUT ASSEMBLY CONTINUED

25. Using the tables below as reference, slide the required packers onto the strut rod.

2021+ Ford Bronco 4WD (Black FoMoCo and Bilstein struts, excluding Sasquatch)		
Lift (Inches)	15mm Packer	25mm Packer
0"	0	0
1"	1	0
2"	1	1
3"	1	2
4"	1	3



Technician note:

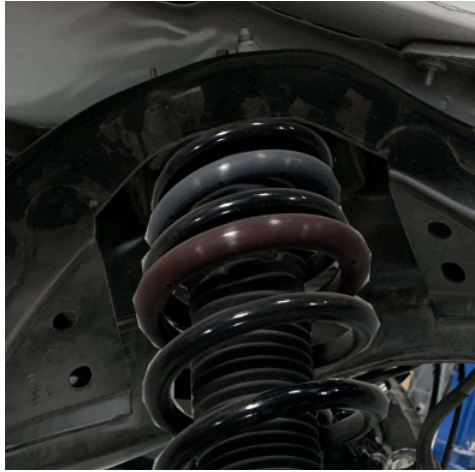
Belltech uses packers to maintain the correct bump stop engagement at various height ranges. Using the appropriate packer will prevent excessive body roll. If a packer is needed, according to the chart, place the packer on top of the bump stop, channel side down, as shown.

26. With the OEM spring still compressed, slide the strut back into the spring.

27. Align the top mount with the spring using the original marking you made.

STRUT INSTALLATION

28. Replace the strut on the vehicle.



29. Reattach the upper strut bolts with a 15mm wrench and torque to 41 lb.ft.

30. Reattach the lower strut bolts with a 27mm socket and torque to 350 lb.ft.



31. Remove the jack that was supporting the axle.

32. Replace the rear fender liners using a Philips head screw driver.



FINALIZING THE INSTALLATION

33. Re-install the wheels and tighten the lug nuts.
34. Lift the vehicle and remove the support stands.
35. Carefully lower the vehicle onto the flat ground.
36. Torque the lug nuts to manufacturer's specifications.
37. Check that all components and fasteners have been properly installed and torqued.
38. Re-read and perform all tasks in the "Before Driving Your Vehicle" section of page 1 of your instructions.



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Perform headlight check and adjustment.

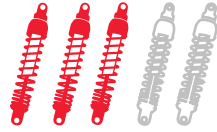
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DIFFICULTY:



INSTALLATION TIME:

2-4 Hours + Alignment

RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands
- Wheel chocks
- Metric socket wrench set
- Metric wrench set
- Tape measure
- Marking Pen

SPECIALTY TOOLS:

- High quality spring compressor
- Torque wrench up to 150ft/lbs

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: _____

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. Loosen, but do not remove, the front wheel lug nuts.
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 owners 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 ones self or to the vehicle.
7. Lower the vehicle slowly onto the 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.

OEM STRUT REMOVAL

- Using a marking pen, mark the alignment cams to reference placement later.



- Remove the front anti-sway bar. If your model includes electronic sway bars, it is important to remove the bar extra carefully to prevent damage to any wires or connectors. Connectors or wires should be unplugged first to keep them safe.
- Working on one side at a time, loosen and remove the cross member bolts that connect the lower control arm and frame.



- Loosen and remove the nuts securing the lower strut mount to the control arm.



- Push the spindle and lower control arm down and back until the lower shock studs are clear of the control arm.



OEM STRUT REMOVAL CONTINUED

14. Remove the three nuts securing the top of the strut to the chassis.



STRUT DISASSEMBLY

15. Mount the entire spring/strut assembly in the fixture. To ease the installation of the new strut, mark the position of the top mount in relationship to the upper spring isolator and strut body.



Technician note:

It is important to use a spring compressor to compress the spring before removing the top mount nut. Failure to do so may result in serious injury.



16. Compress the spring until tension is relieved from the strut.
17. Remove top mount. You will use this with your new Belltech strut later.
18. Remove the spring and strut from the fixture.
19. Use a hammer to knock the dust cap off of the OE strut.
20. Note the orientation of the spring perch and remove it. The perch will be used with the Belltech strut in the same orientation as the OE strut.



BELLTECH STRUT ASSEMBLY

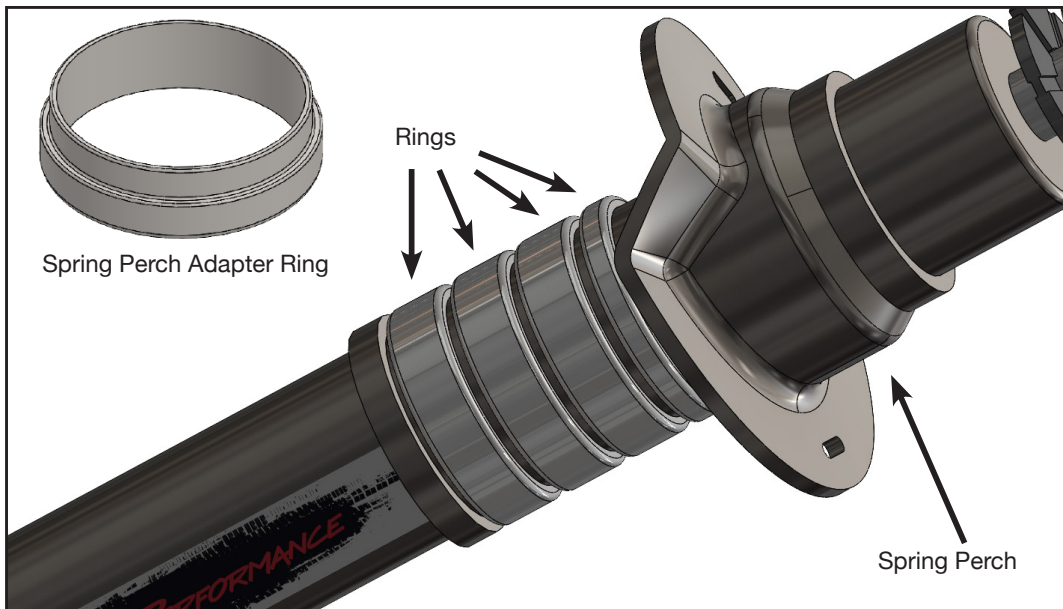
21. Using the tables below as reference, slide the required rings onto the strut. Please pay special attention to your struts. One table is made for the yellow Bilstein struts (excluding Sasquatch) and the other is for the OEM FoMoCo struts.

2021+ Ford Bronco 4WD (Bilstein struts, excluding Sasquatch)				
Lift (Inches)	Adapter Ring	10mm Ring	8mm Ring	15mm Ring
0"	1	0	0	2
1"	1	1	1	2
2"	1	2	2	2
3"	1	3	3	2
4"	1	4	4	2

2021+ Ford Bronco 4WD (Black FoMoCo struts)				
Lift (Inches)	Adapter Ring	10mm Ring	8mm Ring	15mm Ring
1"	1	0	0	0
2"	1	1	1	0
3"	1	2	2	0
4"	1	3	3	0

22. Slide the perch adapter ring onto the strut with the narrow portion facing upward.

23. Place OE spring perch and lower spring isolator onto the adapter ring.



24. Install the vent disc.

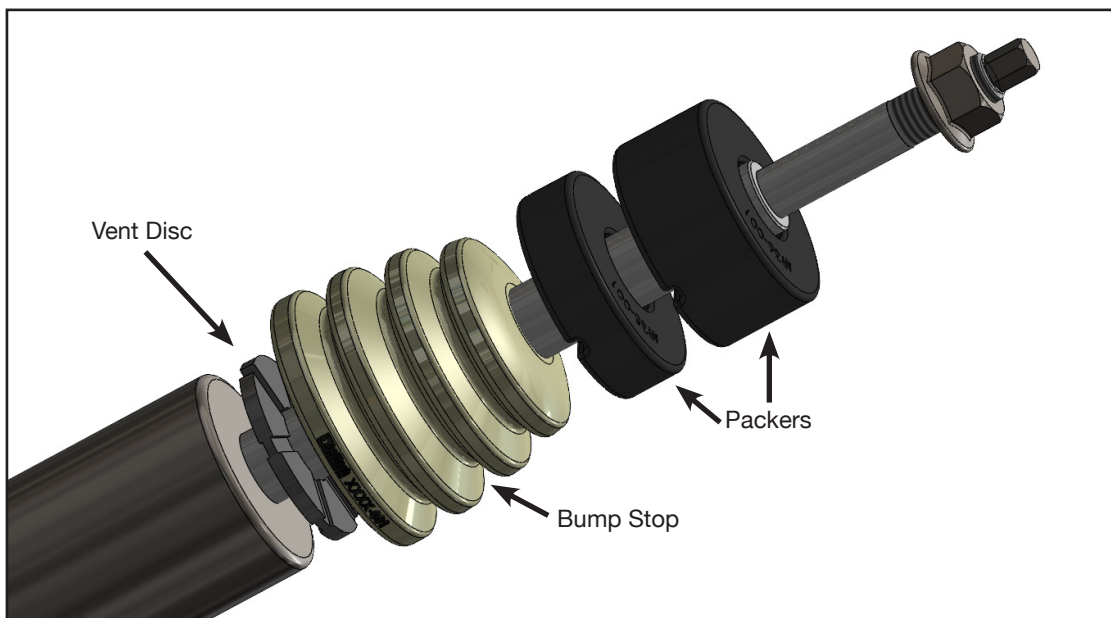
25. Slide the Belltech bump stop onto the strut rod with flat side first.

BELLTECH STRUT ASSEMBLY CONTINUED

26. Using the tables below as reference, slide the required packers onto the strut rod. Please pay special attention to your struts. One table is made for the yellow Bilstein struts (excluding Sasquatch) and the other is for the OEM FoMoCo struts.

2021+ Ford Bronco 4WD (Bilstein struts, excluding Sasquatch)	
Lift (Inches)	15mm Packer
0"	0
0" (if running 35" tires)	1
1"	1
2"	2
3"	3
4"	4

2021+ Ford Bronco 4WD (Black FoMoCo struts)	
Lift (Inches)	15mm Packer
1"	1
2"	2
3"	3
4"	4



Technician note:

Belltech uses packers to maintain the correct bump stop engagement at various height ranges. Using the appropriate packer will prevent excessive body roll. If a packer is needed, according to the chart, place the packer on top of the bump stop, channel side down, as shown.

27. With the OEM spring still compressed, slide the strut back into the spring.

28. Align the top mount with the spring using the original marking you made.

STRUT INSTALLATION

29. Install the top mount into the chassis and secure using the OE nuts. Torque the nuts to 41 lb.ft.



30. Attach the lower strut mount to the lower control arm using the supplied bolts and Nylock nuts. Torque the supplied nuts to 80ft-lbs.



31. Reattach the lower control arm to the frame using the OE alignment hardware. Do not tighten or torque until your vehicle is back on the ground.



32. Set the alignment settings to the markings made before installation.



33. Reinstall the sway bar. The bushing bracket will be torqued to 66 lb.ft and the end link nuts will be torqued to 111 lb.ft.

FINALIZING THE INSTALLATION

34. Re-install the wheels and tighten the lug nuts.
35. Lift the vehicle and remove the support stands.
36. Carefully lower the vehicle onto the flat ground.
37. Torque the lug nuts to manufacturer's specifications.
38. Check that all components and fasteners have been properly installed and torqued.
39. Re-read and perform all tasks in the "Before Driving Your Vehicle" section of page 1 of your instructions.



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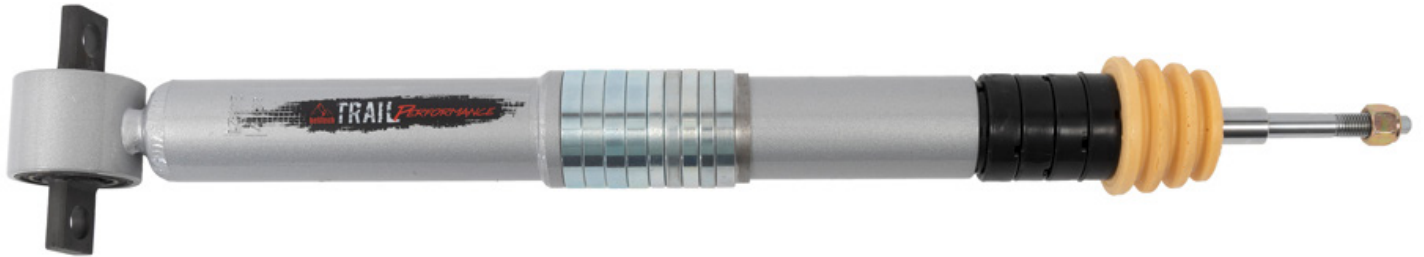
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KIT CONTENTS



26026		
Part number	Description	Qty
26026-200	Belltech Front Strut	1
25003-010	10mm Lifting Ring	4
25003-008	8mm Lifting Ring	4
4935-001	15mm Packer	4
NUT	M12x1.5mm Flanged Nylock Nut	1
4926-001	Bump Stop	1
65210031	Vent Disc	1
26026-009-956	Spring Perch Adapter	1
25003-015	15mm Lifting Ring	2

KIT CONTENTS



26029		
Part number	Description	Qty
26029-200	Belltech Rear Strut	1
25003-024-956	24mm Ring Spacer	3
25003-012-956	12mm Ring Spacer	2
65210031	Vent Disc	1
4935-001	15mm Packer	1
4936-001	25mm Packer	3
4926-001	Bump Stop	1
NUT	M12x1.5 Flanged Nylock Nut	1
26026-009-956	Spring Perch Adapter	1
25003-015	15mm Ring Spacer	2