



INSTALLATION INSTRUCTIONS

153205

300 W. Pontiac Way Clovis, CA 93612 toll free: 1-800-445-3767 web: www.belltech.com

2018+ Jeep JL & JLU 4" Lift Kit

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 on the parts list is in the kit. **Do not** begin installation if a 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 jack and four (4) support stands
- Adjustable Axle Stands
- Wheel chocks
- 1/2" drive torque wrench up to 200 ft/lbs range
- Standard and Metric socket wrench set
- Standard and Metric wrench set
- Tape measure
- Pliers
- Medium weight ball peen hammer/ center punch
- Drill with metal drill bits
- Marking pen
- Spring compressor

18+ JL WRANGLER LIFTING 4WD 4"

2018TB	FRONT STREET PERFORMANCE SHOCK	2
153205-118	FRONT COIL SPRING	2
153205-120	FRONT UPPER CONTROL ARMS	2
153205-121	FRONT LOWER CONTROL ARMS	2
153205-122R	FRONT ADJUSTABLE ENDLINK (RIGHT)	1
153205-122L	FRONT ADJUSTABLE ENDLINK (LEFT)	1
153205-123	FRONT ADJUSTABLE TRACK BAR	1
153205-130L	FRONT BRAKE LINE BRACKET	1
153205-130R	FRONT BRAKE LINE BRACKET	1
2220TB	REAR STREET PERFORMANCE SHOCK	2
153205-200-99	REAR TRACK BAR RELOCATOR	1
153205-210D	REAR DRIVERS COIL SPRING	1
153205-210P	REAR PASSENGERS COIL SPRING	1
153205-211	REAR UPPER CONTROL ARMS	2
153205-212	REAR LOWER CONTROL ARMS	2
153205-215	REAR ADJUSTABLE TRACKBAR	1
153205-216	REAR ADJUSTABLE ENDLINK	2

153205-777 HARDWARE KIT

112050	BOLT M12 X 1.75 - 35MM	1
111099	BOLT M12 X 1.75 - 90MM	1
110243	NUT M12 X 1.75	2
110228	M12 WASHER	3
153205-200C	TRACK BAR SPACER	1



1) KIT PREPARATION

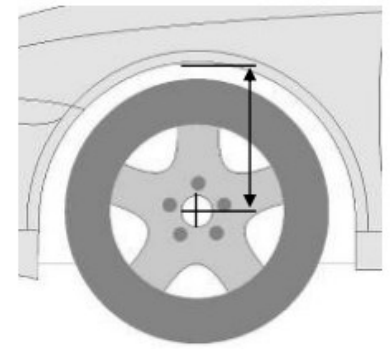
- a) Before beginning the install process, measure the hub to fender heights for your vehicle so you can compare the resulting height to the original. Measure vertically from the center of the wheel to the inner edge of the fender. Record the results here:

LF: _____ RF: _____

LR: _____ RR: _____

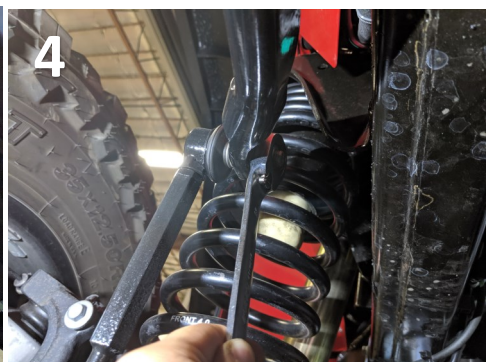
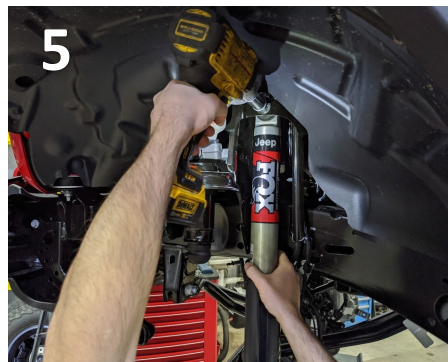
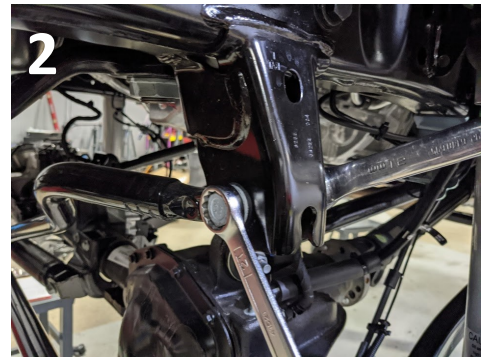
- b) Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the REAR wheels of the vehicle with wheel chocks, making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).

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.



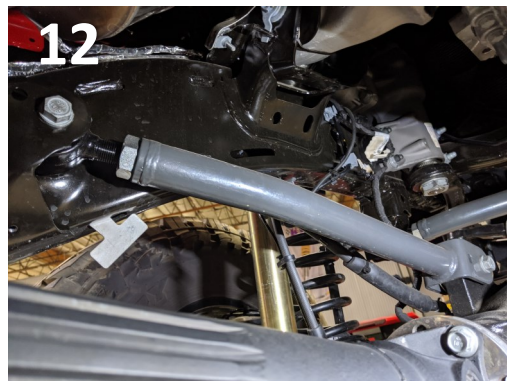
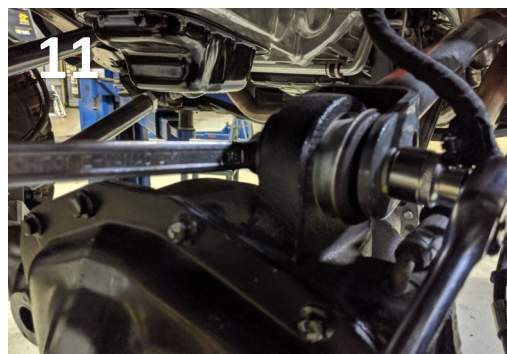
2) FRONT INSTALLATION INSTRUCTIONS

- a) Lift the front of the vehicle and properly support on jack stands. Make sure to leave extra clearance as your new suspension setup will be 4 inches taller. Place a jack under the front axle as it will need to move independently from the frame.
- b) Remove the front wheels using a 22mm deep well socket (If factory lug nuts are present). **(PHOTO 1)**
- b) Completely remove the front track bar using a 21mm socket and wrench at both ends. The bolts will be reused. **(PHOTO 2 & 3)**
- c) Remove the bottom sway bar bolts that connect it to the end links using an 18mm socket and wrench. Next, remove the top sway bar end link nut using an 18mm socket and 6mm Allen wrench. Swing the sway bar out of the way. **(PHOTO 4)**
- d) Completely remove the front shock using an 18mm on both the upper and lower bolts. The shock hardware will be reused. **(PHOTO 5)**
- e) Loosen, but do not remove, the lower control arm bolts using a 21mm socket and 24mm wrench to allow for the arm to swing. Do the same for the upper control arm using an 18mm socket and wrench.



2) FRONT INSTALLATION INSTRUCTIONS CONTINUED

- g. Remove the brake line bracket from the bottom control arm location using a 15mm wrench. **(PHOTO 6)**
- h. Disconnect the brake line mounting brackets, and any wiring that may be pulled on while lowering the axle. **(PHOTO 7, 8)**
- i. The axle may need to be pushed downward for the spring to move freely. Remove the spring, but keep the spring isolators, as these will be reused. (Spring compressors may be needed to help in this step.)
- j. Remove the bolts that connect the lower control arms to the axle and frame using a 21mm & 24mm wrench and socket. Remove the lower control arm **(PHOTO 9)**
- k. Adjust the new lower control arms to the suggested length, then tighten the jam nut. This measurement should be taken from eye to eye of the bushings. Using stock hardware, install the arm with its adjustable end toward the frame and non-adjustable end to the axle. The greased zerk fitting should always be facing upward to prevent damage. The bend should face inwards for maximum wheel clearance. **(PHOTO 10 & 11)**
- l. Using an 18mm wrench, remove the factory upper control arm. Adjust the upper control arm to the suggested length and tighten the jam nut. Install following the same instructions as **Step J**, but with zerk fitting facing downward **(PHOTO 12)**. Refer to the torque specs once the lift component installation is complete.



*Approx. Upper Control Arm
Length : 437mm / 17.2"*

*Approx Lower Control Arm
Length: 494mm / 19.4"*

*Approx. Track Bar Length:
955mm / 37.6"*

Upper Control Arms: 120 ft-lbs

Lower Control Arms: 150 ft-lbs

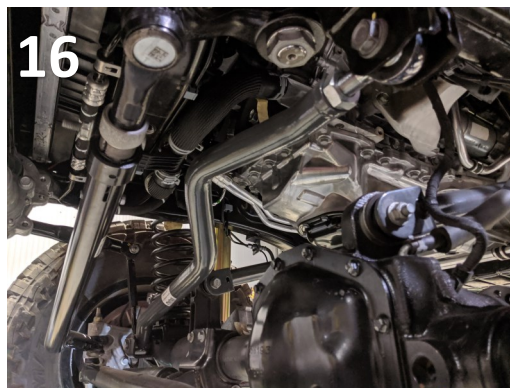
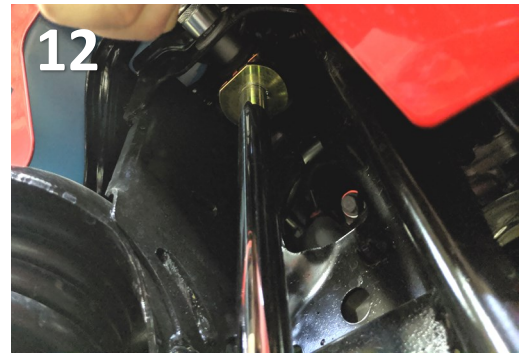
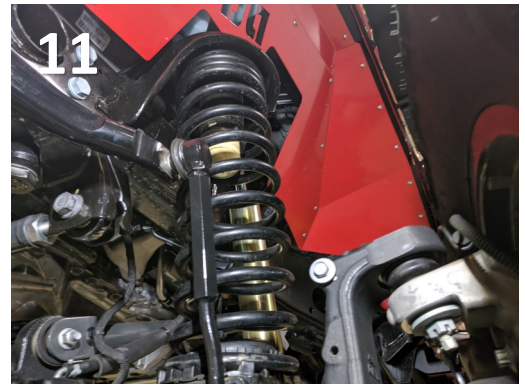
Lower Shock Mount: 80 ft-lbs

Upper Shock Mount: 80 ft-lbs

Track Bar Mount: 120 ft-lbs

2) FRONT INSTALLATION INSTRUCTIONS CONTINUED

- m) Install the front coil springs with the spring isolators. It is easier to install the spring into the upper tower first and then seat it on the lower seat. A spring compressor tool may help in this step. Rotate the spring so that the lower coil seats correctly. Raise the axle to securely hold the spring. **(PHOTO 11)**
- n) Install the top of the front shock dampers using the OEM hardware and allow the shocks to hang freely. **(PHOTO 12)**
- o) Remove the front brake line bracket from its location on the frame and install the front brake line relocation bracket as shown, using the factory hardware. The lines will attach in a similar manner to the original. **(PHOTO 13)**
- p) Attach the lower shock ends to the axle and tighten. **(PHOTO 14)**
- q) Reinstall the front wheels and lower the vehicle to the ground.
- r) Adjust the track bar to a suggested length from eye to eye. The adjustable track bar will reattach similarly to the OEM bar, with the adjustable end attaching to the frame using the supplied eyelet spacers. *(If the track bar does not align, turning the steering wheel may help to align the bushing.)* **(PHOTO 15 & 16)**
- s) Attach the Sway bar to the end links and tighten. Refer to the separate instructions for end link assembly and mounting. The front installation is complete.



3) REAR LIFT INSTALLATION

- a) Jack up the vehicle and set it on supporting jack stands, being careful not to support the vehicle by the axle. Place a jack or axle stands under the rear axle, as it will need to move independently from the frame.
- b) Remove the rear wheels using a 22mm deep well socket if the vehicle is equipped with the OEM lug nuts.
- c) Remove the factory sway bar end links using an 18mm wrench. Wrench on the lower end with the 18mm wrench and use a 6mm Allen on the ball joint end. **(PHOTO 18)**
- d) Completely remove the rear track bar from the vehicle using a 21mm socket & wrench. Keep the hardware. **(PHOTO 19)**
- e) Loosen, but do not remove the hardware holding the upper and lower control arms to the frame and axle using a 21mm socket or wrench.
- f) Unbolt the brake hose bracket using a 13mm wrench. The hardware will be reused later. **(PHOTO 20)**
- g) Completely remove the rear shocks using an 18mm wrench.
- h) Be cautious and slowly lower the rear axle to remove the rear coil springs. Be careful not to pull any cables or wires.
- i) For steps **j** through **m**, work on one side at a time to avoid the axle from twisting excessively.
- j) Remove the upper control arms. Keep all the hardware to reuse. **(PHOTO 21)**
- k) Assemble the rear upper control arm in the same manner as the fronts. Adjust to the suggested length noted below, from eyelet to eyelet. Install the control arm with the Heim end attaching to the frame with the greased zerker fitting pointing upwards to prevent damage.
- l) Remove the bolts holding the lower control arm using a 21mm socket at the axle and frame. Keep the factory hardware. **(PHOTO 22)**

*Approx. Upper Control Arm
Length : 450mm / 17.75"*

*Aprox Lower Control Arm
Length: 515mm / 20.25"*

*Approx. Track Bar Length:
950mm / 37.375"*

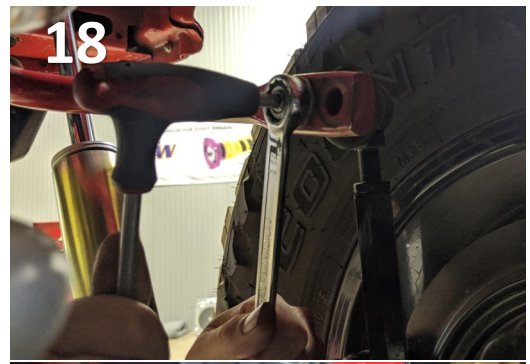
Upper Control Arms: 120 ft-lbs

Lower Control Arms: 150 ft-lbs

Lower Shock Mount: 80 ft-lbs

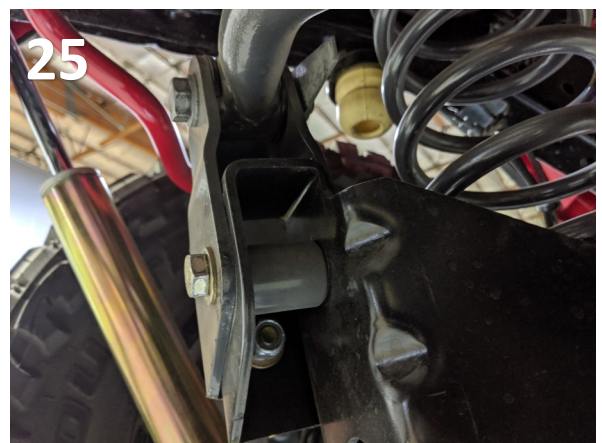
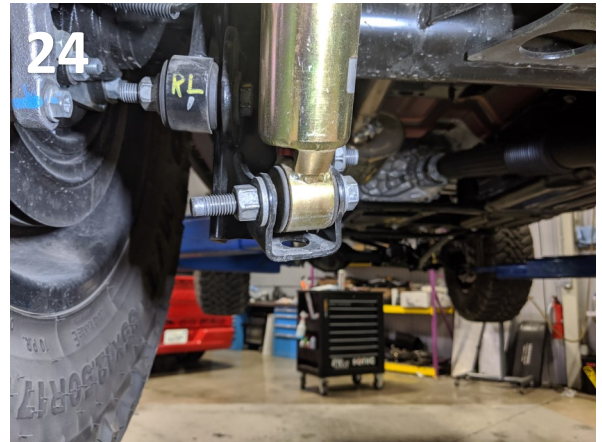
Upper Shock Mount: 80 ft-lbs

Track Bar Mount: 120 ft-lbs



3) REAR LIFT INSTRUCTIONS CONTINUED

- m) Assemble the rear lower control arm in the same manner as the fronts. Adjust to a suggested length measured from eyelet to eyelet and tighten the jam nut. Install the control arm with the Heim end attaching to the frame with the greased zerk fitting pointing upwards to prevent damage, using factory hardware.
- n) Repeat the control arm steps for the opposite side.
- o) Install the new rear springs making sure to seat them properly and raise the axle to ensure the springs no longer move freely.
- p) Install the new rear dampers using the stock hardware. The remaining steps can be done on the ground. **(PHOTO 23 & 24)**
- q) To install the rear trackbar roll center correction bracket, mount it using the bolt that will pass through the preexisting hole. Next, mark the hole to be drilled with a paint marker, dismount the relocation bracket, and drill a hole for a 12mm Bolt to pass through. Do not oversize this hole as it will compromise the structural integrity of the bracket. **(PHOTO 25 & 26)**
- r) Install the rear trackbar bracket, including the spacer sleeve where the original trackbar mounted, using the supplied hardware. Torque the supplied bolts and nuts on the bracket to 100 ft-lbs, and ensure that the bracket is tight and is clamping down on the stock bracket securely.
- s) The rear trackbar should be adjusted to the recommended length on the previous page. Install with the nonadjustable end inside the relocation bracket and the Heim attaching to the body. Torque to 120 ft-lbs. Tighten the jam nut. **(PHOTO 27)**
- t) Check all hardware and tighten to factory torque specs as needed.
- u) Install the quick disconnect end links according to the separate instructions provided.
- v) Be sure to torque any and all hardware previously loosened, removed, or replaced.



4) POST INSTALLATION

- a) **IMPORTANT:** The Adjustable control arms and track bars, as well as the factory tie rod, may need to be adjusted to center the steering wheel before driving the vehicle. Failure to do so can cause an error message on the dash, odd handling, and can result in an accident.
- b) Check that all components and fasteners have been properly installed, tightened and torqued.
- c) Check brake hoses, and other components for any possible interference.
- d) Torque the lug nuts to OEM (factory) specifications.
- e) 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 will handle substantially different, now that it has been modified.
- f) We recommend the vehicle be taken to a qualified wheel alignment facility to be realigned to factory specifications after completing the installation.
- g) Installation is complete. Check ALL of the hardware and re-torque at intervals for the first 10, 100, and 1000 miles.