belltech SPORT TRUCKS

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INSTALLATION INSTRUCTIONS

2000
1984 –1991 Toyota
2 Wheel Drive Pick-Ups
2" Front Dropped Spindles

Congratulations! You were selective enough to choose a 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 metric
- Torque wrench: *0-75 lb ft. range*
- Ratcheting socket wrench and sockets sets metric
- Safety Glasses

KIT INSTALLATION

1. Belltech 2" Dropped Front Spindles are designed to work with factory wheels and most aftermarket wheels. Because it is not possible to test every wheel for this application, you must determine carefully that the wheels you choose do not have rim contact with any of the suspension components.

2. Make sure the vehicle is on a flat surface, preferably asphalt or concrete. Block the rear wheels and set the parking break.

3. Raise the front of the vehicle with a floor jack and place jack stands in a stable position on the frame rails, not under the lower control arms.

4. Remove the wheel and tire assembly.

5. Remove the break caliper by removing the two large bolts accessible from the backside of the brake caliper. **CAUTION**: When the brake caliper is removed, do not allow it to hang unsupported from the brake line. Support the caliper with a piece of wire to prevent damage to the line.

6. Remove the hub and rotor assembly from the spindle by removing the grease cap, cotter pin, the nut cover, and the nut from the spindle pin. (Photo 3) Carefully slide the assembly off the pin not letting the outer bearing come out of the hub. Place it in a safe place.

7. Remove the cotter pin from the nut on the tie rod end. Loosen the nut, but don't remove it completely. With a large hammer strike the side of the steering arm until the tie rod end frees itself from the arm. **CAUTION**: Do not strike the nut or the tie rod end itself. This may damage the part. Swing the rod out of the way. (Photo 4)

8. Remove the dust cover from the spindle by removing the two small and two large nuts from the face of the cover. **NOTE**: When the two large bolts and nuts are removed, the steering arm will free itself from the spindle. You will not be reusing this arm; the spindle has the arm integrated. You will however, reuse one of the large nuts and bolt later.

9. Place a floor jack under the lower control arm and lift until a slight compression of the suspension is achieved. Turn the spindle to access the lower ball joint without interference.

10. Remove the cotter pin and loosen the lower ball joint nut. **Do not** remove it completely. Strike the lower portion of the spindle beside the ball joint, this will loosen it from the taper (Photo 5).

11. Loosen the upper ball joint nut with the same procedure as the lower, leaving the nut on the threads. Using the hammer method as above, loosen the ball joint from its position.

12. Once they are both loose, remove the upper nut and lift the control arm freeing the spindle. Now remove the lower nut and slide the spindle off the lower ball joint.

13. Place the new Belltech spindle on the lower ball joint and replace the nut. Lift the upper control arm and place the ball joint into position on the spindle. Tighten both nuts and replace the cotter pins.

14. Install the tie rod end into the steering arm on the new spindle, replace the nut and tighten. Install a new cotter pin.

15. The dust shield will have to be notched to clear the new spindle. Once this is done install the dust shield on the spindle using the two small bolts and one large bolt. (Photo 7)

16. Install the hub and rotor assembly onto the new spindle by reversing the procedure of removal in Step 6 (Photo 8).

17. Install the caliper onto the new spindle, making sure the brake pads are in the correct position. Turn the rotor assembly to make sure it is free from any interference.

18. Loosen the two nuts on the tie rod adjusting sleeves, and turn approximately 4 to 41/2 turns until the wheels appear straight. This will temporarily adjust the toe- in of the vehicle, to enable you to drive the vehicle to an alignment shop. Tighten the tie rod clamps (Photo 9).

19. Install your wheel and tire combo onto your truck. Turn the wheel by hand to make sure there are no clearance problems. Turn the wheel completely right to left and set steering stops so the wheel and tire does not contact any of the outer components. Depending on your wheel choice, some slight grinding of the lower control arm may be necessary. **CAUTION**: **Always wear eye protection when using power tools** (Photo 10).

20. Raise the vehicle with a floor jack, remove the stands and lower to the ground. Check to see that there are no clearance problems. Take immediately to a qualified alignment shop.

21. 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.

22. Check that all components and fasteners have been properly installed, tightened and torqued.

23. Check the brake hoses, and other components for any possible interference.

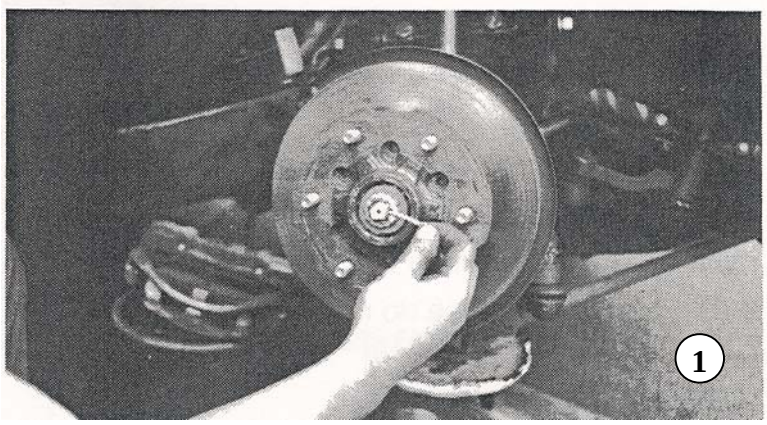
24. Lift the vehicle and remove the support stands. Carefully lower the vehicle to ground.

25. 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.

26. Installation is complete. Check <u>all</u> of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

PART LIST FOR 2000 DROPPED SPINDLE KIT

PART#	DESCRIPTION	QTY
2000-350	Spindle casting w/pin L.H.	1
2000-450	Spindle casting w/pin R.H.	1
110908	Cotter pin 7/64" x 1-1/4" zinc	2
110910	Cotter pin 1/8" x 1-1/2" zinc	6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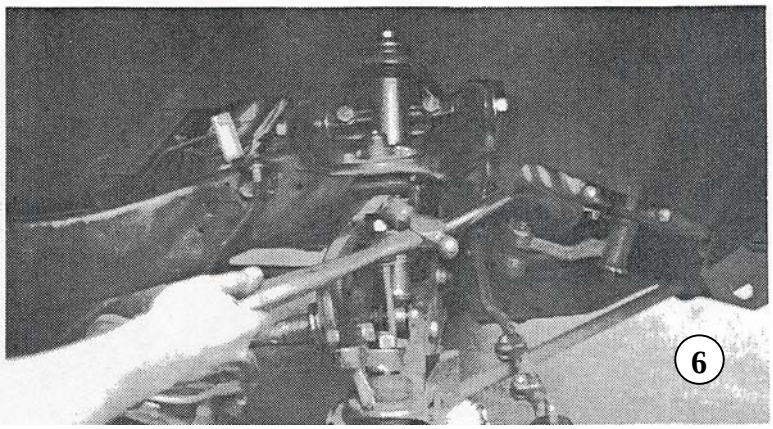
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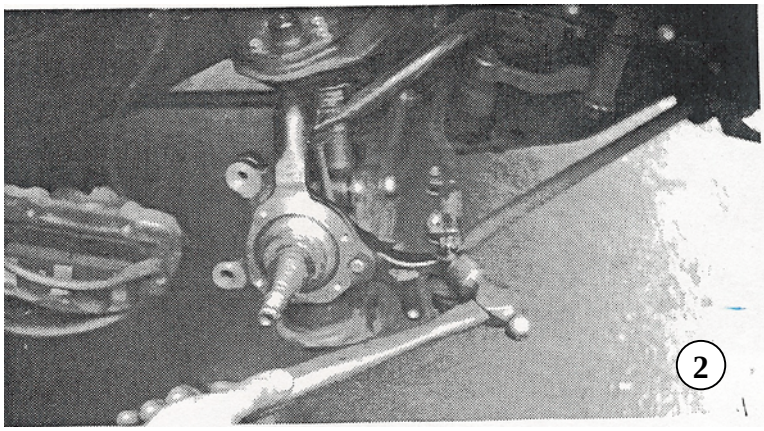
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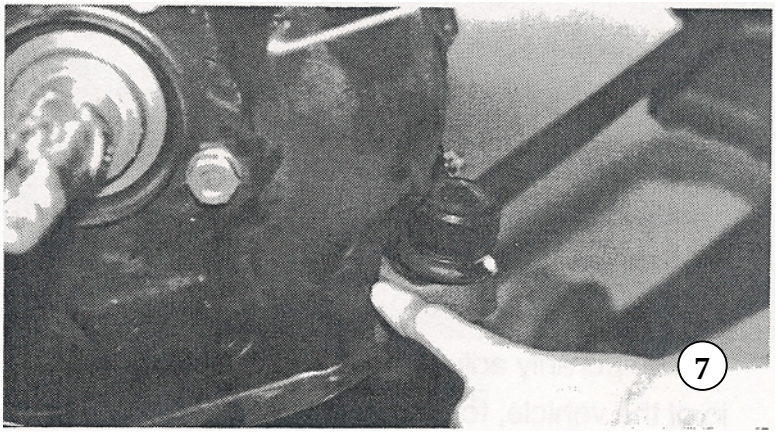
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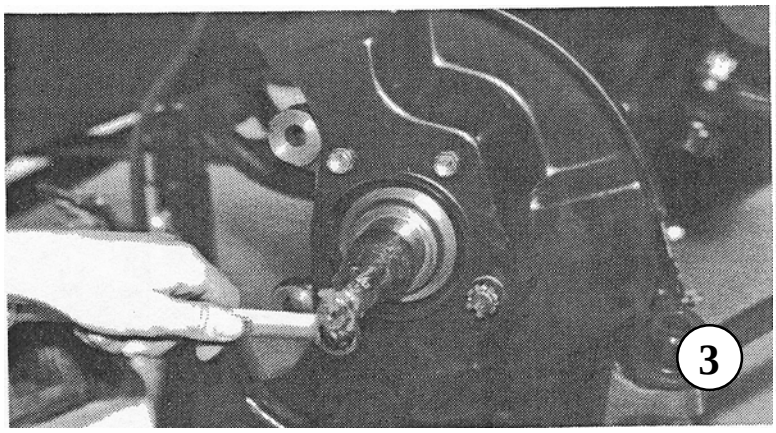
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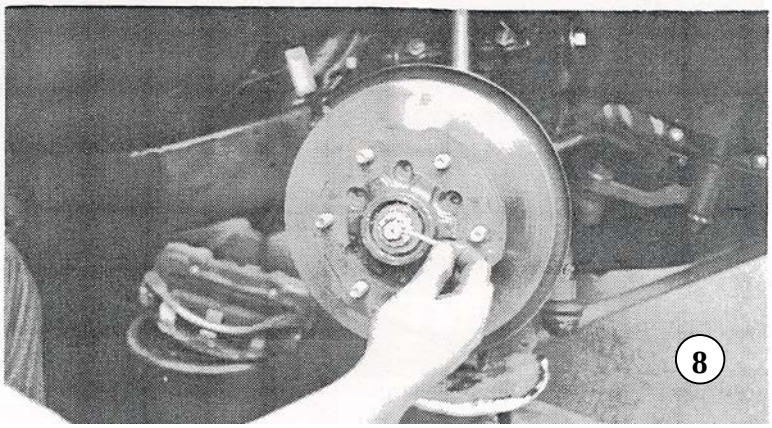
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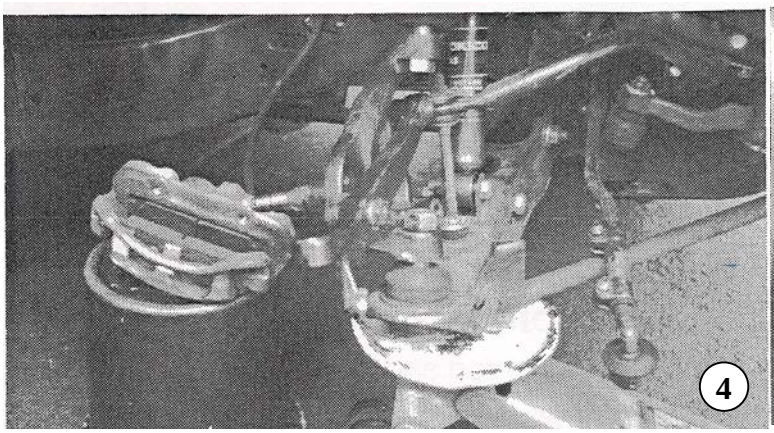
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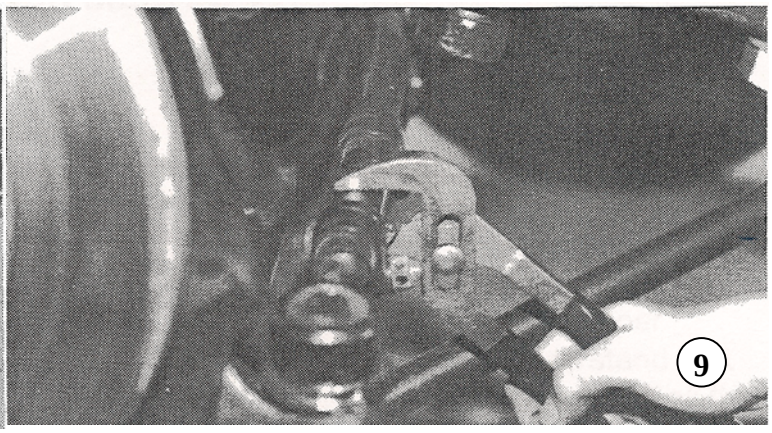
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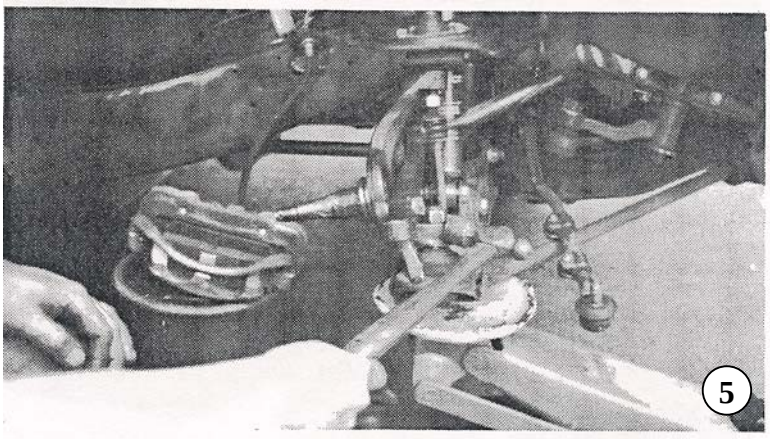
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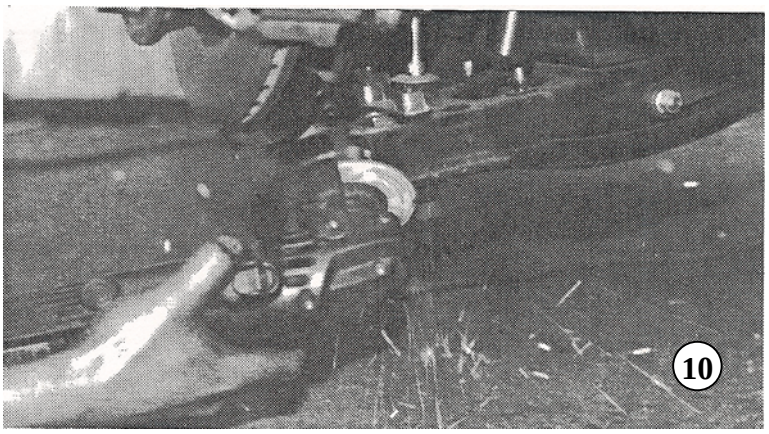
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