



INSTALLATION INSTRUCTIONS
25019
0"- 3" lowering

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2019 GM1500 2WD/4WD

EXCLUDE CLASSIC BODY STYLE

IMPORTANT NOTE

THIS STRUT GIVES YOU THE OPTION OF A 0" TO 3" DROP
IN 0.5" INCREMENTS.

**!!NOTE: FOR AT4/TRAIL BOSS MODELS; LOWERING IS GREATER AS THE VEHICLE IS
2" TALLER THAN THE STANDARD GM1500 TRIM PACKAGES.!!**

**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 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" or 3" drop it might not be possible to get the vehicle into OE camber specifications.**

RECOMMENDED TOOLS:

- Blocks and Wheel chocks
- Ratcheting Socket Wrench
- Safety Glasses
- Floor jack and Jack Stands
- Torque Wrench 10-180 lb./ft. range
- Properly rated floor jacks and support stands
- Combination Wrench

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 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 and in the factory specified locations. Refer to the vehicle Owner's

Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.

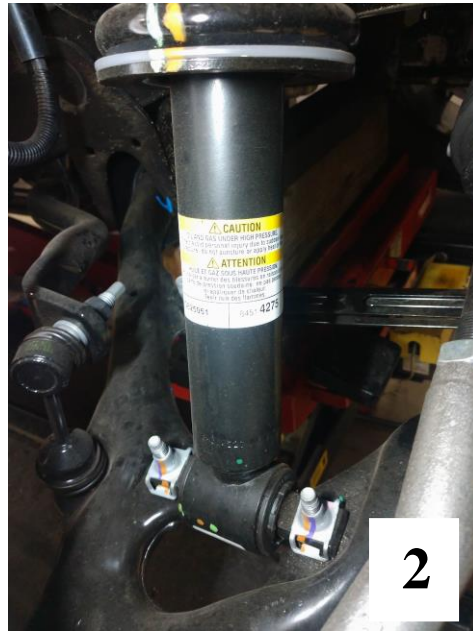
1d. It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage. Make sure that the support stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

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**)

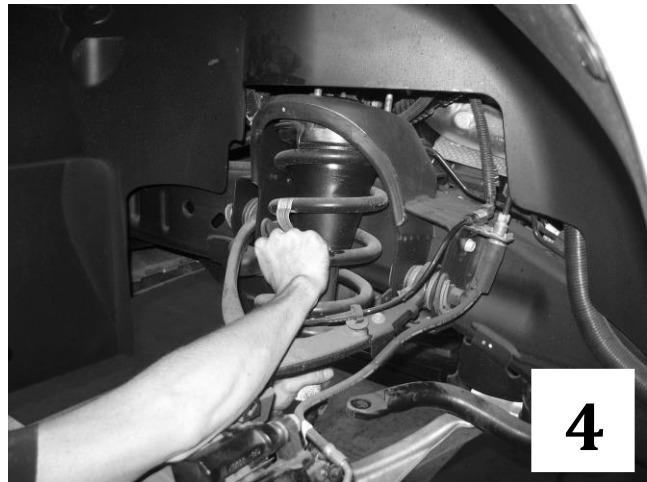
2c. Remove the two bottom mounting nuts of the spring/strut assembly (**Photo 2**)



2d. Remove the mount nuts from the end links. Detach the sway bar from the end link. (**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 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.

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

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

3e. Remove the OEM strut, and bump stop.



STRUT ASSEMBLY

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

2WD APPLICATION					
		NUMBER OF RINGS TO PUT ON STRUT			
PART #	ITEM DESCRIPTION	LOWERING HEIGHT 3" (76.2mm)	LOWERING HEIGHT 2" (50.8mm)	LOWERING HEIGHT 1" (25.4mm)	OEM HEIGHT
25003-075	7.5mm (0.29in)	1	1	1	1
25003-015	15mm (0.59in)	0	1	2	3
4WD APPLICATION					
		NUMBER OF RINGS TO PUT ON STRUT			
PART #	ITEM DESCRIPTION	LOWERING HEIGHT 3" (76.2mm)	LOWERING HEIGHT 2" (50.8mm)	LOWERING HEIGHT 1" (25.4mm)	OEM HEIGHT
25003-075	7.5mm (0.29in)	0	0	0	0
25003-015	15mm (0.59in)	1	2	3	4

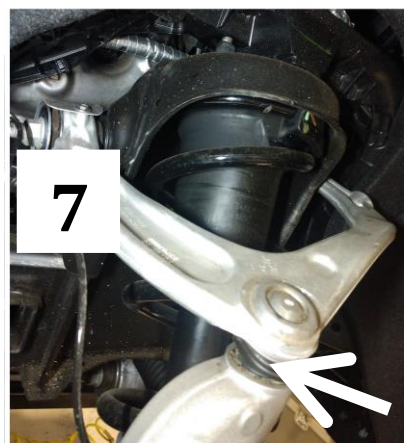
- 4b. Install BELLTECH spring perch onto strut once the desired combination of rings is installed.
- 4c. Insert the BELLTECH bump stop and vent disc.
- 4d. Insert the BELLTECH strut into the OEM spring.
- 4e. Complete the assembly using the OEM spring isolator, top mount, and supplied nut. **(Photo 6)**



INSTALL THE FRONT SHOCK/SPRING

5a. Re-install on the new assembly in reverse order of disassembly. 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. (Photo 7) Install the Belltech strut following



Step 4e. 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 the hardware and re-torque at intervals for the first 10, 100, 1000 miles. If deemed necessary, have vehicle aligned to account for ride height and camber changes.

PART NUMBER	DESCRIPTION	QTY
25019	SHOCK	1
25003-075	7.5 mm SPACER	1
25003-010	15 mm SPACER	4
4926-001	Belltech Bump Stop	1
65210031	Vent Disc	1
25003-002	Belltech Spring Perch	1