belltech


# INSTALLATION GUIDE

## PART NUMBER: 15265OBK
## LIFT KIT
## FORD BRONCO SPORT 4WD | 2021+

1.5” LIFTED RIDE HEIGHT

**** DOES NOT FIT BADLANDS OR FIRST EDITION MODELS****

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 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: 3-5 Hours + Alignment

## RECOMMENDED TOOLS:

- Properly rated floor jack
- Support stands
- Wheel chocks
- Metric socket wrench set
- Metric wrench set
- Torx socket set
- Tape measure
- Spray paint

## SPECIALTY TOOLS:

- Torque wrench up to 200 ft lbs.
- Dead blow hammer
- Angle grinder
- Molding and trim removal tool

## FITMENT NOTE:

**Not all possible wheel sizes and backspacing can be tested. Cautiously check the wheel assembly to the spindle, suspension component, and fender/body clearance before tightening the lug nuts and rotating the wheel assembly. Belltech is not responsible for any wheel, tire, suspension component, and/or body damage caused by failure to check for interference**

## 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. 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 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:**

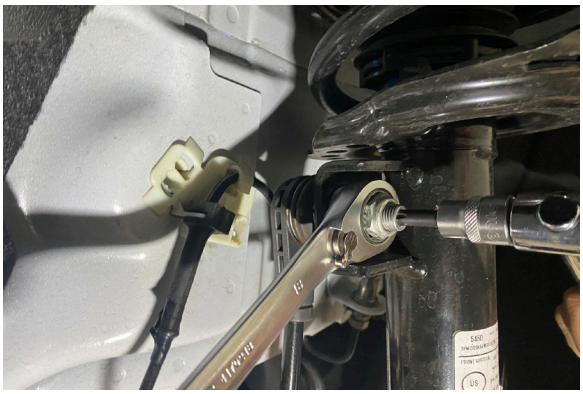
Never work under a vehicle supported only by a jack. It is necessary to place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

# FRONT STRUT REMOVAL

9. Lift the hood and secure it open. Remove the six cowl cover retaining clips to access the bolts securing the strut top covers onto the body of the vehicle. Remove the 10mm bolts and detach the strut top covers from the vehicle.

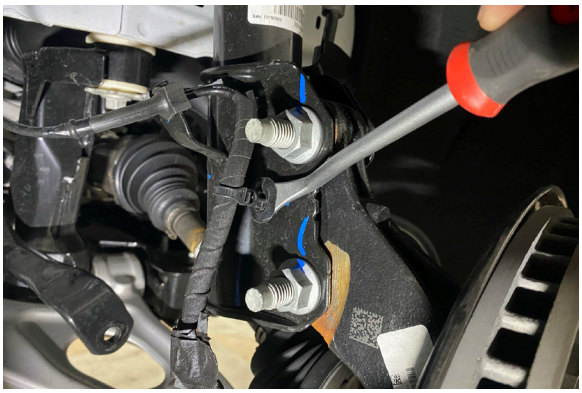

10. Loosen the tie rod end 15mm nut, but don't remove it completely. Use a tie rod puller or use a hammer to strike the side of the steering arm until the tie rod end is dislodged; remove the nut and swing the rod out of the way.

11. Remove the upper and lower 18mm end link nuts. Use a T40 Torx socket to hold the stud if needed. Detach the end link assembly from the vehicle.



# FRONT STRUT REMOVAL CONTINUED

12. Using a panel removal tool, detach the ABS line from the strut and from the inner fender well.



13. Remove the 8mm brake line mount bolt to detach the line from the strut.

14. Place a floor jack under the knuckle to support the suspension after the strut is removed.

15. Remove the two 21mm lower strut nuts. The bolts are splined and will not spin or break free without some force. Place the nuts backwards on the bolt to create striking points. Use a hammer to push the bolts out and detach the lower strut from the knuckle.

# FRONT STRUT REMOVAL CONTINUED

16. Remove the three 13mm bolts holding the strut to the vehicle from the engine bay side. Ensure the strut is supported to prevent it from falling and causing damage or injury. Remove the strut from the vehicle.

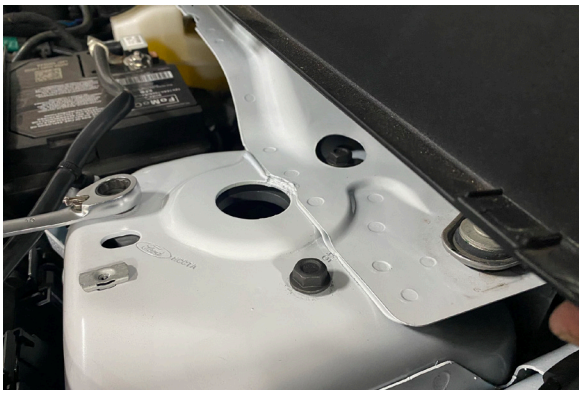
17. The lower back side of the struts will need to be trimmed to create clearance for the axle under full droop. Mark the area as shown in the image; trim it using an angle grinder. Ensure not to grind too much to prevent compromising the structure of the damper. Upon installation, turn the knuckle both ways under full extension to determine if more trimming is needed.

18. After the strut is trimmed, it should look similar to the image below. The trimmed surface must be coated and protected to prevent corrosion with a weather resistant spray paint.

# BELLTECH STRUT SPACER INSTALLATION

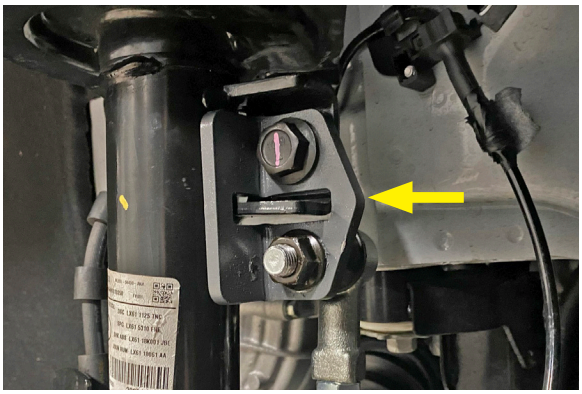
19. Attach the Belltech strut top spacer to the front strut using the original bolts. Ensure the orientation of the spacer is the same as the original top mount. Torque to 26 ft lbs.

20. Place the strut and spacer assembly in the strut tower and fasten the top of the strut to the vehicle using the supplied M8 x 1.25 - 20mm bolts. Torque to 26 ft lbs.



21. Attach the lower strut mount to the knuckle using the original nuts and bolts. Ensure the splines line up and are seated properly; use the floor jack to adjust the height if needed. Torque to 103 ft lbs + 120° turn.

22. Attach the L shaped front sway bar drop down bracket over the original end link mount on the strut using the supplied M12 x 1.75 - 30mm bolt and nut. This bracket will prevent contact between the end link and strut tower during steering. Torque to 81 ft lbs.



# BELLTECH STRUT SPACER INSTALLATION CONTINUED

23. Set the adjustable Belltech end link to a length of approximately 9.25”. The length of the end link may need to be adjusted further if needed. Attach the upper end link to the sway bar drop down bracket using the supplied nut; torque to 81 ft lbs. Attach the lower end link to the sway bar using the supplied nut; torque to 85 ft lbs.


24. Attach the brake line to the strut with two M6 washers. This will allow adequate slack in the brake line as the front suspension reaches full extension.

25. Attach the ABS line to the strut and the inner fender well.

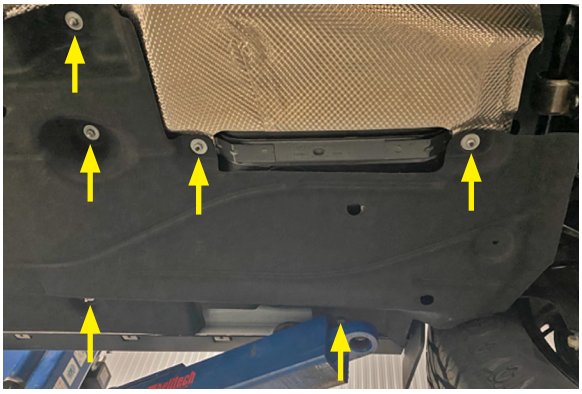
26. Attach the tie rod end to the steering arm on the knuckle with the original nut. Torque to 35 ft lbs.

27. Lift the cowl cover and place the strut top covers on the vehicle; tighten both bolts on each strut cover. Place the retaining clips on cowl cover.

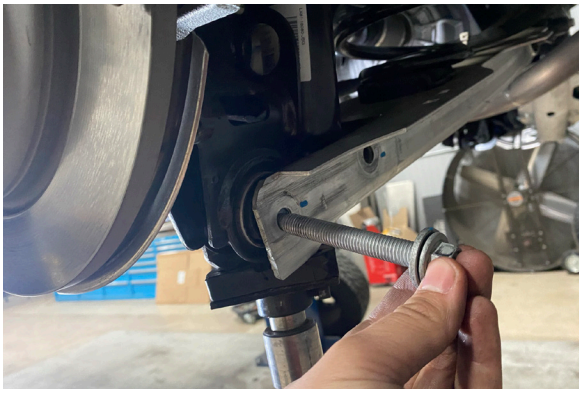
# REAR SUSPENSION REMOVAL

28. With the  rear of the vehicle raised, remove the wheels.

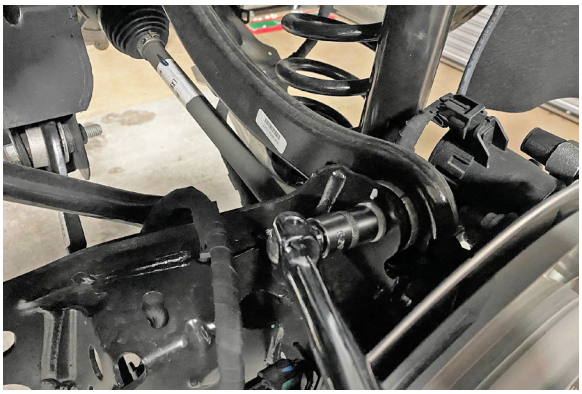
29. To gain access to the rear control arm mounting bolts, remove the 10mm bolts, Torx screws, and plastic clips on the covers at both sides of the vehicle.



30. Support the trailing arm with a jack and remove the two 15mm bolts at the knuckle and lower shock mount. Once removed, allow the control arm to droop.



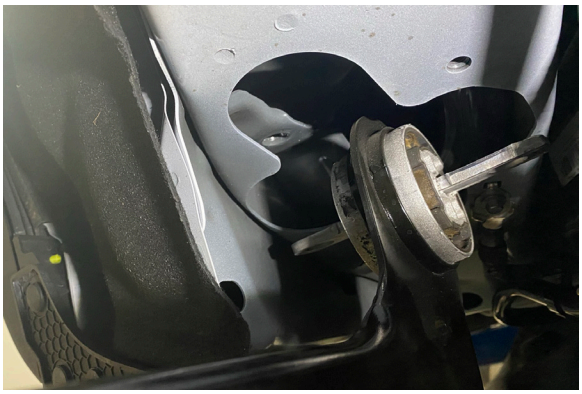
31. Break loose the upper control arm and front lower bolts but do not remove them. This allows the trailing arm, hub, and brake assemblies to droop further.



# REAR SUSPENSION REMOVAL CONTINUED

32. Push down on the control arm to free the coil spring from the control arm. If needed, use a flathead screwdriver to remove the lower spring pad from the mount.

33. With the suspension loosened, it is easier to work on the front trailing arm mounts. Ensure the trailing arm is supported and will not swing or fall causing injury or damage. Remove the 15mm bolts and lower the trailing arm.

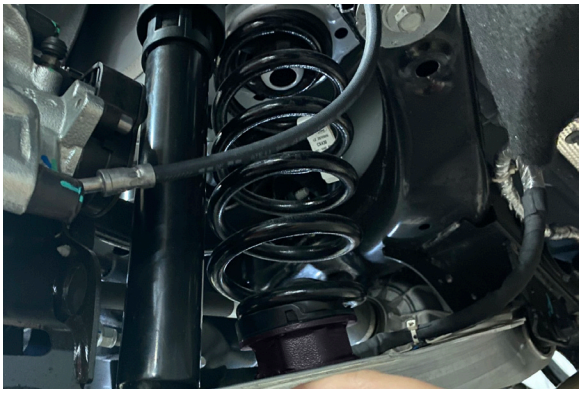


# BELLTECH REAR SPACERS INSTALLATION

34. Place the trailing arm drop spacers between the mount and the body of the vehicle. Secure the spacers with the supplied M14 x 2.0 - 70mm bolts. Torque to 129 ft lbs.

35. Attach the original lower coil spring pad to the Belltech rear lift spacer. Align the locator pin on the original spring pad with the hole in the lift spacer.

36. Install the rear Belltech lift spacer and original spring pad assembly on the lower control arm with the locator pin on the spacer in the control arm hole. Place the coil spring in the original positions marked on the upper and lower spring pads.



37. Use the jack to raise the lower control arm and attach the lower shock mount with the original bolt; torque to 81 ft lbs. Attach the knuckle to the control arm with the original bolt; torque to 81 ft lbs + 120° turn.

38. Torque the upper control arm and front lower control arm bolts to 59 ft lbs + 120° turn.

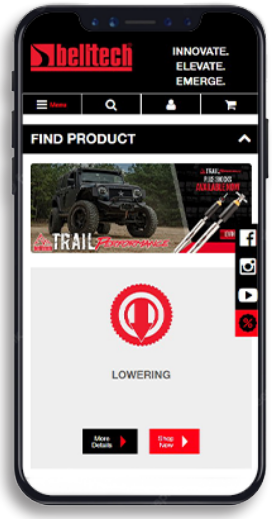
39. Attach the lower covers on both sides of the vehicle using the original bolts and clips.

# FINALIZING THE INSTALLATION

40. Mount the wheels and tighten the lug nuts.
41. Lift the vehicle and remove the support stands.
42. Carefully lower the vehicle onto the flat ground.
43. Torque the lug nuts to 100 ft lbs.
44. Check that all components and fasteners have been properly installed and torqued.
45. 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**

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Belltech Suspension

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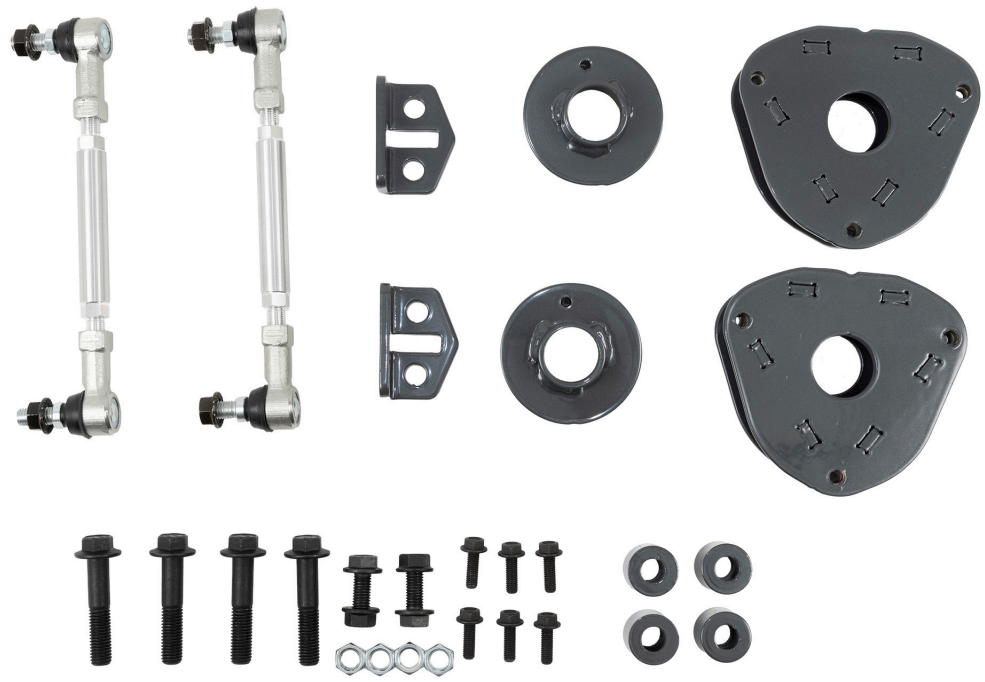
**If you have any questions, concerns, or warranty related issues regarding your Belltech product, please call or email our experienced customer service specialists.**

**Belltech Customer Support:**

**Phone: 1-800-445-3767**

**Email: info@belltech.com**

# KIT CONTENTS



| 152650BK | | |
|---|---|---|
| Part number | Description | Qty |
| 152650-120-99 | FRONT STRUT SPACER | 2 |
| 152650-113-992 | FRONT SWAY DROP DOWN BRACKET | 2 |
| 152650-122-992 | FRONT SWAY BAR LINK | 2 |
| 152650-200-99 | REAR COIL SPACER | 2 |
| 152650-202-99 | REAR TRAILING ARM DROP SPACER | 4 |
| 152650-777A | HARDWARE KIT | 1 |

| 152650-777A | | |
|---|---|---|
| Part number | Description | Qty |
| 110225 | M12 X 1.75 - 30MM BOLT | 2 |
| 112303 | M14 X 2.0 - 70MM BOLT | 4 |
| 112289 | FEMALE ROD END | 4 |
| 112306 | M6 WASHER | 4 |
| 110277 | M12 X 1.75 FLANGE NUT | 2 |
| 112011 | M8 X 1.25 - 20MM FLANGE BOLT | 6 |