



19+ Ford Ranger 2WD & 4WD Leveling Spacer

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 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 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.

RECOMMENDED TOOLS:

- Properly rated floor jack and support stands
- Wheel chocks
- Torque wrench up to 200 ft/lbs range
- Standard and Metric socket wrench set
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- Tape measure
- Dead blow hammer
- Marking pen
- Safety Glasses

34938 KIT CONTENTS		
QTY	DESCRIPTION	PART #
2	19+ FORD RANGER LEVELING SPACER	34938-100
6	M10x1.5 NUT	-
6	SPLIT LOCK WASHER	-

1) KIT PREPERATION

- 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) Open the hardware kit and remove all contents. Refer to the parts list (Page #) to verify that all parts are present.
- c) 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 appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or " Park" (automatic).

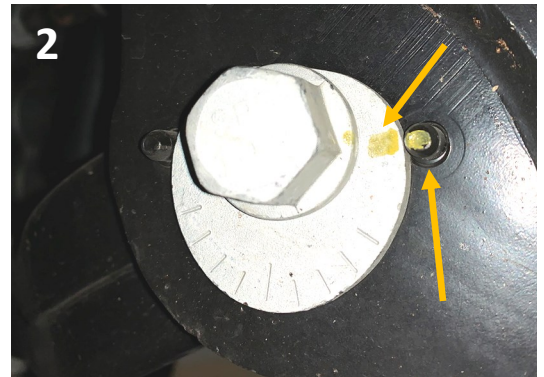
! It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage. Make sure that the support stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.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

2) INSTALLATION INSTRUCTIONS

- a. Jack up the front of the vehicle. Place jack stands under the frame rails and lower onto jack stands letting the front suspension hang. Remove the wheels by removing the lug nuts using a 19mm socket. **(PHOTO 1)**



- b. Locate the cam bolts holding the lower control arms to the frame. Using a paint marker, mark the orientation of the cam bolt by marking both on the bolt, as well as the frame. There are 2 cam bolts to be marked on each side of the vehicle. This will provide a baseline for reinstallation. Please note, this does not warrant the omittance of an alignment after the install. **(PHOTO 2)**



- c. Undo but do not remove the nuts holding the strut into the strut tower using a 15mm wrench. Leave the nuts on to prevent the strut from falling in the upcoming steps. **(PHOTO 3)**



2) INSTALLATION INSTRUCTIONS CONTINUED

- d. Remove the nuts holding the bottom of the strut to the lower control arm using an 18mm socket. **(PHOTO 4)**
- e. Loosen and remove the lower control arm Cam bolts using a 21mm and 24mm socket and wrench. Be careful and ensure the spindle is supported properly, either with a jack or stands. **(PHOTO 5)**
- f. Once the cam bolts are removed, the control arm will swing down. Allowing for the strut to be removed easily. Remove the nuts from the top of the strut while supporting it to prevent it from falling. Remove the strut **(PHOTO 6)**
- g. Attach the strut spacer to the tophat on the oem strut. Mount it using the split washers and M10x1.5mm nuts. This will allow you to spin the nuts until snug. Then tighten using an open ended wrench or thin wall socket. **(PHOTO 7)**
- h. The rest of the installation is the reverse process of the deinstallation. Mount the strut with the spacer into the OEM location using the OEM nuts. Torque all hardware to factory specifications.
- i. Follow the post install instructions



3) Post Install

- a) Check brake hoses, and other components for any possible interference.
- b) Torque lug nuts to OEM (factory) specifications.
- c) 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 can handle differently after modification.
- d) Take the vehicle to a qualified wheel alignment facility to be aligned to factory specifications.
- e) Installation is complete. Check ALL of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.