



INSTALLATION INSTRUCTIONS

4764 / 4766 / 4776
2" DROP SPRING KIT
DODGE DAKOTA, ½ TON, 1 TON

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 set
- Torque wrench: *0-75 lb ft. range*
- Ratcheting socket wrench and sockets sets
- Heavy duty drill & Air Chisel
- Channel locks
- Safety Glasses

KIT INSTALLATION

1. Open the hardware kit and remove all of the contents. Refer to the part list (Page 3) to verify that all parts are present.
2. 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).
3. 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.

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

4. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check that they properly and securely contact the chassis as described above. Check for possible interference with any lines, wires, cables, or other easily damaged components

BUMP STOP REMOVAL

- 1) Using a pair of slip joint pliers, or similar tool, remove the factory bump stop from the lower control arm (Photo 1).
- 2) From the bottom side of the lower control arm, use a 3/8" drill bit and drill through the center of the two rivet heads that secure the bump stop mount (Photo 2).
- 3) Using an air chisel, or similar tool, drive the remainder of the rivet shank through the lower control arm. Remove and discard the factory bump stop mount (Photo 3).
- 4) Install the kit supplied urethane bump stop through the rivet hole in the lower control arm (Photo 4).
NOTE: Install the bump stop in the rivet hole located more towards the center of the control arm.

! 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.

COIL SPRING INSTALLATION

- 1) Remove the Anti-Sway Bar end-links along with tie rods.
- 2) Place adjustable stand under lower control arm, raise stand until there is a little tension on it.
- 3) Loosen the top ball joint nut until it is 1/4" to 3/8" off from spindle arm. **DO NOT** remove nut until after next step.
- 4) Using a ball joint puller or similar tool, place tool over ball joint nut so the tools arms grab the spindle. Turn a few times until its tight, then **strike spindle arm with a hammer, making sure not to hit tool or upper control arm**. Repeat if necessary.
- 5) After the spindle pops out of the ball joint, check the tension on the stand before removing nut. Raising the stand a little more will relieve the tension on nut. Remove the nut, then lower stand. You'll need to support the spindle with some rope or a bungee cord. Do not let it hang by brake cables.
- 6) Remove the coil spring. A small pry bar might be useful. Insert the new spring in the same position, raising up the stand. Re-attach the ball joint with the spindle and the nut. Tighten and torque to 45-50ft./lbs.
- 7) Lower the stand and move it out of the way. Attach the Sway Bar and the tie rods. Tighten and torque to 30-35ft./lbs. Re-attach wheels.

FINALIZING INSTALLATION

- 1) Lift the vehicle and remove the support stands. Carefully lower the vehicle to ground.
- 2) Drive immediately to a qualified alignment shop.
- 3) Then 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.
- 4) Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

PART LIST FOR 4764-DROP COIL KIT

PART No.	DESCRIPTION	QTY.
4764-001	Coil Spring 2"	2
4900-001	Bump Stop	2

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