



INSTALLATION INSTRUCTIONS

27007

3.5" LIFTING STRUT

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2015-2020 FORD F150

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.

Exceptional Customer Experience Guarantee:

STOP! We strive for an exceptional experience for all of our valued customers. If, for any reason, you need assistance with your Belltech products, *please do not return the products to the store or website you purchased from.* Please call our dedicated experts at (1-800-445-3767) from 6am to 5pm PST.

RECOMMENDED TOOLS:

- Properly rated floor jack and support stands
- Wheel chocks
- Torque wrench up to 200 ft/lbs
- Metric & Standard socket wrench set
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- Tape measure
- Spring Compressor
- Marking pen



DIFFICULTY:



INSTALLATION TIME: 1-2hrs

+ Alignment

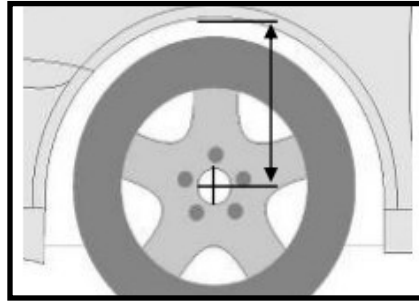
KIT INSTALLATION

WE RECOMMEND that a qualified mechanic, at a properly equipped facility, perform this installation.

1) INSTALL PREPARATION

- 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: _____



2) JACKING, SUPPORTING AND PREPARING THE VEHICLE

- a. Park the vehicle on a smooth, level concrete or seasoned asphalt surface.
- b. Block the rear wheels of the vehicle using wheel chocks. Make sure the vehicle's transmission is in "PARK" (automatic) or 1st gear (manual).
- c. Activate the parking brake.
- d. Loosen, but DO NOT REMOVE the front wheel lug nuts.
- e. 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.
- f. Place support stands rated for the vehicles weight. The stands should be positioned in the factory specified locations. (Refer to 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.
- g. Lower the vehicle slowly onto the stands.
- h. Remove the front wheels.

SAFETY REMINDER!

Check for safe vehicle stability before proceeding under the vehicle to begin the following procedures. Never work under a vehicle supported by ONLY a jack.

3) OEM STRUT REMOVAL

- a. Before removing any component, mark your current alignment settings. **(Photo 1)**
- b. Working on one side at a time, loosen and remove both of the lower control arm bolts that connect the lower control arm to the frame. **(Photo 1)**
- c. Using an 18mm wrench, loosen and remove the nuts securing the lower strut mount and swaybar end link to the control arm. **(Photo 2)**
- d. Push the lower control arm down until the lower strut studs are clear from the lower control arm. **(Photo 3)**
- e. Using an 18mm wrench, remove the 3 flanged nuts, securing the top of the strut to the chassis. **(Photo 4)**
- f. Carefully drop the old strut out of the strut tower, making sure to stay clear of any brake or ABS lines. **(Photo 5)**



4) OEM STRUT DISASSEMBLY

CAUTION! The coil spring is under extreme compression. Belltech recommends the use of a heavy duty spring compressor suitable for truck springs to perform the following steps. If you are unsure of your spring compressor capabilities, take your struts to a professional installer. Use caution during the following steps to avoid personal injury and/or damage to the vehicle.

- a. Using a paint pen, mark the orientation of the strut top mount relative to the strut body.
- b. Mount the spring/strut assembly into a spring compressor and compress the spring to alleviate the tension on the strut.
(Photo 6)
- c. Using a 17mm wrench (stock nut size), remove the strut top nut from the assembly **(DO NOT USE AN IMPACT)**. The strut will need to be supported. When the nut is removed, gently guide the shock out from the spring/top mount assembly. **(Photo 7)**
- d. Remove the shock and bump stop from the assembly. You will reuse the OEM top mount and the spring. **(Photo 8)**



5) STRUT ASSEMBLY/SETUP

4WD		
COMPONENT	HEIGHT 3in (76.2mm)	HEIGHT 3.5in (88.9mm)
25003-016 (16mm RING SPACER)	1	2
25003-008 (8mm RING SPACER)	1	0
2WD		
25003-016 (16mm RING SPACER)	0	0
25003-008 (8mm RING SPACER)	0	1

- Using either the 4WD or 2WD table depending on your vehicle, put the specified rings onto the Belltech leveling strut. **(Photo 9)**
- Transfer plastic lower spring isolator from OE perch to the new Belltech perch. Place the spring perch on top of the ring stack. **(Photo 9)**
- Slide the vent disk on next.
- Slide the Belltech bump stop onto the strut ensuring that the flat part is facing away from the bottom spring perch. **(Figure A)**
- With the OEM spring still compressed, slide the strut back into the spring and put the strut top back on.
- Align the top mount with the spring, using the original line marking you made.

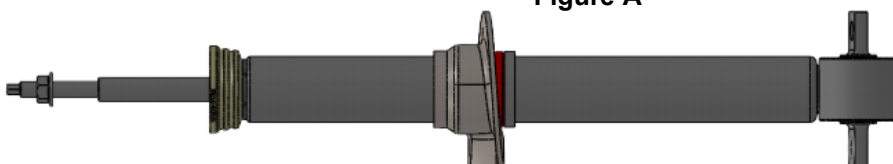


6) BELLTECH STRUT INSTALLATION

- Install the strut into the frame strut tower in reverse order as removal and secure the top mount with the OEM flanged nuts. Torque to factory specifications. **(Photo 10)**
- Attach the lower strut mount to the lower control arm using the supplied bolts and nylock nuts. Torque to factory specifications. **(Photo 11)**
- Reattach the swaybar end link to the control arm.
- Attach the lower control arm back to the frame using the OEM hardware. **(Photo 12)**
- Set alignment settings to the markings made before removal. Torque to factory specifications. Note: This is only to minimize misalignment upon installation. A proper alignment is still necessary. **(Photo 12)**



Figure A



6) FINALIZING THE INSTALLATION

- a. Re-install the wheels and torque to OEM specifications.
- b. Check that all components and fasteners have been properly installed and torqued.
- c. Lift the vehicle and remove the support stands.
- d. Carefully lower the vehicle to the ground.
- e. Check brake hoses, cables, and other components for possible interference. If any issues are found, review installation instructions to be sure no steps were missed and any problems are corrected.
- f. Check for wheel/tire to chassis/body interference. If any issues are found, review installation instructions to be sure no steps were missed and any problems are corrected.
- g. Make sure the vehicle is aligned immediately following the installation.
- h. Test-drive the vehicle in a remote location so you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different.
- i. Check all of the hardware and re-torque at intervals for the first 10, 100, and 1000 miles.

KIT CONTENTS

PART #:	DESCRIPTION:	QTY:
25007	Leveling Strut	1
27007-001	2015+ Ford Strut Body	1
4927-001	BUMP STOP	1
65210031	VENT DISC	1
26021-003	SPRING PERCH	1
NUT	M12X 1.25	1
25003-008	8mm Spacer	1
25003-016	16mm Spacer	2
25007-777	Hardware Kit	1

HARDWARE KIT COMPONENTS

PART #:	DESCRIPTION:	QTY:
112307	Bolt M14x1.5-75mm	2
112308	Nut M14x1.5	2

