



INSTALLATION INSTRUCTIONS

6628

C-NOTCH KIT

300 W. Pontiac Way Clovis, CA 93612

toll free: 1-800-445-3767

web: www.belltech.com

2019 CHEVROLET SILVERADO 2WD/4WD CREW CAB

****EXCLUDE CLASSIC BODY STYLE****

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 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. Some provided images may show addition holes / hardware, if instructions do not reference discrepancies please continue with the provided steps.

RECOMMENDED TOOLS:

- Properly rated floor jack and four (4) support stands
- Wheel chocks
- Grinder equipped with abrasive cut-off wheel
- 1/2" drive torque wrench
- Standard and Metric socket wrench set
- Standard and Metric wrench set
- Power drill and drill bits
- Large C-clamp
- Tape measure
- Steel construction square
- Medium weight ball peen hammer/ center punch
- Marking pen

KIT INSTALLATION

As this is a relatively involved installation, **WE RECOMMEND** that a qualified mechanic, at a properly equipped facility, perform such installation. **WE RECOMMEND** that the installation be performed on a firm, flat and level surface such as seasoned asphalt or concrete.

The use of safe, and properly equipment, is very important!

1) JACKING, SUPPORTING AND PREPARING THE VEHICLE

- a) Block the front wheels of the vehicle with appropriate wheel chocks. Make sure the vehicle's transmission is in "PARK" (automatic) or 1st gear (manual). Activate the parking brake.
- b) Loosen, but **DO NOT REMOVE** the rear wheel lug nuts.
- c) Lift the rear of the vehicle off the ground using properly rated floor jack. Lift the vehicle so that the rear tires are approximately 6-8 inches off the ground surface.
- d) Support the vehicle using four (4) support stands, rated for the vehicle's weight. The stands should be positioned, two on each of the frame rails, just forward of the front leaf spring hangers and just below the rear leaf spring shackle hangers. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the straight, flat portions of the frame area. **It is very important that the vehicle is properly supported during this installation to prevent frame damage and personal injury! Make sure that the support stands are properly placed prior to performing the following procedures.**
- e) Lower the vehicle onto the stands slowly and check for possible interference with any brake lines, wire and or cables.
- f) Place support stands under each side of the axle to support the weight of the axle. Make sure these are only support the weight of the axle and allowing the 4 other support stands to support the frame.
- g) Remove the rear wheels
- h) Remove the rear shocks (dampers)

!SAFTEY REMINDER!

Check for safe and vehicle stability before proceeding under the vehicle to the begin the following procedures. Never work under a vehicle supported by ONLY a jack. Always use properly rated support stands to support the vehicle.

NOTE:

DUE TO THE DESIGN OF THE INCLUDED FRAME NOTCH SUPPORTS, HERE-TO-FORE REFERRED TO AS “C-NOTCH”, SOME INSTALLERS MAY PREFER TO REMOVE THE BOX TO FACILITATE ACCESS TO THE FRAME. REFER TO THE APPROPRIATE *GENERAL MOTORS SERVICE MANUAL* FOR RECOMMENDATIONS REGARDING *PICKUP BOX REMOVAL PROCEDURE*.

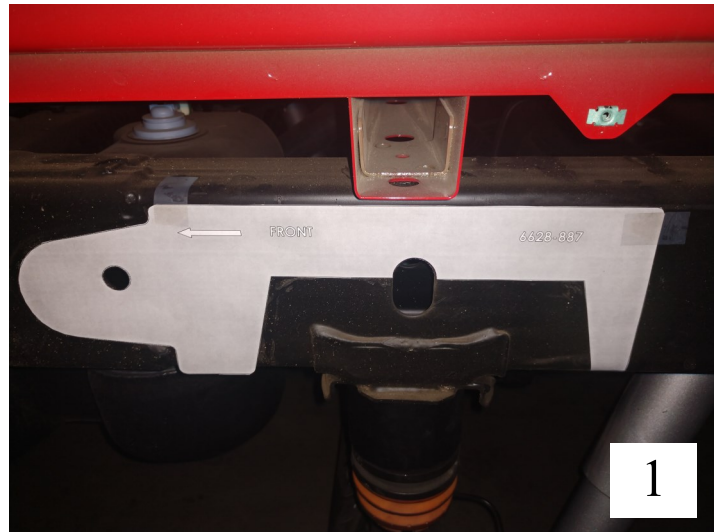
PROPER USE OF SAFETY EQUIPMENT AND EYE/FACE/HAND PROTECTION IS ABSOLUTELY REQUIRED WHEN PERFORMING THE FOLLOWING PROCEDURES.

****To avoid chassis damage, perform the following procedures to only ONE frame rail at a time. ****

2) C-NOTCH INSTALLATION

- a) Use template 6628-887, provided in the kit, with the notch portion just above the bump stop bracket and align the half circle with the vertical oval on the frame. The upper line should align with the top of the frame with the forward arrow pointing towards the front of the vehicle. There is a secondary front hole to align to get as accurate as possible. **(Photos 1 & 2)**
- b) Clean the surface where the notch will be made so that using a permanent marker to mark the frame is visible.
- c) Trace the notch on the template, onto the frame. Marking the corners and drilling each corner with a 1/4” drill bit will make cutting more efficient.

**** Due to the close proximity of the fuel tank to this area, we DO NOT recommend using a flame-cutting torch or plasma cutter when performing these operations. Excess heat can easily damage the frame rail and other adjoining components. ****

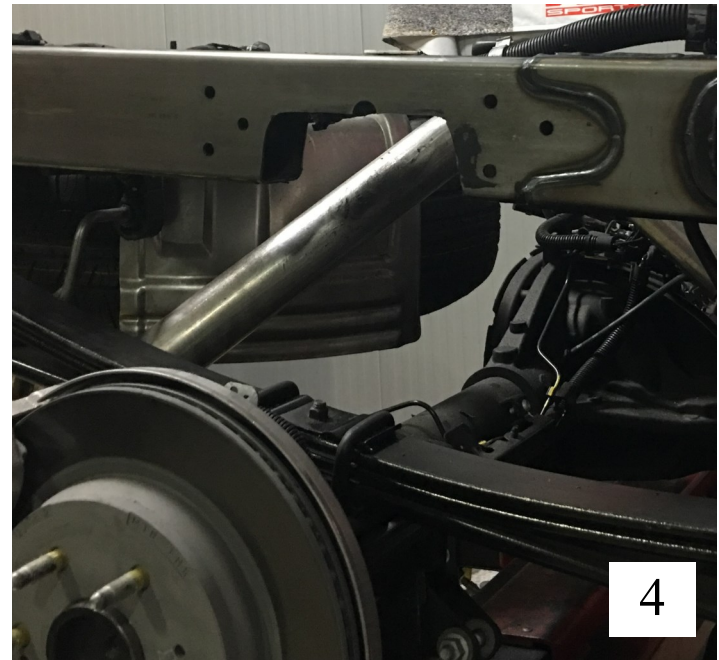


- d) Cut along the marked lines carefully, **DO NOT** remove any material from the frame rail that is not shown or described here.
- e) Deburr all cut edges, paint cut edges and bare metal to prevent rust
- f) Slide the outer notch over the frame. It may be necessary to use a soft face hammer to position the C-Notch shell over the frame



**** Some adjustments may be done to the frame after using the template as some frames vary from vehicle to vehicle and adjust accordingly until the C-Notch shell fits over the frame. ****

- g) With the C-Notch installed against the outside face of the frame rail and use a paint marker, or center punch, to mark all the holes onto the frame using the C-Notch to locate the holes. **(Photo 3)**



- h) Drill the holes using a 1/2" (50.2mm) drill bit. On both sides of the frame rail. **(Photo 4)**
- i) Install the C-Notch outer shell with the inner support bracket using the 1/2"-20 X 4.5" bolts provided using a washer on either side and using the corresponding Nylon-lock Nut Torque to 60ft/lbs. **(Photo 5)**
- j) Install the four 1/2"-20 X 1-1/2" bolts, washer and Nylon-lock Nut on both the top tabs and bottom tabs. Torque to 40 ft/lbs.
- k) Repeat steps 2a-2j for the other side.

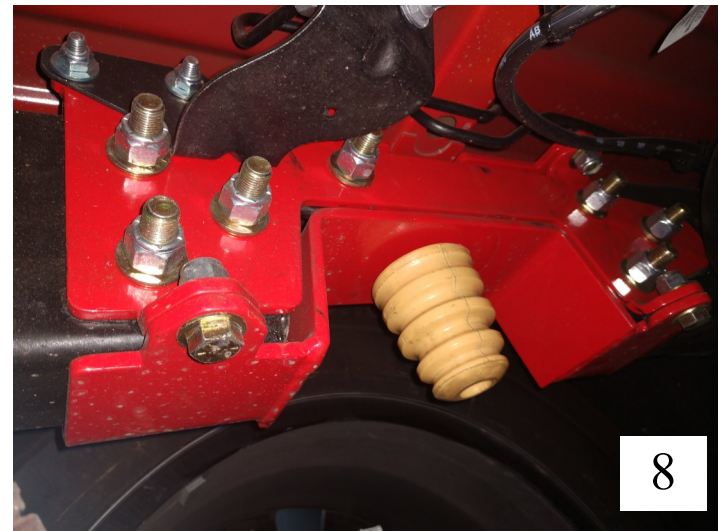


- l) On the driver side, mount the OEM brake bracket onto the inner C-Notch using the OEM 8MM-1.25, thread directly onto the C-Notch Inner support bracket. **(Photo 6)**

**** May need to bend portions the brake lines to clear the bed support frame, make sure not to over extend/bend the brake lines ****

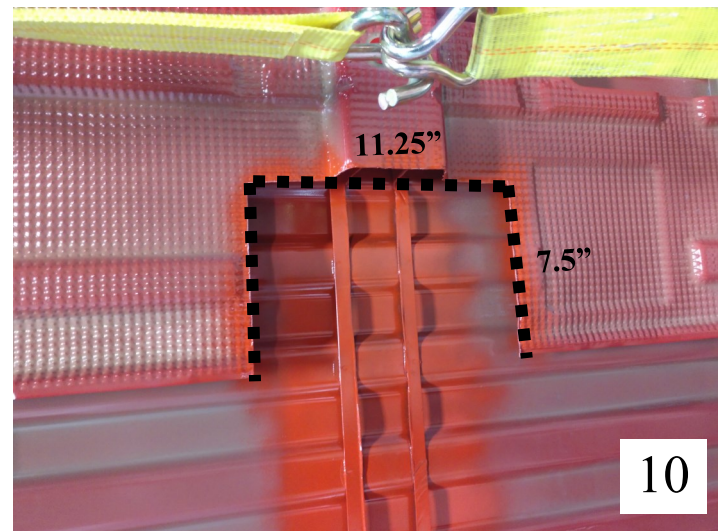
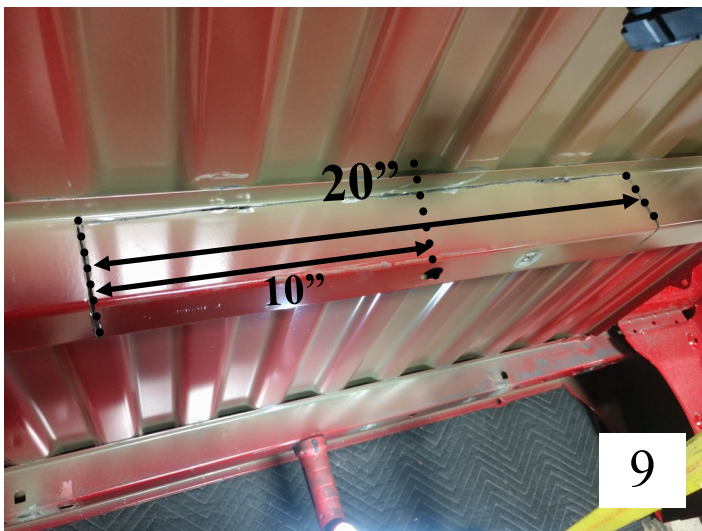
- m) Install the OEM wire loom on the **PASSANGER SIDE** using the two holes on the inner support bracket and the supplied zip tie. **(Photo 7)**

- n) Install the supplied Bump Stop (**5922-001**) **(Photo 8)**



3) BED CROSSMEMBER NOTCH

- a) Mark , using a permanent marker, where the crossmember is to be cut. **(Photo 9)**
- b) The heat shield will need to be cut also, 11.25" X 7.5" **(Photo 10)**



4) **FINALIZING THE INSTALLATION**

NOTE: This kit was designed to be installed with *BELLTECH's* 6528 FLIP KIT. WHEN FINALIZING THIS INSTALL, COMPLETION OF A FLIP KIT INSTALLATION IS ASSUMED.

- a) Re-install wheels
- b) Check that all components and fasteners have been properly installed and torqued.
- c) Lift the vehicle and remove the support stands. Carefully lower the vehicle to the ground.
- d) Torque down the wheels to the Manufacturer's specifications.
- e) Check brake hoses, cables and other components for any possible interference.
- f) Check for wheel/tire to chassis/body interference.
- g) Test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. ** assuming the front has been dropped appropriately and the rear has the correct lowering flip kit. **
- h) Take the vehicle to a qualified shop for a 4-wheel alignment
- i) Check all of the hardware and re-torque at intervals for the first 10, 100, and 1000 miles.

THE FRONT of the vehicle **MUST BE** lowered accordingly for proper handling and performance. To maintain warranty please use the correct *BELLTECH flip kit 6528 and 25019 lowering strut and/or 2519 drop spindle*.

PARTS LIST		
PART #	DESCRIPTION	QUANTITY
6628-001-99	C-NOTCH (LH)	1
6628-008-99	C-NOTCH STIFFENING PLATE (LH)	1
6628-003-99	C-NOTCH (RH)	1
6628-010-99	C-NOTCH STIFFENING PLATE (RH)	1
6528-060-887	TEMPLATE	1
110660	FLAT WASHER A325 1/2"	64
110424	HH CAP SCREW 1/2"-20 X 3-3/4"	12
110409	HH CAP SCREW 1/2"-20 X 1-1/2"	8
110403	NYLON INSERT LOCK NUT 1/2"-20	20
4924-001-BN	BUMP STOP	2