



INSTALLATION INSTRUCTIONS

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ALIGNMENT KIT

FORD/MERCURY/MAZDA RANGER, B3000, EXPLORER, AND MOUNTAINEER TRUCKS

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.

Please note that this kit has been specifically engineered to work in conjunction with other *Belltech* lowering components. Please consult your *Belltech Application Guide* for more information. It is very important that you follow the instructions provided here as well as those provided with other components *exactly*. We **DO NOT RECOMMEND** using this kit on vehicles where other aftermarket suspension components have been previously installed. **If the vehicle's suspension has been modified from stock, please return it to its exact original configuration prior to installing this kit.**

In order to properly lower your truck, **we recommend** using only high quality *Belltech* lowering coil springs, spindle kits, flip kits, hanger and shackle kits, and Nitro-Drop® or Nitro-Active® shock absorbers. **We recommend** that you install *Belltech* front and rear Anti-Sway Bars to further improve your vehicle's handling and performance.

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.

Warning: **DO NOT** drive vehicle until all work has been checked. Torque all hardware to values specified.

KIT INSTALLATION

As this can become a relatively involved installation, **we recommend** that a qualified mechanic at a properly equipped facility perform it. **We also 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 maintained equipment is very important!**

1. JACKING, SUPPORTING AND PREPARING THE VEHICLE

- a) Block the rear 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) Using a properly rated floor jack, lift the rear of the vehicle off the ground. Lift the vehicle so that the front tires are approximately 6-8 inches off the ground surface.
- c) Support the vehicle using two (2) support stands, rated for the vehicle's weight. The stands should be positioned, one on each of the frame rails as described in the vehicle Owner's Manual. Prior to lowering the vehicle onto stands, make sure the supports will securely contact the straight, flat portions of the frame rails.

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.

- d) 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 frame rails as described above. Check for possible interference with any lines, wires, or cables.

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. Always use properly rated support stands to support the vehicle.

2. **ALIGNMENT KIT INSTALLATION**

- a) Before beginning the wheel alignment, check for loose or worn parts, proper tire pressures, and odd tire wear.
- b) Remove the wheel and tire assembly (this will facilitate installation of this kit).
- c) Remove and replace the upper control arm pivot bolts and locating plates ONE AT A TIME.
- d) Remove the OEM square plates and replace them with the enclosed cams by placing one cam at the head of each bolt. Re-install the pivot bolts through the frame mounting brackets and control arm bushings ONE AT A TIME. Be sure that the cams properly seat into the alignment bosses of the frame brackets.
- e) Install the remaining cams followed by lock nuts. Leave the nuts slightly loose for subsequent adjustment. Repeat this procedure for other upper control arm pivot bolts.
- f) Replace the wheel and tire assembly. Install the appropriate wheel alignment equipment and compensate and adjust Camber/Caster to recommended settings. Torque pivot bolts and nuts to Manufacturer's specifications.
- g) Check that all components and fasteners have been properly installed, tightened and torqued.

Set wheel toe and road test vehicle. Check all of the hardware and re-torque at intervals for the first 10, 100, and 1000 miles.