



INSTALLATION INSTRUCTIONS

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6519

REAR AXLE FLIP & HANGER KIT 04-UP CHEVROLET 1500 QUAD CAB

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 this 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 the 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 the installation process.
- Note:** We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

RECOMMENDED TOOLS:

- Properly rated floor jack and six (6) support stands
- Wheel chocks
- Die grinder equipped with abrasive cut-off wheel
- ½" drive torque wrench
- Standard socket wrench set
- Air powered ½" drive impact wrench
- Flat bladed screw driver
- Safety glasses
- Air powered chisel

1. KIT INSTALLATION

- 1a. As this is 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! In order to document any possible irregularities in the factory ride height of your vehicle, please take a few moments to fill out the **Belltech Vehicle Inspection Record** included with these instructions. **We also recommend** measuring and recording all stock driveline angles prior to installing this kit. This information may be helpful if vibration problems arise after installation.

2. JACKING, SUPPORTING AND PREPARING THE VEHICLE

- 2a. Open the hardware kit and remove all of the contents. Refer to the parts list (Page 3) to verify that all parts are present.
- 2b. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the FRONT wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).
- 2c. Using a properly rated floor jack, lift the REAR 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.
- 2d. 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.
- 2e. 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.

3. TRAILER HITCH REMOVAL (IF APPLICABLE)

- 3a) If your vehicle has come equipped with a Trailer Hitch, more than likely, this will interfere with the installation process. This will need to be removed. This makes access easier when mounting the REAR SHACKLE hardware.
- 3b) Disconnect the wire plug, as shown below in **(Photo 1)**
- 3c) Using a 21mm wrench, remove all the mounting hardware for the Trailer Hitch. There is a total of eight bolts, three (3) on each side of the spare tire, and two at the hitch receiver mount.
- 3d) Lower and remove the Trailer Hitch and place out of the way, along with the hardware.

4. GAS TANK PROTECTIVE SHIELD AND GAS TANK REMOVAL

- 4a) In order to get to the front Spring Eye Bolt that mounts the leaf spring(driver's side), the GAS TANK will need to be lowered to get the bolt.
- 4b) First, support the GAS TANK from underneath. **NOTE:** This step would be easier to do if the GAS TANK was near empty. Otherwise, moving a half-full or a full tank of gas is going to be more laborious.
- 4c) The PROTECTIVE SHIELD that shrouds the GAS TANK is mounted with three (3) mounting bolts on one side(driver's side), that mount directly to the frame. **(Photo 2)**. Using a 13mm wrench, remove the bolts completely and set aside. On the inside (opposite of driver's side), the SHIELD hangs on four (4) rectangular hooks.**(Photo 3)** Lift this side up above the hooks. You should now be able to wiggle the PROTECTIVE SHIELD down and out. Set this aside. Put the three (3) mounting hardware back in their respective mounting holes for safe keeping.
- 4d) Holding the GAS TANK in place are two (2) straps that are mounted at each end of the TANK **(Photo 4)**. Each strap is mounted directly to the frame on one end only. The opposite end is attached primarily by a hook attachment.
- 4e) Remove the two mounting bolts completely. These are located on the driver's side of the TANK itself and the inside part of the frame chassis.
- 4f) Pull the straps down from the driver's side and un-hook the straps from the other end.
- 4g) Next locate the three (3) mounting hardware that bolts the GAS NOZZLE INTAKE, behind the gas door **(Photo 5)**. Remove the three (3) bolts completely.
- 4h) With the GAS TANK supported from underneath, slowly lower the GAS TANK six(6") to (12") inches, pulling the rubber gas neck down as the GAS TANK travels down.

5. U-BOLT REMOVAL

- 5a) There are two(2) sets of U-BOLTS, two per each LEAF SPRING, that is attached to the rear axle. Using a 21mm wrench, **(Photo 6)** un-bolt all mounting hardware (nuts and washers) on each U-BOLT. Remove all four (4) stock U-BOLTS completely.

6. LEAF SPRING REMOVAL

- ! **CAUTION:** LEAF SPRINGS may be under tension. SPRINGS under tension store a great amount of energy. Use caution during the following steps to avoid personal injury and/ or damage to the vehicle. **BE CAREFUL** not to damage the brake hoses/and or drive-line when re-locating the rear axle assembly.
- 6a) With the vehicle raised and the chassis supported with stands, raise the rear axle to remove the load from the shackle.

- 6b)** Starting with the front end of the LEAF SPRING towards the engine (front), using a 21mm wrench, un-bolt the hardware and remove completely. **(Photo7)** With the GAS TANK lowered slightly, you should be able to get to this hardware. Once the bolt is removed, the LEAF SPRING should be able to sit atop the rear axle.
- 6c)** With the LEAF SPRING sitting atop the rear axle, move back to the REAR SHACKLE HANGER. **(Photo 8)** Using a 21mm wrench, un-bolt the hardware and remove completely.

Also, for ease of re-installation, mark each LEAF SPRING left and right, to insure that the same ones go back on the same side as they were removed.
- 6d.** Remove the stock shim from the stock leaf springs **(Photo 8a)**
- 6e.** With the removal of the stock shim, the leaf spring center-bolts will now be too long. Using a cutting wheel, cut-off some of the center-bolts **(Photo 8b)**.

7. REAR SHACKLE (STOCK) REMOVAL

- 7a.** With the LEAF SPRING removed and set aside, you now have easy access to the rear shackles. Below are the steps to follow to remove the stock Rear Hanger from the chassis frame.
- 7b)** Using a cut-off wheel, makes a slot thru the heads of the rivets, three (3) each on each Rear Hanger. **(Photo 9)** There are three (3) rivets on each side that need to be removed. The slots should be straight thru the rivet heads and flush with the surface they are mounted to
- 7c)** With a pneumatic hammer and chisel attachment, remove the rivet heads. **(Photo 10)**. It should take no more than a few seconds to chisel each head off. Once all rivet heads have been removed, it is helpful to use a punch and hammer or a punch with the air hammer to push the rivets thru the chassis.
- 7d)** Also located here on the REAR SHACKLE HANGER is a single bolt, that mounts, along with the rivets, to the chassis. Using a 15mm wrench, un-bolt the hardware and remove completely.
- 7e)** Remove the entire REAR SHACKLE HANGER completely off the chassis.
- 7f)** Also located in this area is the REAR SHACKLE HANGER SUPPORT BRACKET. This is a stock piece that is no longer needed than will interfere with the new BELLTECH HANGER. Mounted by a small weld to the chassis frame, it is also mounted with a heavy-duty rivet. Using a cut-off wheel, make a slot straight **(PHOTO 11)** thru the rivet head and flush with surface they are mounted to.

Using a hammer, channel-locks or vice-grips, pull and push the SUPPORT BRACKET upwards towards the spare tire. Repeat procedure back and forth until it breaks free. **(Photo 12)**

8. REAR SHACKLE INSTALLATION

- 8a) Prior to installing the REAR SHACKLE, our R & D Techs have found it easier to pre-assemble the REAR SHACKLE HANGER and the SPRING SHACKLE MOUNT.
- 8b) Using the kit supplied hardware, bolt up the new BELLTECH REAR SHACKLE HANGER to the existing holes in the chassis. **(Photo 13)**

IMPORTANT NOTE:

Located on your new REAR SHACKLE HANGER, are two (2) sets of holes, four (4) on each side of the HANGER. Using the top hole and the third hole from the top, **(Photo 13)** this lowers the vehicle 4". Using the second and fourth holes from the top, lowers the vehicle 5".

9. LEAF SPRING INSTALLATION

- 9a) Start with the front end of the LEAF SPRING (towards the engine) **(Photo 14)**. With the GAS TANK still slightly lowered, install the original hardware from the GAS TANK side outward towards the driver's side of the vehicle, thru the frame and the Spring Eye Bolt. Start the `nut, but do not tighten completely.
- 9b) Swing the LEAF SPRING upward. The LEAF SPRING will now locate underneath the rear axle.
- 9c) Swing the rear of the LEAF SPRING upward to the SPRING SHACKLE MOUNT, align the LEAF SPRING eye with the SPRING SHACKLE MOUNT holes. **(Photo 15)**

Insert the new hardware and but do not tighten completely. This is to be done once the vehicle has been lowered and put on the ground.
- 9d) Using a 21mm wrench, re-tighten the front hardware on the LEAF SPRING.

10. SPRING SADDLE AND U-BOLT INSTALLATION

- ! Locate the BELLTECH axle ADAPTER SADDLES supplied in the kit. Place the ADAPTER SADDLES on top of the springs with the hole over the head of the spring center bolt. To properly position the axle, the offset holes **MUST** be oriented toward the front of the vehicle. Slowly lower the rear axle assembly down onto the saddles. **(Photo 16)** The ears should fit into the stock spring perches on the axle tubes. Make sure both ears on each SADDLE locate completely in the perches.
- 10a) With the new kit U-BOLTS hanging on the axle, one on each side of the SADDLE, slide the U-BOLTS up against the SADDLE.
- 10b) Install the U-BOLT PLATES below (under the LEAF SPRINGS), with the off-set holes forward, so the U-BOLTS pass through the appropriate slots. **(Photo 17)** Attach the PLATES using washers and locknuts. Tighten and torque locknuts to 90 lb ft.
- 10c) Install the kit supplied shim. Its **VERY IMPORTANT** to make sure the shim is installed properly, with the large part facing the rear of the vehicle **(Photo 17a)**. The new location for the shim is between the top of the leaf spring and the bottom of the rear axle.
- ! The AXLE ADAPTER SADDLES have been designed to properly position the rear axle pinion shaft relative to the driveline so that vibrations are eliminated. If driveline vibrations are experienced, take the vehicle to a driveline service shop immediately for driveline angle inspection and necessary adjustments. **DO NOT** drive vehicles exhibiting driveline vibrations, as U-joint wear could occur prematurely. Be sure to lubricate the U-joints if deemed necessary.

11. SHOCK ABSORBER, SHOCK EXTENSION AND BUMP STOP INSTALLATION

- 11a) Install SHOCK ABSORBER EXTENSIONS **(Photo 18)** (P/N 6654) as described in the 6654-88 instructions. (These instructions are included separately in the kit)
- 11b) Install the appropriate BELLTECH Nitro-Drop® or Nitro-Active® rear shock absorbers using the original hardware. See the current BELLTECH APPLICATION GUIDE or contact your nearest BELLTECH Dealer for the appropriate part numbers for your application. Tighten and torque hardware to 70 lb ft.
- 11c) The BUMP STOP will also need to be replaced. Locate the BUMP STOP, one per side and remove. **(Photo 19)** Here removal of the stock BUMP STOP is shown. In Photo 20, you can see a difference in height from the stock to the BELLTECH BUMP STOP.

12. **FINALIZING THE INSTALLATION**

- 12a.** Tighten the bushing bracket and tighten to 18ft-lbs.

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.

- 12b.** Check that all components and fasteners have been properly installed, tightened and torqued.
- 12c.** Check brake hoses and other components for any possible interference.
- 12d.** Lift the vehicle and remove the support stands. Carefully lower the vehicle to the ground.
- 12e.** Immediately 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.
- 12f.** Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

PARTS LIST FOR 6519 AXLE FLIP KIT

Part #	Description	Quantity
6612-005	Axle Saddle	2
6600-010	U-Bolt Plate	2
6519-010	Rear Leaf Hanger	2
6612-012	Shock Extension Rear	2
7000-880-95	Zinc Plated Spacer Tube	2
110670	Flat Washer A325 9/16"	4
110454	Nylon Insert Lock Nut 9/16"-12	2
110456	HHCS 9/16"-12 X 3.5"	2
6654	Shock Extension 99-00 Chevy	1
4920-001	Bump Stop W/Nylon LN	2
110502	Flat Washer A325 5/8"	8
110505	Nylon Insert Lock Nut 5/8"-18	8
110645	Flat Washer A325 7/16"	12
110303	Stover Lock Nut 7/16"-20	6
110650	HH Cap Screw 7/16"-20 X 1-1/4"	6
6612-015	U-Bolt 99-00 Chevy Flip Kit	4
4977-001	4° Pinion Shim	2



PHOTO 1



PHOTO 4



PHOTO 2

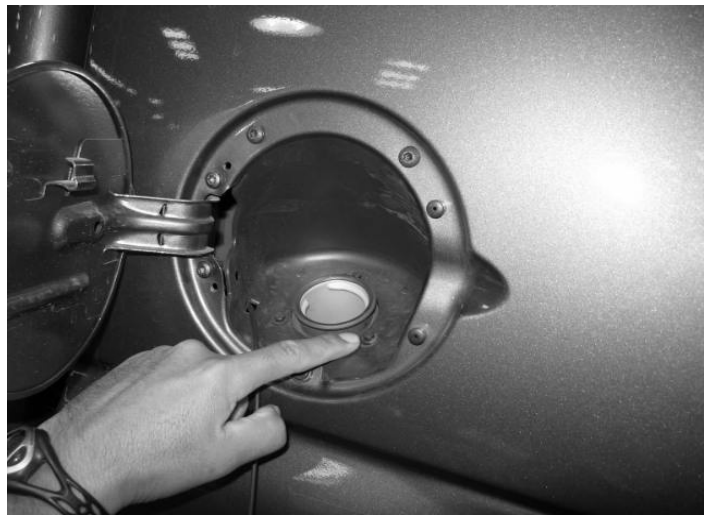


PHOTO 5



PHOTO 3

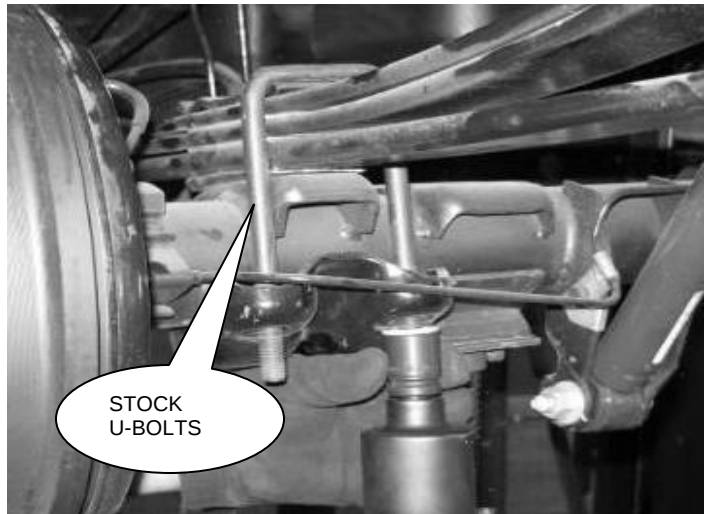


PHOTO 6

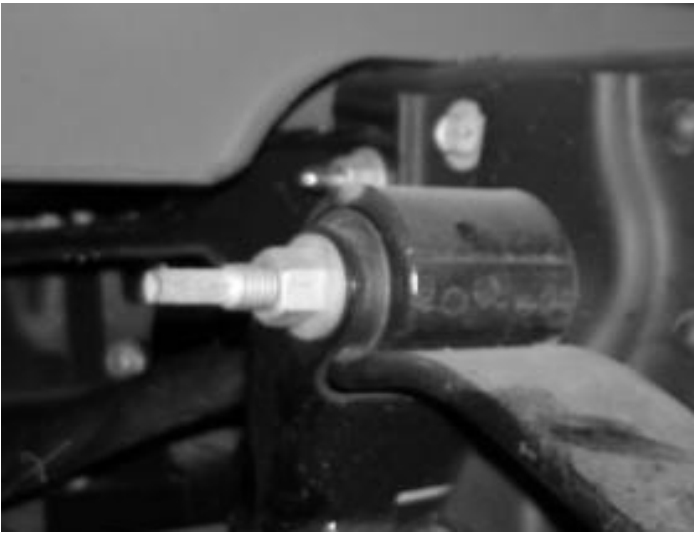


PHOTO 7



PHOTO 8b



PHOTO 8

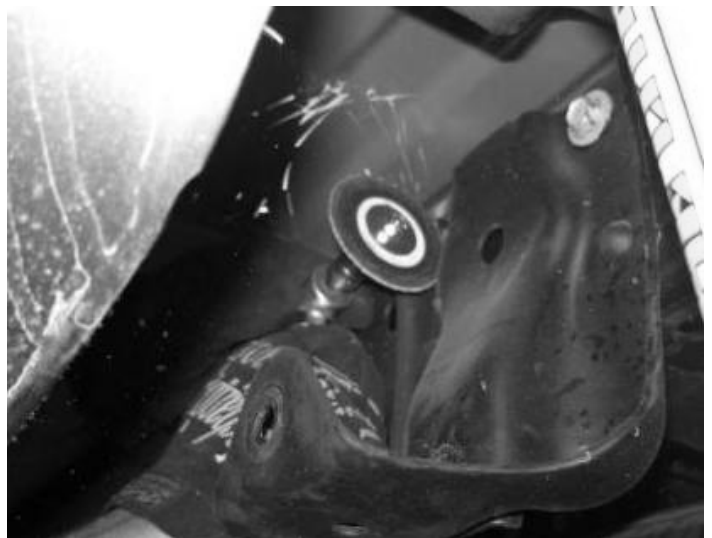


PHOTO 9



PHOTO 8a



PHOTO 10



PHOTO 11



PHOTO 14



PHOTO 12

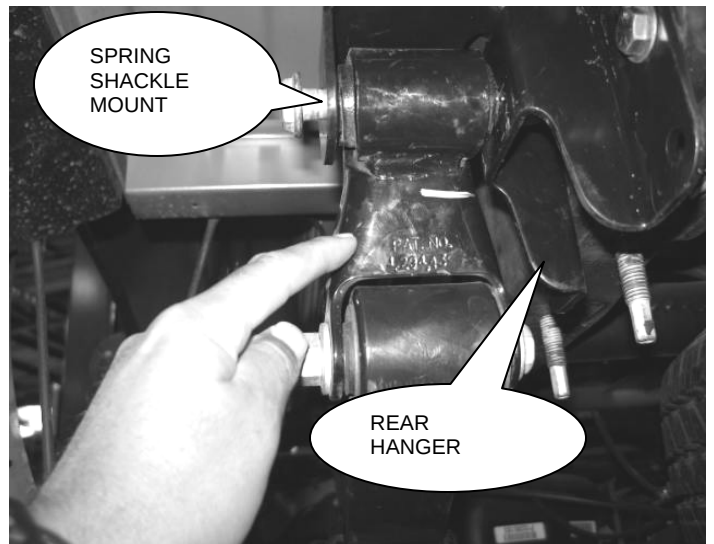


PHOTO 15



PHOTO 13

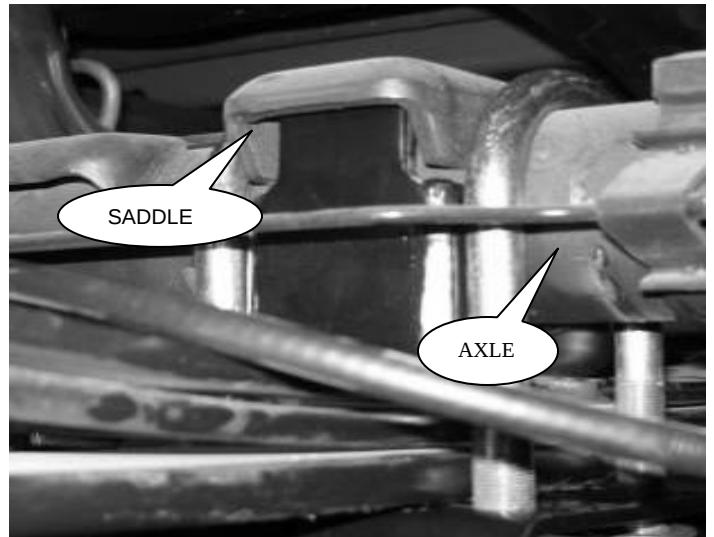


PHOTO 16

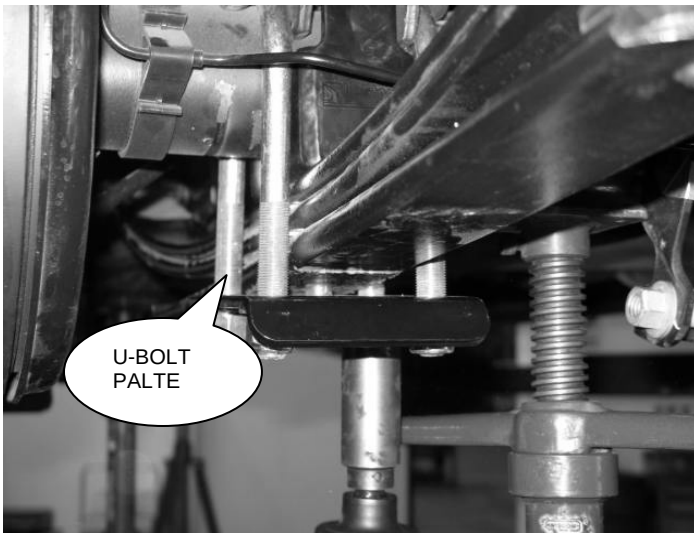


PHOTO 17



PHOTO 19

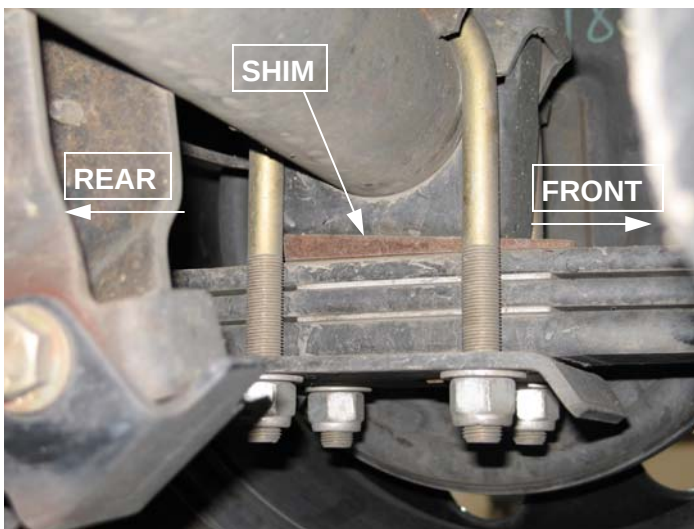


PHOTO 17a

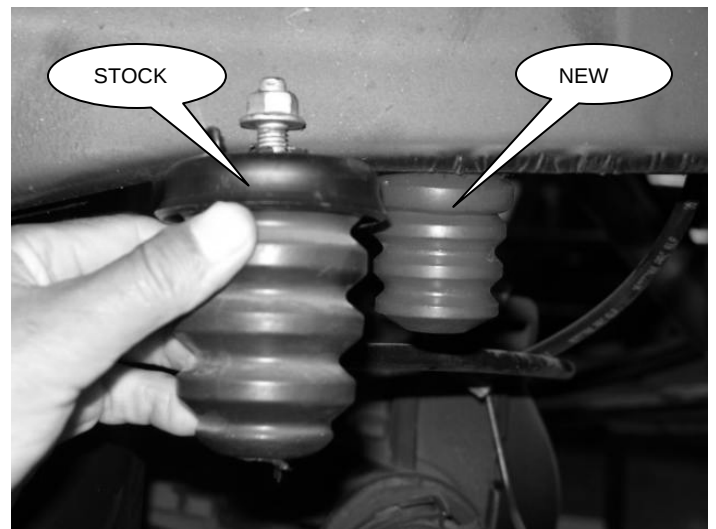


PHOTO 20

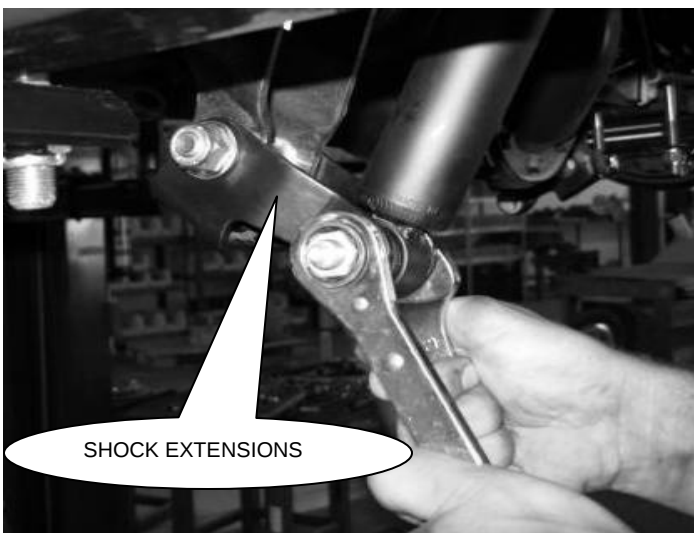


PHOTO 18