



INSTALLATION INSTRUCTIONS

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5481 FRONT ANTI-SWAY BAR '10+ CHEVROLET CAMARO



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

- Blocks and Wheel chocks
- Properly rated floor jacks and support stands
- Ratcheting Socket Wrench (13, 15 18 & 23mm)
- Combination Wrench (7,13 & 15mm)
- Safety Glasses
- Torque wrench: 0-75 lb ft. range

KIT CONTENTS

PART NO.	DESCRIPTION	QTY
5481-300	2010- Chevrolet Camaro front anti-sway bar	1
5481-777	Hardware kit	1
113175	1 1/8" ID Teflon lined polyurethane pivot bushing	2
114032-95	Zinc plated bushing bracket	2
112518	3/8" hardened flat washer	4
N/A	Installation instructions	1



Zinc plated bushing bracket



10mm hardened
flat washers



1 1/8" ID Teflon lined
polyurethane pivot bushing

KIT INSTALLATION

1. VEHICLE PREPERATION

- 1a. Open the hardware kit and remove all of the contents. Refer to the parts list above to verify that all parts are present.
- 1b. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and set 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).
- 1c. While the car is still on the ground, loosen the wheel lug nuts on the, just enough so that they can be unthreaded once the front wheels are in the air.
- 1d. 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.
- 1e. 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.

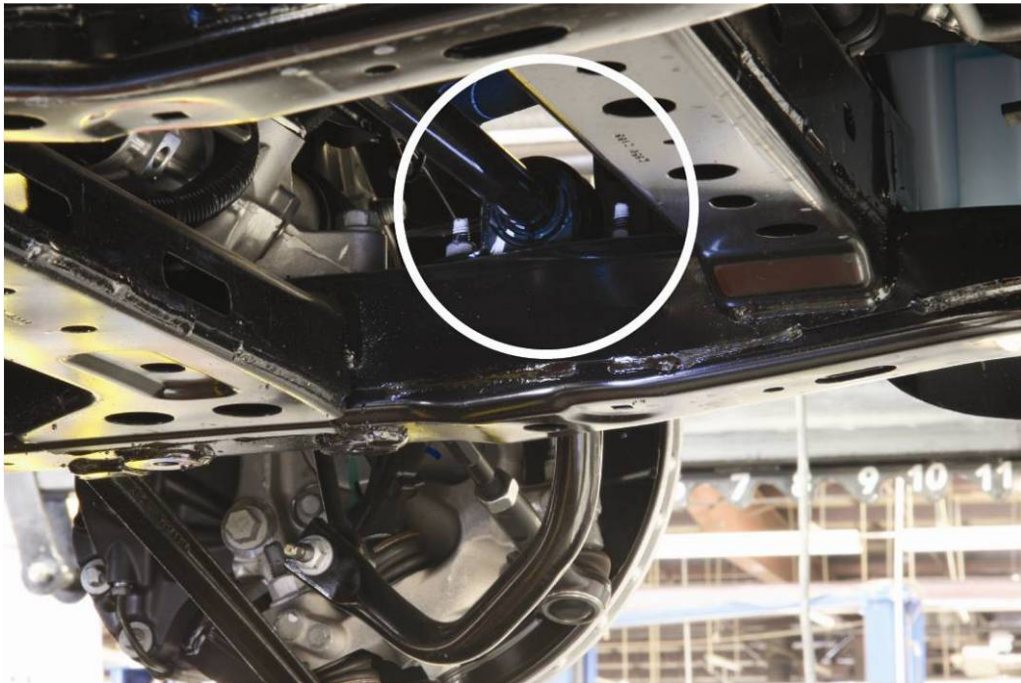
- 1f. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check that they properly and securely contact the chassis as described above. Check for possible interference with any lines, wires, cables, or other easily damaged components.
- 1g. Remove the lug nuts and take off the **DRIVER SIDE FRONT WHEEL ONLY**.

2. REMOVING THE ORIGINAL EQUIPMENT ANTI-SWAY BAR

- 2a. Locate the stock front anti-sway bar from underneath the vehicle. Loosen the anti-sway bar end-link nuts that secure the bar to the link with a 15mm wrench or deep socket. It may be necessary to prevent the end-link stud from spinning by holding the end of the stud in place with a 7mm wrench into while loosening the nut. Remove the nuts and disconnect the end-links from the stock anti-sway bar.



- 2b.** The two mount bushings and brackets are located on top of the front subframe near the steering rack. Remove all four bushing brackets nuts with a 13mm socket or wrench, then remove the bracket and bushings. Rest the bar on top of the subframe for now.



- 2c.** Using an 18mm socket, loosen the two nuts that secure the engine mounts to the front subframe. Back the nuts off until only three to four full threads are still engaged.

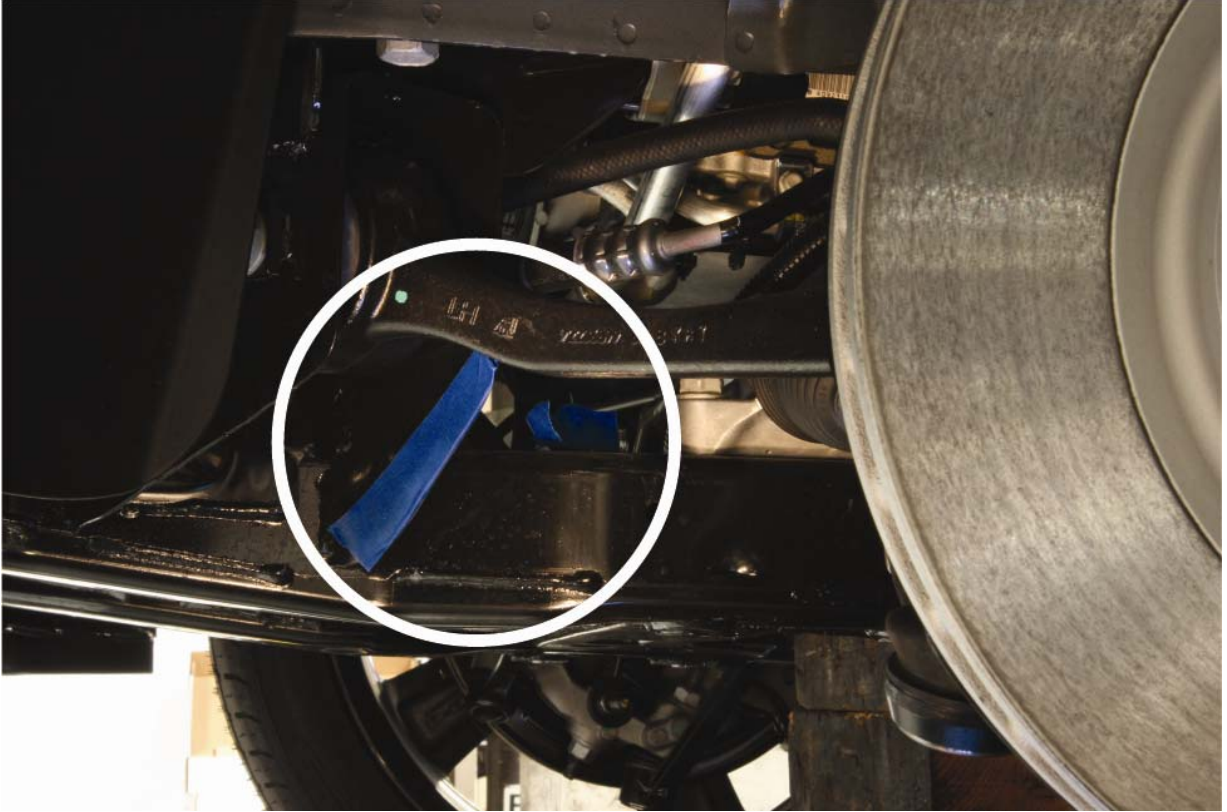


- 2d. Using a floor jack and a block of wood, support the engine by the front of the oil pan and lift the entire engine assembly up until it stops against the two engine mount nuts that were just loosened. **DO NOT EXCESSIVELY RAISE** the engine if the nuts accidentally back off the engine mount studs. **MAKE SURE NONE OF THE COOLANT LINES OR ELECTRICAL HARNESSSES ARE CAUGHT OR STRETCHED.**
- 2e. With the added clearance, the anti-sway bar should be able to clear the steering tie rod boot. Be sure not to rip the boot. Carefully snake the stock anti-sway bar out in a spiraling motion from above to the engine subframe through the driver side wheel well. Take care not to damage the alternator pulley or AC lines.



3. INSTALLING THE NEW ANTI-SWAY BAR

- 3a. Prior to installation of the Belltech Muscle Car Anti-Sway bar, tape the exposed edge of the subframe sheet metal and anti-sway bar bracket studs on both sides with painter's tape or duct tape. This will prevent excess scratching of the Belltech anti-sway bar as it is maneuvered into position above the front subframe.



- 3b. Using the same routing, snake the Belltech Muscle Car front anti-sway bar into position above the front subframe from the driver side wheel well. Again, take care not to damage the alternator pulley or AC lines.
- 3c. Lower the engine back to its original position and tighten the two subframe engine mount nuts to **37 lb-ft (50 N·m)**. Be sure that no lines are pinched or stretched in the process.
- 3d. Attach the OEM end-links to the anti-sway bar end hole on each side and secure with the OEM nut to **36 lb-ft (49 N·m)**. Be sure that the rubber boot on the end-link is not stressed or kinked.
- 3e. Spread the Belltech Teflon lined polyurethane anti-sway bar bushing and install it onto each side of the new bar. **NO LUBRICANT IS NECESSARY WITH THESE BUSHINGS.**

- 3f. Clip the new Belltech anti-sway bar bushing brackets on top of the new bushings. Secure the bracket to chassis using the OEM nuts with the hardened flat washers sandwiched between the stock nuts and the bracket. Torque to **16 lb-ft (20 N·m)**.
- 3g. Remove the masking tape used during installation.
- 3h. Securely mount the front driver side wheel and tire without torquing the lug nuts prior to lower the car.

4. **FINALIZING THE INSTALLATION**

- 4a. Check that all components and fasteners have been properly installed, tightened and torqued.
- 4b. Check brake hoses and other components for any possible interference, contact or abrasion against the bar and end-links.
- 4c. Lift the vehicle and remove the support stands. Carefully lower the vehicle to the ground.
- 4d. Insure that all wheels lugs are properly torque and tires are inflated to factory specifications.
- 4e. 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 differently now that it has been modified.
- 4f. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100 and 1000 miles.