



INSTALLATION INSTRUCTIONS

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'68-'72 CHEVELLE, MALIBU, SKYLARK, EI CAMINO GS, CUTLASS, 442, LE MANS, TEMPEST, & GTO REAR ANTI-SWAY BAR

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.

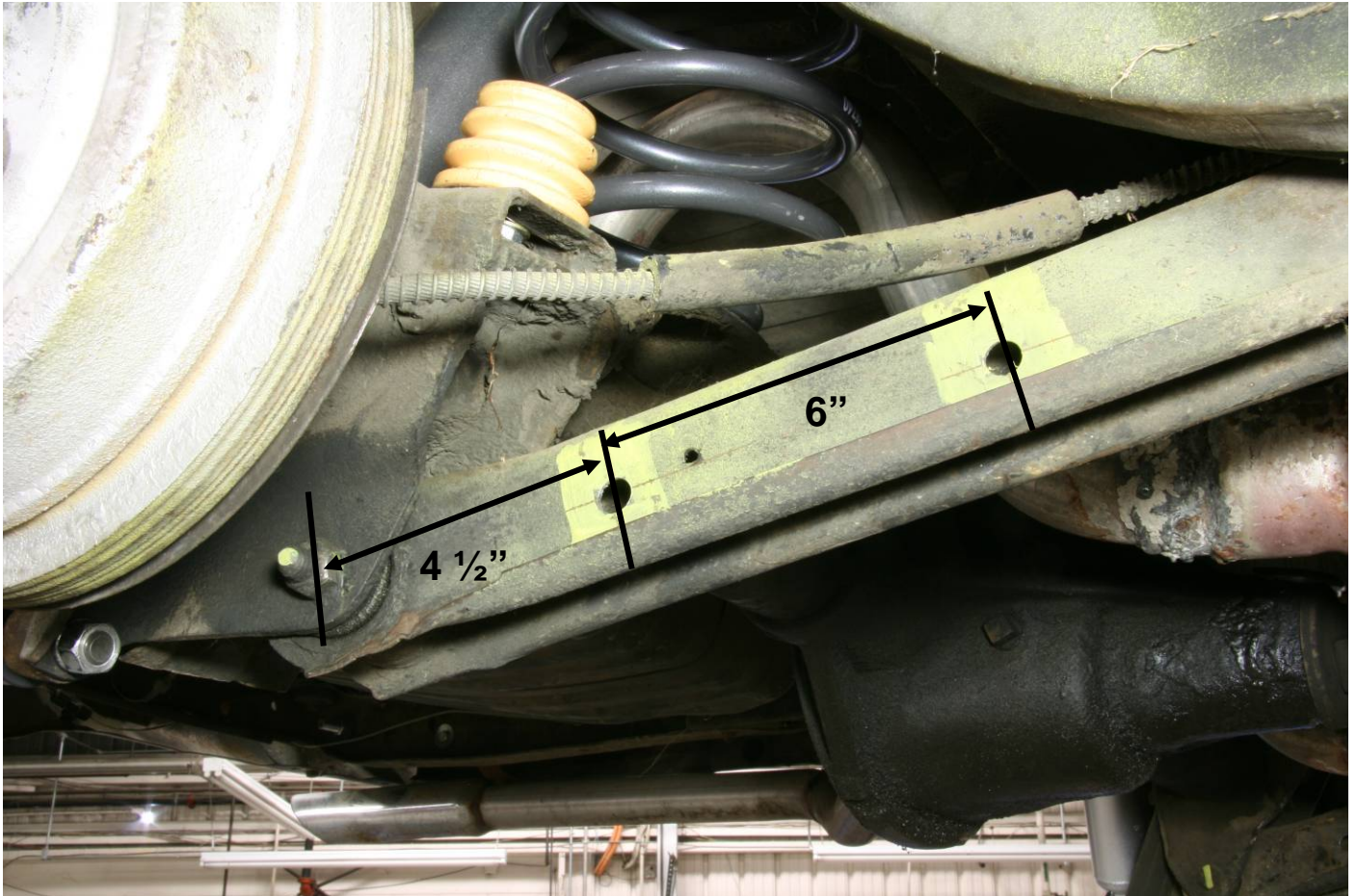
RECOMMENDED TOOLS:

- Properly rated floor jacks, support stands, and wheel chocks
- Combination wrench set
- Ratcheting socket wrench and socket sets
- Safety Glasses
- Air Ratchet

KIT INSTALLATION

1. Open the hardware kit and remove all of the contents. Refer to the part list (Page 3) to verify that all parts are present.
 2. 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).
 3. 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.
- ! 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.

4. 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.
5. Remove the original equipment Anti-Sway Bars if your vehicle contains one.
6. There needs to be four mounting holes (two on each lower control arm) in the lower control arms. If your vehicle does not contain these holes then you will need to make them. Position the Anti-Sway Bar under the vehicle, between the control arms, and the plates pointing down. Mark the control arm where the bolt will go through the Anti-Sway Bar on both sides. Center punch and drill 1/2-inch holes you just marked.



7. Position a spacer tube behind each hole in the control arm. Make sure a 1/2-inch bolt is able to go into each hole and spacer tube. Use the 1/2-inch bolts, Nyloc nuts, and washers to fasten the Anti-Sway Bars to the control arm. Tighten to approximately 80ft/lbs of torque.



8. Check that all components and fasteners have been properly installed, tightened and torqued.
9. Check brake hoses, steering and other components for any possible interference.
10. Lift vehicle and remove support stands. Carefully lower vehicle to ground.
11. 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.
12. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

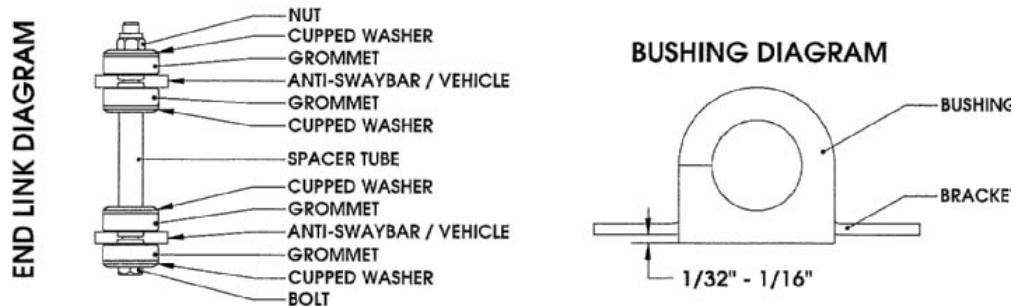
PARTS LIST FOR ANTI-SWAY BAR KIT

PART No.	DESCRIPTION	QTY.
51050-300	Rear ASB	1
110403	1/2-20 Ny Lock Nut	4
112226	1/2-20 x 3-1/4 HHCS	4
110660	Flat Washer	8
112434	Spacer Tube	4

! BELLTECH INSTALLATION TIPS

LUBRICATION

Pre-lubricating the inside of the bushing before it's installed is important because the lubrication will greatly reduce noise and it will increase bushing life. Belltech recommends you use Molybdenum disulfide. This will help protect the inside surface of the bushing and will last longer than most types of grease. Thoroughly lubricate the inside of the bushing with this grease.



BUSHING INSTALLATION

Make sure an amount of $1/32''$ to $1/16''$ of the bushing is showing when you install it onto the bracket. See the diagram above. If the bushing is showing more than $1/16''$ than use a sander or a sheet of coarse grit sand paper to shave it down to the proper height. In most applications when installing the new bushings on your Belltech Anti-Sway Bar (ASB) you may refer to your original equipment Anti-Sway Bar to locate the proper location.

END LINK INSTALLATION

It is not required that you use lubricant on the end links since there is no rotational movement. The Belltech end links are comprise of grommets, cupped washers, a spacer tube, bolt, and lock nut, these assembled components create the end link. See END LINK DIAGRAM above.