



INSTALLATION INSTRUCTIONS

5581

REAR ADJUSTABLE 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 hard ware 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 (13mm, 15mm)
- Combination Wrench (13mm, 15mm)
- Allen Wrench (4mm)
- Safety Glasses
- Torque wrench: 0-75 lb ft. range

KIT CONTENTS

PART NO.	DESCRIPTION	QTY
5581-300	2010+ Chevrolet Camaro rear anti-sway bar	1
5581-777	Hardware kit	1
113205	7/8" ID Teflon lined polyurethane pivot bushing	2
114032-95	Zinc plated bushing bracket	2
112518	3/8" hardened flat washer	4
5581-888	Installation instructions	1



Zinc plated bushing bracket



10mm hardened
flat washers



7/8" 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 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).
- 1c. 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.
- 1d. 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.

- 1e. 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.

2. REMOVING THE ORIGINAL EQUIPMENT ANTI-SWAY BAR

- 2a. Locate the stock rear 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 socket. It may be necessary to prevent the end-link stud from spinning by inserting a **4mm Allen wrench** into the end of the stud while loosening the nut. Remove the nuts, but leave the end-links attached to the stock anti-sway bar for now.



- 2b. There are two mount bushings that contain the original equipment Anti-Sway Bar. Remove all four bushing brackets bolts and bushings. Rest the bar on top of the exhaust for now.



- 2c. With the anti-sway bar now hanging freely from the end-links, now detach the end-link from the bar. Carefully remove the original equipment Anti-Sway Bar by snaking it through and above the exhaust system. If ground clearance is limited, it might be easier to remove the OEM bushings and brackets for additional clearance. The wheels and OEM exhaust system **DOES NOT** need to be unmounted in order to remove the exhaust.

3. INSTALLING THE NEW ANTI-SWAY BAR

- 3a. Using the same routing, snake the Belltech Muscle Car adjustable rear anti-sway bar into position above the exhaust system from one side of the suspension.

- 3b.** Attach the OEM end-links to the desired adjustment hole on each side and secure with the OEM nut to **36 lb-ft (49N·m)**. Be sure that the rubber boot on the end-link is not stressed or kinked.



- 3c.** 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.** Use stock bar and bushings as a locating reference.
- 3d.** Clip the new Belltech anti-sway bar bushing brackets on top of the new bushings. Secure the bracket to chassis using the OEM bolts with the hardened flat washers sandwiched between the bolt head and the bracket. Torque to **16 lb-ft (20 N·m)**.



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.

5. SETUP INFORMATION

The Belltech adjustable anti-sway bar can be tuned for the desired roll resistance by connecting the anti-sway bar end-links to different attachment points on the bar. Each side of the bar has three different attachment points. Attaching the end-links to the holes furthest out on the bar tab will be the softest roll setting while attaching to the holes closer in will increase roll stiffness. Increasing the rear roll stiffness will typically reduce understeer. Below are the percentage increases in torsional stiffness over the stock bar for each end-link position.

