



INSTALLATION INSTRUCTIONS

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5519
REAR ANTI-SWAY BAR
2019 CHEVROLET SILVERADO CREW CAB 2WD/4WD

This anti-sway bar is designed for vehicles with flipped rear suspension!

Thank you for being selective enough to choose our high quality 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 hardware listed in the parts list is in the kit. **Do not** begin 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 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 necessary when performing the outlined procedures.
- Note: It is helpful to have an assistant available during installation.

RECOMMENDED TOOLS:

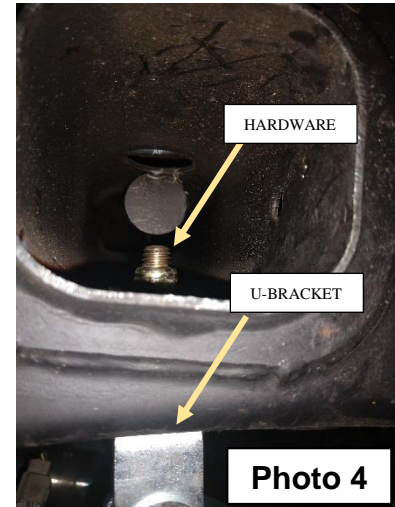
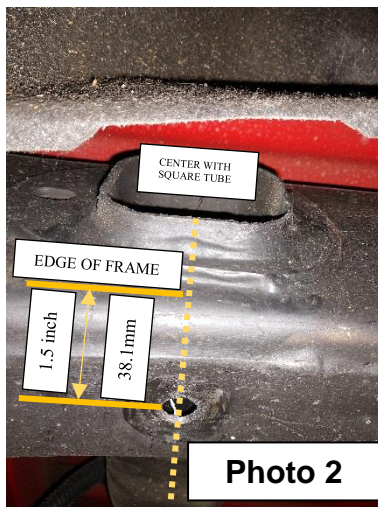
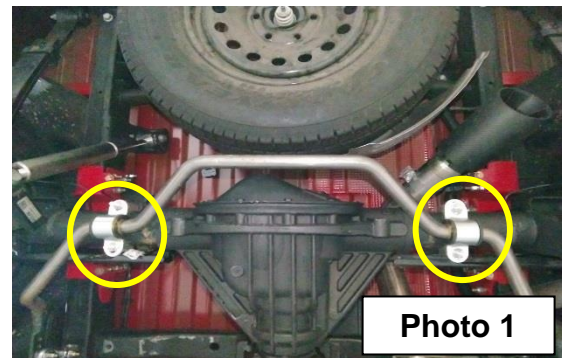
- Properly rated floor jack, support stands, and wheel chocks
- 17/32" drill bit and power drill
- Electric or pneumatic grinder
- Combination wrench: (9/16", 3/4")
- Ratcheting socket wrench and sockets (9/16")
- Safety Glasses

KIT INSTALLATION

1. Open the hardware kit and remove it's contents. Refer to the parts list (Page 5) 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. Chock 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, 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. Thoroughly lubricate the **inside** of the new polyurethane bushings using the grease provided. Locate and attach the bushings on the Belltech Anti-Sway Bar (ASB) (**Photo 1**). Once located, rotate the bushings slightly to evenly spread the lubricant.
5. Locate the square tube crossmember on the frame. Measure 1.5 inch [38.1 mm] from the outside edge of the frame to the center of the frame and mark. Maintain the center of the square crossmember. (**Photo 2**). Drill a 7/16" [11.113 mm] hole, directly into the frame until you pass through the square crossmember.

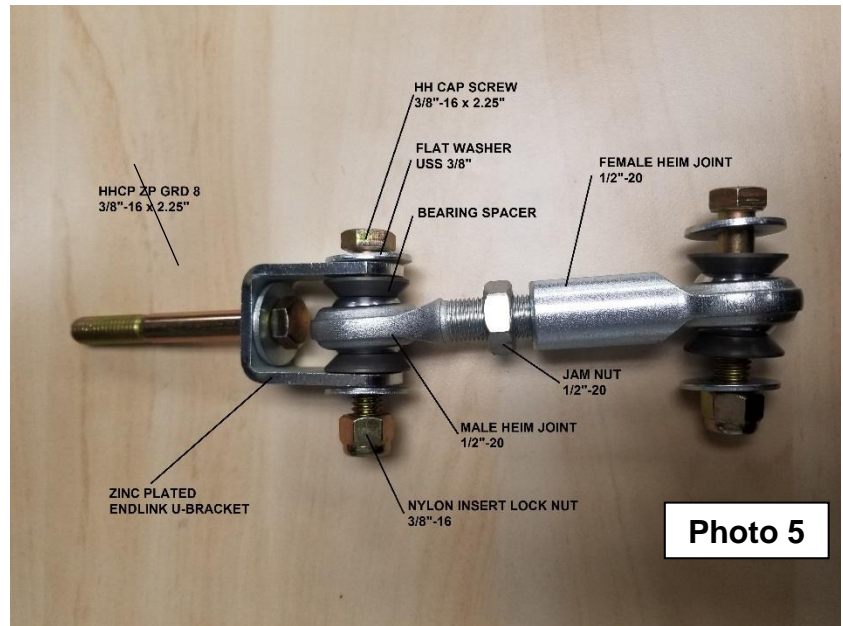


6. Tighten the bracket to the cross beam to 80 ft/lb. of torque using the supplied 2.25" long 3/8"-16 bolt. (**Photo 3 & 4**)

7. Assemble the end link as shown in **(Photo 5)** Attach the end-link assembly to the mounting bracket and secure hand tight with the supplied 3/8"-16 X 2.25" HHCS bolt, 3/8" – 16 Nyloc nut and 3/8" USS flat washer on each side of the bracket.

****The jam nut should be tightened to eliminate the Link from coming out of adjustment. ****

8. Insert the bar from under the vehicle positioning it under the axle with the bar ends pointed forward and above the leaf springs. Once in position, start from one side and place one U-bolt, saddle, and bushing support plate around the axle. See **(DIAG. 2)**



IMPORTANT: U-bolt is to be placed under the existing brake line and such that the A.S.B. is not tangled up in the parking brake cables.

While holding the U-bolt with one hand, attach the Anti-Sway Bar bushing clamp with the other, and loosely thread the hardware into place using the supplied 3/8" – 16 Nyloc Nut and 3/8" USS flat washer. Do the same to the other side. Do not tighten the U-bolts, as they will be securely fastened after all the other components have been installed.

WD-40™ is recommended to help remove excess lubricant.
Re-greasing the pivot bushings should be Performed at regular intervals.

9. Attach the bottom of each end-link assembly onto the Belltech anti-sway bar using the 3/8"-16 X 2.25" HHCS bolt, 3/8" – 16 Nyloc nut, and 3/8" USS flat washers. The end-links should be inboard of the ASB. **(Photo 6)** Make sure there is a washer between the Sway bar and the fastening nut. We recommend testing the Bar in its softest adjustment, which is the hole furthest towards the front of the vehicle, each remaining adjustment will stiffen the roll resistance forces by 10%. **(See Photo 5 for bolt assembly reference)**

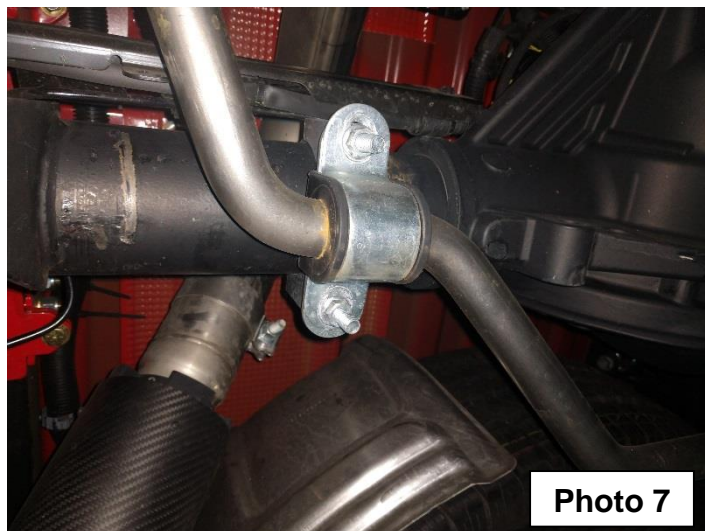


****The end links are adjustable; adjust the end links to get the sway bar as parallel with the ground. This is easily achieved once the vehicle is flat on the ground. ****

10. Center the A.S.B in the bushings once the end-link hardware is tightened. Both A.S.B bushings and bracket assemblies should now be centered in the straight portion of the bar, between the bends (**Photo 7**). The Anti-Sway Bar bushing clamp and hardware should be rotated onto the bottom side of the axle so that the end links are in a vertical position when looking from the side of the vehicle.

11. Tighten and torque the U-bolt bracket hardware to 19 ft•lbs.

12. 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.



13. Check that all components and fasteners have been properly installed, tightened and torqued.

14. Check brake hoses, and other components for any possible interference.

15. Lift vehicle and remove support stands. Carefully lower vehicle to ground.

16. 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.

17. Installation is complete. Check all hardware and re-torque at intervals for the first 10, 100, 1000 miles.

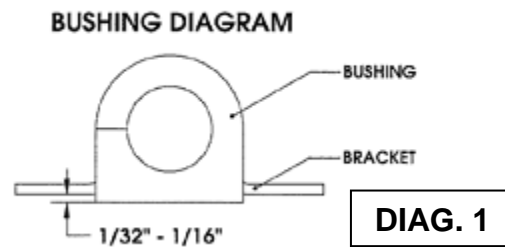
! BELLTECH INSTALLATION TIPS

LUBRICATION

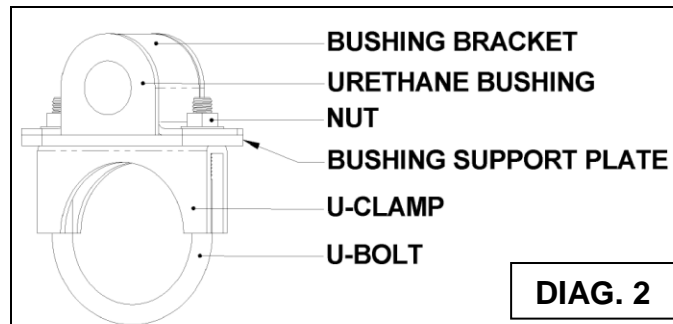
Pre-lubricating the inside of the bushing before it's installed is critical. The lubrication will greatly reduce noise and increase bushing life. Belltech recommends you use Molybdenum disulfide to protect the inside surface of the bushing due to its increased life compared to other grease types. Thoroughly 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 below. If the bushing is showing more than 1/16" then use a sander or a sheet of coarse grit sand paper to shave it down to the proper height.



AXLE CLAMP DIAGRAM



**PART LIST FOR 5559
ANTI-SWAY BAR KIT**

QTY	Part #	DESCRIPTION
1	5519-300	PAINTED REAR SWAY BAR
2	115002-95	ZINC PLATED PIVOT BUSHING BRKT
2	115003-95	ZINC PLATED BUSHING SUPPRT PLT
2	113085	PIVOT BUSHING 1.125"
1	55000-10	GREASE PACK
6	110255	NYLON INSERT LOCK NUT 3/8"-16
12	112518	FLAT WASHER USS 3/8"
2	112260	U-CLAMP 3-1/4"
2	112248	MALE HEIM JOINT 1/2"-20
2	112249	FEMALE HEIM JOINT 1/2"-20
8	57400-045	BEARING SPACER- TOE ADJUSTER
2	112326	JAM NUT 1/2"-20
2	71001-007-95	ZINC PLATED ROD END BRACKET
6	112106	HH CAP SCREW 3/8"-16 X 2-1/4"