



## INSTALLATION INSTRUCTIONS

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**5551  
REAR ANTI-SWAY BAR  
2004-2013 FORD F-150**

**This anti-sway bar is designed for vehicles with a flipped rear suspension. If your vehicle retains the OEM, non-flipped axle location, please use swaybar kit No. 5548**

**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 of the 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 absolutely necessary when using these tools to perform procedures!
- Note: It is very 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:
- Ratcheting socket wrench and sockets:
- Safety Glasses

***NOTE: For 2009 and newer model year vehicles please refer to the gray text boxes throughout the instructions for additional installation notes.***

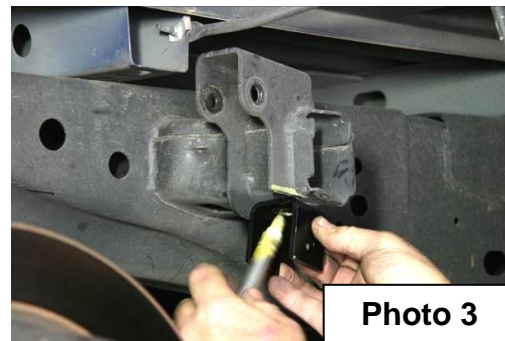
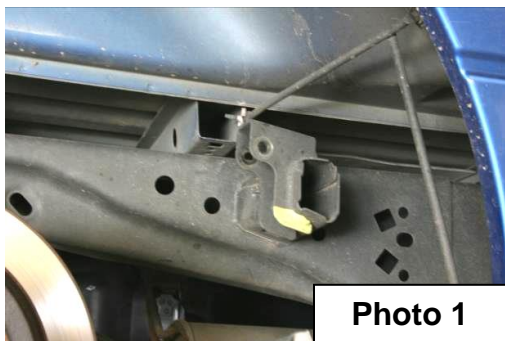
### KIT INSTALLATION

1. Open the hardware kit and remove all of the contents. Refer to the part 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. Block the **FRONT** wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1<sup>st</sup> 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 supports 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. Thoroughly lubricate the **inside** of the new polyurethane bushings using the grease provided. Locate the bushings on the ends of the Belltech Anti-Sway Bar (ASB). Once located, rotate the bushings slightly too evenly spread the lubricant.
6. Remove the top shock mount bolt.
7. Grind off the excess tab material painted in yellow (**Photo 1 and 2**)



***NOTE: For 2009 and newer model year vehicles follow the instructions below.***

1. Grind off the excess tab material painted in yellow (**Photo 1 and 2**)
2. Place the end-link brackets in place, butted up against the inside flange and centered on the cross beam. Mark the hole location to be drilled. (**Photo 3**)
3. Using a 17/32-inch drill bit and power drill, drill a hole in the marked location.
4. Bolt up the end-link bracket with the supplied 1/2" -20 x 1 1/4" hcs bolt, 1/2" -20 flanged lock nut, and two 1/2" flat washers. (See Photo 8 for bolt assembly reference.)
5. Tighten the bracket to the cross beam up to 80 ft•lb of torque. Be sure the bracket is parallel to the frame rails.

8. Bolt up the Belltech end-link bracket. Run the supplied 1/2" -20 x 1 1/4" hhcs bolt and 1/2" flat washer up through the bracket and the existing outboard hole on the crossbeam. Enlarge the outboard hole with a 17/32-inch drill bit if necessary. Secure the bolt on the other side with the supplied 1/2" -20 flanged lock nut and 1/2" flat washer. **(See Photo 8 for bolt assembly reference.)**

9. Tighten the bracket to the cross beam up to 80 ft•lb of torque. Be sure the bracket is parallel to the frame rails.

10. Tighten top shock mount bolt using the OEM nuts and bolts at this time as well.

11. Attach the end-link dogbone to the mounting bracket and secure hand tight with the supplied 3/8"-16 X 2 3/4" HHCS bolt, 3/8" – 16 Nyloc nut and 3/8" USS flat washer on each side of the bracket. **(Photo 4)** (See **Photo 8** for bolt assembly reference.)

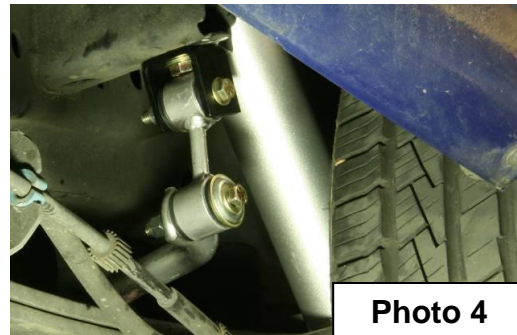


Photo 4

12. Locate the hydraulic brake hardline on the driver side of the rear axle. Unclips the line from the locator clip. **(Photo 5)**



Photo 5

13. 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. **IMPORTANT:** U-bolt is to be placed under the existing brake line and the ASB 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 put on. (See Photo 8 for bolt assembly reference.)



Photo 6

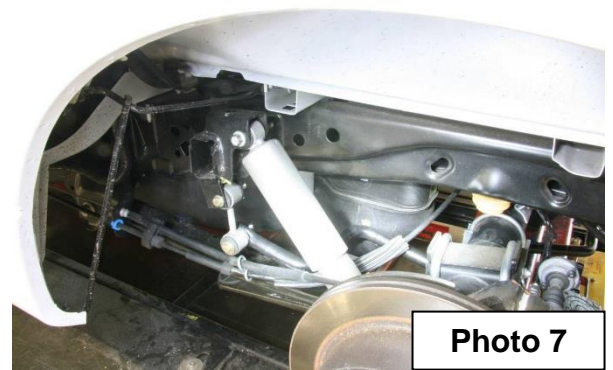
**WD-40™** is recommended to help remove excess lubricant.

Re-greasing the pivot bushings should be Performed at regular intervals. Climate and driving conditions will govern the time between services.

Remember to check all hardware while performing bushing maintenance.

14. Attach the bottom of each dogbone end-link onto the Belltech anti-sway bar using the 3/8"-16 X 3" HHCS bolt, 3/8" – 16 Nyloc nut, and 3/8" USS flat washers. The end-links should be outboard of the ASB. **(Photo 6)** Sandwich the large dogbone bushing washer between the 3/8" washer and the exposed bushing side of the dogbone end-link. (See Photo 8 for bolt assembly reference.)

15. Center the ASB in the bushings once the end-link hardware is secured. Position the ASB so that both endlinks are as nearly vertical as possible when looking from the back of the vehicle. Both ASB bushings and bracket assemblies should now be pushed as far outboard as possible so that the bushing is next to the bend in the bar. Anti-Sway Bar bushing clamp and hardware should be rotated slightly forward on the bottomside of the axle so that the end links are in a vertical position when looking from the side of the vehicle. **(Photo 7).**



**Photo 7**

16. Tighten and torque the u-bolt bracket hardware to 19 ft•lbs.

17. All hardware being fastened to the vehicle's original fastening points should be the hardware torqued to the proper specifications. To prevent chassis damage, never over-torque.

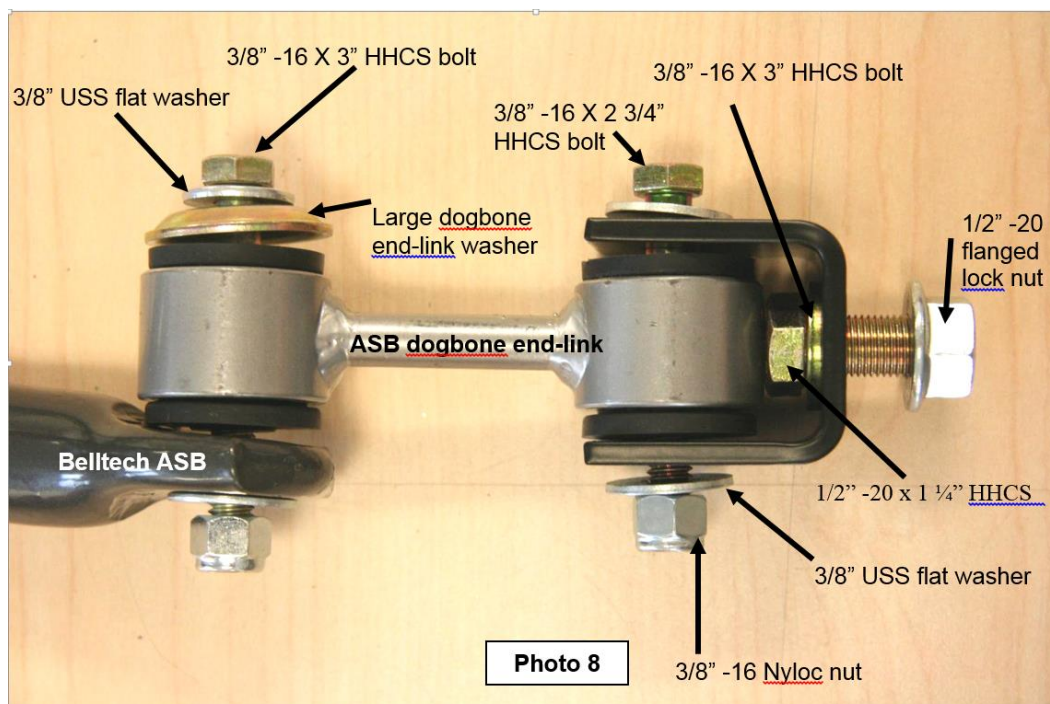
18. Check that all components and fasteners have been properly installed, tightened and torqued.

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

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

21. 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.

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

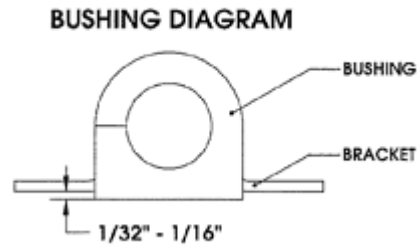


**Photo 8**

## **! BELLTECH INSTALLATION TIPS**

### **LUBRICATION**

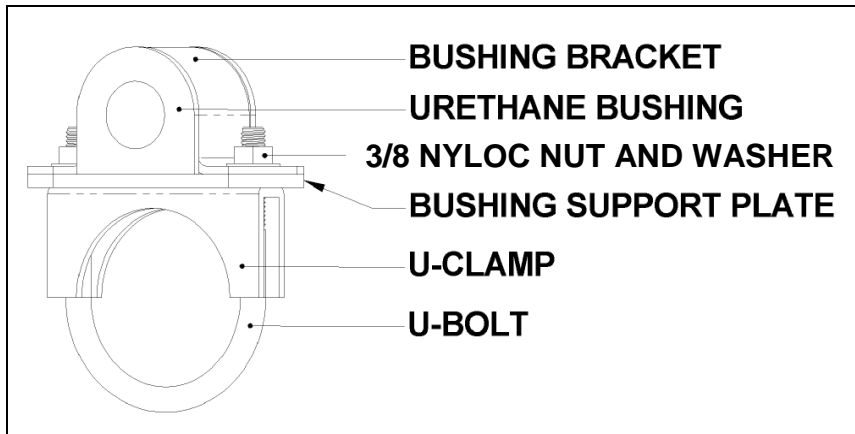
Pre-lubricating the inside of the bushing before it's installed is important because the lubrication will greatly reduce noise and it will increase bushing life. Belltech recommends you use Molybdenum disulfide. This will help protect the inside surface of the bushing and will last longer than most types 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" then 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 you may refer to your original equipment Anti-Sway Bar to locate the proper location.

### **AXLE CLAMP DIAGRAM**





**PART LIST FOR 5551  
ANTI-SWAY BAR KIT**

<b>PART#</b>	<b>DESCRIPTION</b>	<b>QTY</b>
5551-300	REAR ANTI-SWAY BAR	1
113075	PIVOT BUSHING	2
115002	BUSHING BRACKET	2
115003	UNDER SUPPORT PLATE	2
112260	3 1/4" U-CLAMP	2
110255	3/8" – 16 NYLOC NUT	8
112112	3/8" -16 X 3" HHCS	2
112110	3/8"-16 X 2 3/4" HHCS	2
112518	3/8" USS FLAT WASHER	12
55000-10	GREASE PACK	1
7000-896	DOG BONE BUSHING LARGE WASHER	2
5551-004	END LINK BRACKET	2
110408	1/2" -20 x 1 1/4" HHCS BOLT	2
110402	1/2" -20 FLANGED LOCK NUT	2
110660	1/2" FLAT WASHER	2
114051	DOG BONE END LINK	2