
Chevrolet Camaro SC1 Suspension Handling Kit

SUSPENSION REMOVAL & INSTALLATION INSTRUCTIONS

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It is not the intent of these specifications to replace the comprehensive and detailed service practices explained in the GM service manuals. For detailed installation instructions please look to the service manual for your specific vehicle.

GM service manuals are available from:

Helm Incorporated

PO Box 07130

Detroit, MI 48207

For information about warranty coverage, please contact your local Chevrolet Performance parts dealer.

Observe all safety precautions and warnings in the service manuals when installing this kit in any vehicle. Wear eye protection and appropriate protective clothing. Support the vehicle securely with jack stands when working under or around it. Use only the proper tools. Exercise extreme caution when working with flammable, corrosive, and hazardous liquids and materials. Some procedures require special equipment and skills. If you do not have the appropriate training, expertise, and tools to perform any part of this conversion safely, this work should be done by a professional.

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Camaro Suspension Kit Contents:

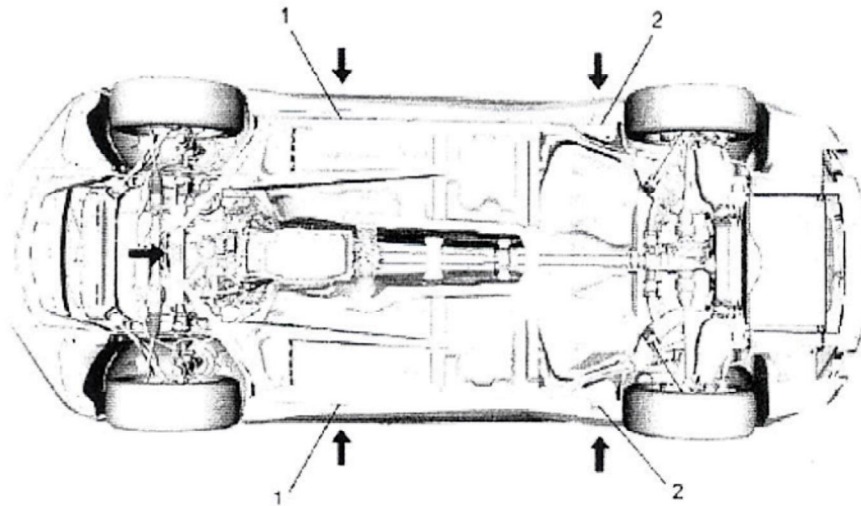
Component Name	Quantity
Front Stabilizer Bar	1
LH Front Handling Link	1
RH Front Handling Link	1
Rear Stabilizer Bar	1
Nut - Front Handling Link	2
Bolt - Front Handling Link	2
Chevrolet Performance Emblem	1

Recommended Tools

- CH-42188-B Ball Joint Separator
- J-36660-A Torque Angle Meter
- Torque Wrench (10-150 ft-lbs)

Lifting and Jacking the Vehicle

Note: The use of a LOW PROFILE LIFT ARMS SYSTEM may be required to avoid unwanted contact with the vehicle's body and structure depending on lifting equipment used. Refer to the manufacture's recommendation for their applications of low profile lift arms system for their lifting equipment.



Danger: To avoid any vehicle damage, serious personal injury or death when major components are removed from the vehicle and the vehicle is supported by a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed and strap the vehicle to the hoist.

Danger: To avoid any vehicle damage, serious personal injury or death, always use the jackstands to support the vehicle when lifting the vehicle with a jack.

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Caution: Perform the following steps before beginning any vehicle lifting or jacking procedure:

- Remove or secure all of the vehicle contents in order to avoid any shifting or any movement that may occur during the vehicle lifting or jacking procedure.
- The lifting equipment or the jacking equipment weight rating must meet or exceed the weight of the vehicle and any vehicle contents.

- The lifting equipment or the jacking equipment must meet the operational standards of the lifting equipment or jacking equipment manufacturer.
- Perform the vehicle lifting or jacking procedure on a clean, hard, dry, level surface.
- Perform the vehicle lifting or jacking procedure only at the identified lift points. DO NOT allow the lifting equipment or jacking equipment to contact any other vehicle components.

Failure to perform the previous steps could result in damage to the lifting equipment or the jacking equipment, the vehicle, and/or the vehicle contents.

Vehicle Lifting– Frame Contact Lift

Note: The vehicle should be lifted so that the hoist pads and or lift arms do not contact the rocker panel molding. The hoist pad must be located in the designated area. In the front location, place the lift pads on the rocker outer panel weld flange. In the rear location, place the lift pads on the rocker outer panel rear cradle brace. Care should be taken to ensure the hoist pad is inside the rocker panel molding cut out area (notch) to prevent damage to the vehicle.

Front Lift Pads

When lifting the vehicle with a frame-contact lift, place the front lift pads on the rocker outer panel weld flange (1), as shown

Rear Lift Pads

When lifting the vehicle with a frame-contact lift, place the rear lift pads on the rocker outer panel weld flange (2), as shown.

Vehicle Jacking

Caution: When you are jacking the vehicle at the front locations, be certain that the jack or the jack lift pad does not contact the front fascia, front fascia air dam, or the front fenders. If such contact occurs, vehicle damage may result. When jacking at selected front locations additional clearance may be required for the jacking points.

Note: When you are lifting a vehicle with a service jack, block the wheels at the opposite end from which you are lifting. Use jack stands to provide additional support.

Front of Vehicle

When using a service jack under the front of the vehicle use one of the following locations:

Place the service jack pad in the same location as shown for the front lift pads or on the front center jack pad.

Rear of Vehicle

Note: Place jackstands ONLY under strong and stable vehicle structures.

Place the service jack pad in the same location as shown for the rear lift pads.

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Fastener Caution

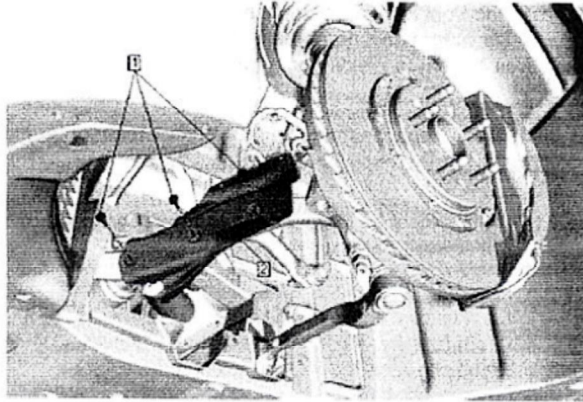
Caution: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Do not use paints, lubricants, or corrosion inhibitors on fasteners, or fastener joint surfaces, unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems. When using fasteners that are threaded directly into plastic, use extreme care not to strip the mating plastic part(s). Use hand tools only, and do not use any kind of impact or power tools. Fastener should be hand tightened, fully seated, and not stripped.

Torque-to-Yield Fastener Warning

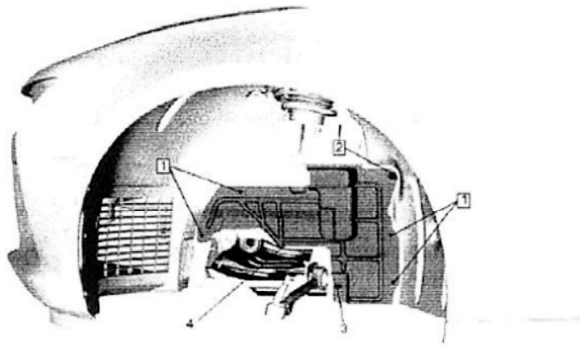
Warning: This vehicle is equipped with torque-to-yield or single use fasteners. Install a NEW torque-to-yield or single use fastener when installing this component. Failure to replace the torque-to-yield or single use fasteners could cause damage to the vehicle, component, or bodily injury.

Removal Procedure

1. Remove the front tire and wheel assembly.



2. Front Brake Rotor Cooling Duct Deflector Bolt (1) » Remove [3x]



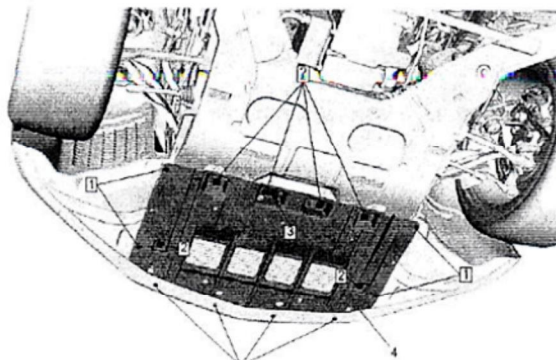
3. Front Wheelhouse Splash Shield Fasteners (1) » Remove [4x]
4. Front Wheelhouse Splash Shield Fasteners (2) » Remove
5. Front Wheelhouse Splash Shield Retainer (3) » Remove
6. Front Wheelhouse Splash Guard (4) » Remove

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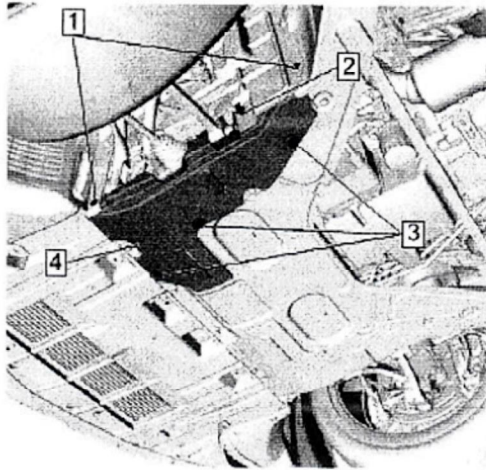
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7. Front Compartment Air Deflector Fasteners (1) » Remove [8x]
8. Front Compartment Air Deflector Fasteners (2) » Remove [6x]
9. Front Compartment Air Deflector Retainer (3) » Remove
10. Front Compartment Air Deflector (4) » Remove



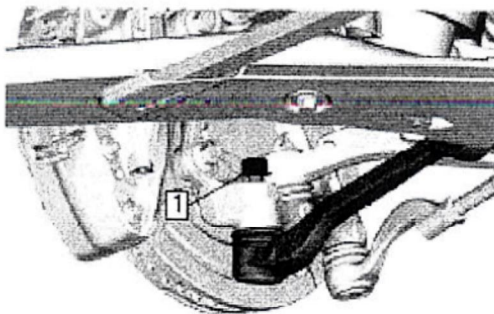
11. Front Compartment Side Noise Shield Fastener (1) » Remove
12. Front Compartment Side Noise Shield Fastener (3) » Remove [3x]
13. Front Compartment Side Noise Shield (4) » Remove

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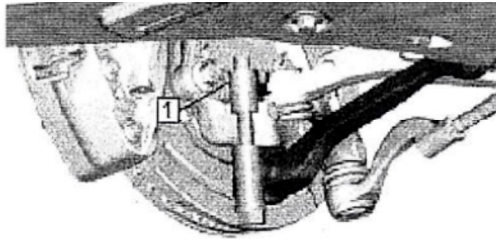
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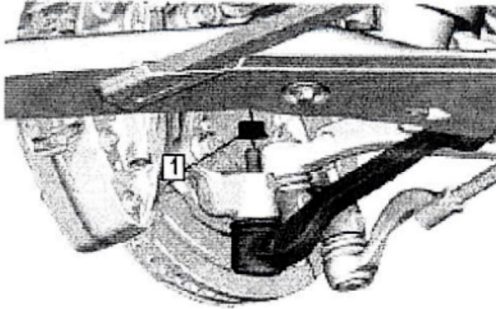


14. Steering Knuckle Nut (1) » Loosen
Do NOT remove the nut.





15. Use the *CH-42188-B* separator (1) to separate the front lower control front link from the steering knuckle.



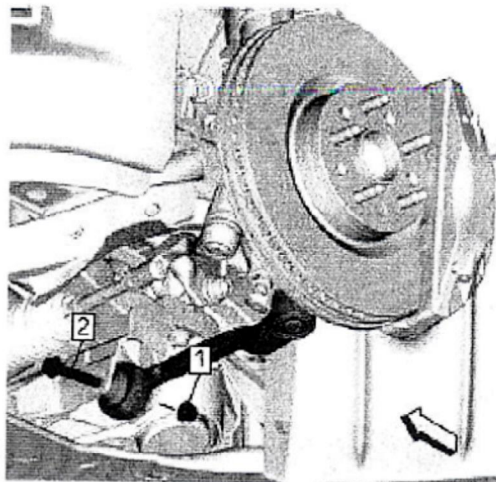
16. Steering Knuckle Nut (1) » Remove

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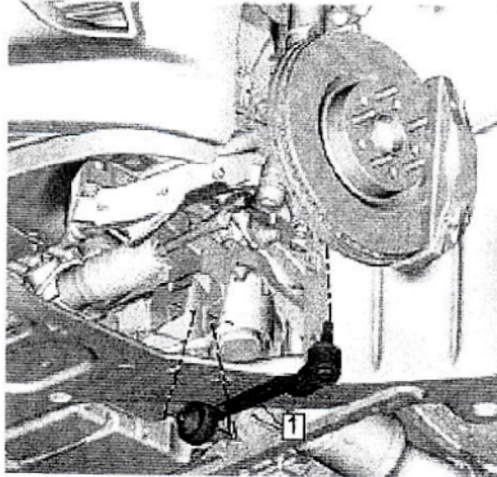


17. Front Lower Control Rear Link Nut (1) » Remove

Caution: Use caution when removing components surrounding the Steering Gear Boots. Avoid tool contact with the steering gear boot and clamps. Damage to the steering gear boot may lead to dirt and water contamination in the steering gear rack and

components requiring a preventable replacement of the Steering Gear and its Components.

18. Front Lower Control Rear Link Bolt (2) » Remove and DISCARD the bolt.



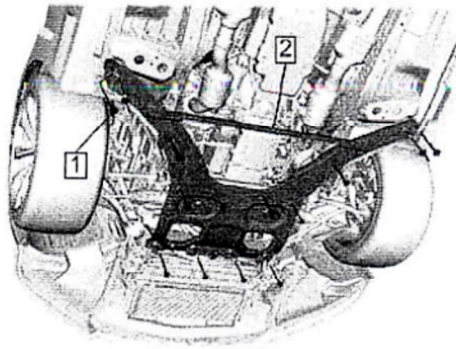
19. Remove the front lower control rear link (1) from the vehicle.

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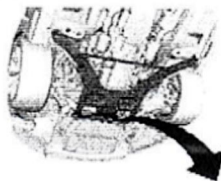
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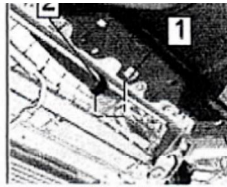
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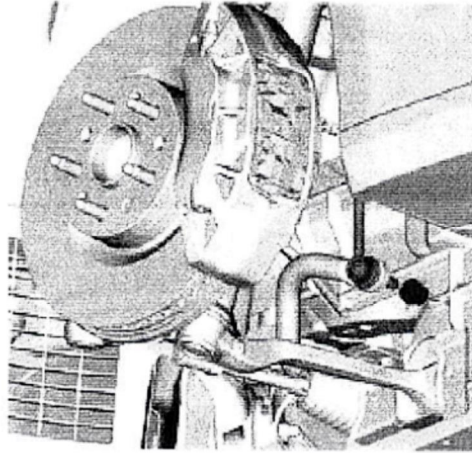


20. Front Cradle Shear Plate Fastener (1) » Remove





21. Front Cradle Shear Plate (1) @ Front Cradle Shear Plate Hook (2) » Remove

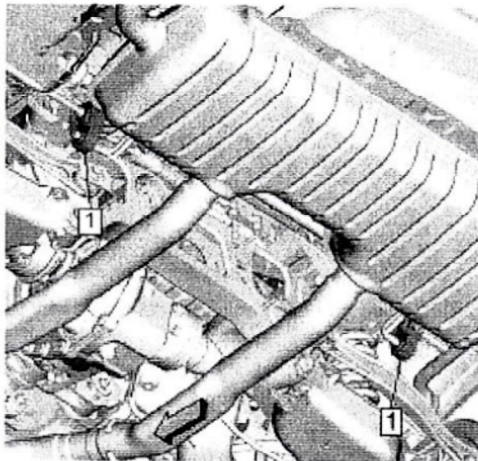


22. Front Stabilizer Shaft Link Nut (1) @ Stabilizer Shaft » Remove

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Caution: Refer to [Fastener Caution](#).

4. Insert stabilizer shaft link and loosely install nut
5. **Rear Stabilizer Shaft Insulator Clamp Bolt (1)** » Install and tighten [4x] **58 N·m (43 lb ft)**
6. Install the wiring harness to the top left stabilizer shaft insulator clamp bolt.



7. Install the two rear exhaust muffler isolators.





Note: Tighten at curb height using jackstands.

Note: DO NOT allow the upper stabilizer shaft ball stud to rotate.

8. Using the proper size allenwrench, hold the upper stabilizer shaft ball stud.
9. Upper stabilizer shaft link nut» Tighten **43 N·m (32 lb ft)**
10. Install Tire and Wheel Assembly and lower vehicle

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