



11373 INSTALLATION INSTRUCTIONS



Safety glasses should be worn at all times while installing this product.

YEARS: 2014-CURRENT

MAKE: CHEVROLET

MODEL: CAMARO (EXCLUDING GROUND EFFECTS)

STYLE: COUPE ONLY

WARNING: NEVER EXCEED YOUR VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY

WEIGHT CARRYING:

TRAILER WEIGHT: 2000 LBS.

TONGUE WEIGHT: 200 LBS.

WARNING:

WE RECOMMEND THE USE OF 18050 STABILIZING STRAPS FOR ALL NON-TRAILER (WHEEL-LESS) LOADS. PLEASE SEE THE CURT CATALOG OR VISIT US ONLINE AT WWW.CURTMFG.COM FOR FURTHER INFORMATION.

PRO INSTALL TIME: 60 MIN.

NOVICE INSTALL TIME: 120 MIN.

IF YOU ARE HESITANT TO UNDERTAKE THIS TASK ON YOUR OWN, CONTACT AN AUTHORIZED CURT INSTALLER FOR ADDITIONAL ASSISTANCE.

INSTALLATION TIPS:

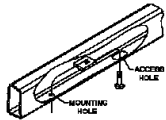
1. BEFORE YOU BEGIN INSTALLATION, READ ALL INSTRUCTIONS THOROUGHLY.
2. TO EASE INSTALLATION, 2 PEOPLE MAY BE REQUIRED.
3. USING PROPER TOOLS WILL GREATLY IMPROVE THE QUALITY OF THE INSTALL AND REDUCE THE TIME REQUIRED.
4. NEED HELP OR HAVE SOME QUESTIONS? CALL TECHNICAL SUPPORT AT 800.798.0813

LEVEL OF DIFFICULTY: CHALLENGING

EASY

MODERATE

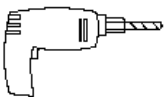
CHALLENGING



-FISHWIRING REQUIRED



-LOWER EXHAUST



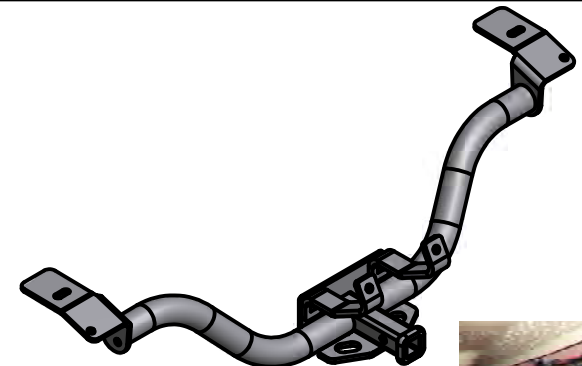
-DRILLING REQUIRED

VEHICLE PHOTO:



REPRESENTATIVE PHOTO

HITCH ILLUSTRATION:



MAKE SURE YOUR HITCH MATCHES

INSTALLATION REQUIRES:



SPRAY LUBRICANT



RATCHET



3/4"
SOCKET



T20 TORXBIT SOCKET



MARKER



POWER DRILL



DRILL BIT
17/32"



TORQUE WRENCH



DIE GRINDER



6"
SOCKET EXTENSION



SAFETY GLASSES

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE ALL FASTENERS ARE TIGHT AND ALL STRUCTURAL COMPONENTS ARE SOUND

CURT Manufacturing LLC. warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, Curt Manufacturing LLC. may repair or replace the product at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing LLC.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

For more information log onto www.curtmfg.com, & for helpful towing tips log onto www.hitchinfo.com

8/20/2013

INSTALLATION WALKTHROUGH:

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	6	1/2-13 x 1 1/4	CARRIAGE BOLT
2	6	HFN 1213	HEX FLANGE NUT
3	2	CM-SP6	.250 x 1.00 x 3.00" SQUARE SPACER
4	2	CM-SP19	.250 x 1.25 x 3.00" SQUARE SPACER
5	2	1_2 x 30 FISHWIRE	1/2" x 30" FISHWIRE
6	2	1_2 FISHWIRE	1/2" FISHWIRE

DESIGNED FOR USE WITH BALLMOUNT #45521 (D-21)

DESIGNED FOR USE WITH EURO BALLMOUNT #45551 (1 7/8" BALL) OR #45552 (2" BALL)

FRONT
↓
REAR

1. Lower exhaust by removing (4) rearmost rubber isolators from exhaust. Outside rubber isolator must be removed from both exhaust and hanger while the inside rubber isolator is left attached to hanger on both driver and passenger sides.



2. Remove (2) rubber isolators from center of vehicle.



RUBBER ISOLATOR REMOVAL DIAGRAM

This technique can be used if and Exhaust Hanger Removal Pliers is not available.

Using a 5/8" open end wrench, slide the wrench up to the rubber isolator, cradling the hanger rod as shown. Next place the flat edge of a pry bar between the wrench and the hanger stop or hanger rod. Then simply rotate the pry bar toward the wrench to remove the rubber isolator.

Note: Using a spray lubricant or soapy water on the hanger rod and the rubber isolator helps removal.



INSTALLATION WALKTHROUGH:

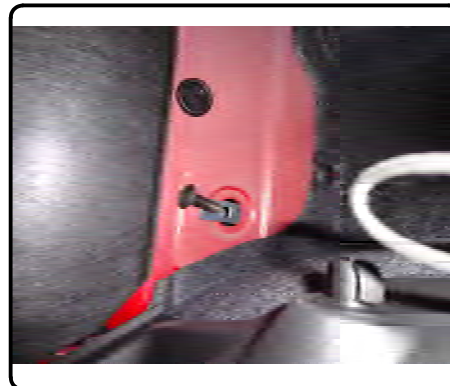
3. For ease of installation temporarily remove (4) screws that attach fascia to underbody support using a T20 torx bit.



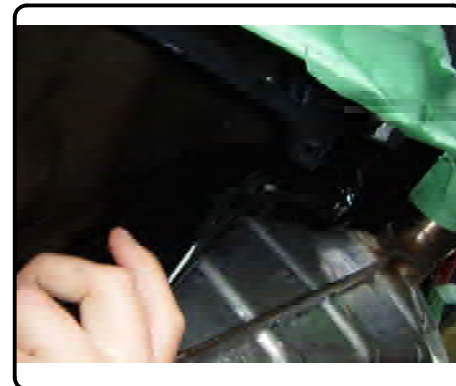
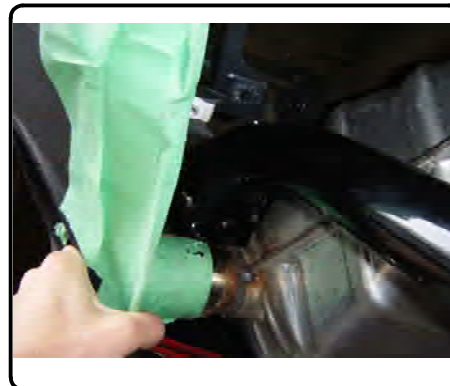
4. Open trunk, fold carpet over and remove rubber plug on both driver and passenger sides to expose trunk access holes above the frame rails.



5. Using 20" fishwires, pull a CM-SP19 spacer and 1/2" carriage bolt through the TRUNK ACCESS HOLE on both sides. (See FISHWIRE TECHNIQUE diagram) Leave fishwires attached to bolts to prevent the hardware from being pushed back up into the frame.

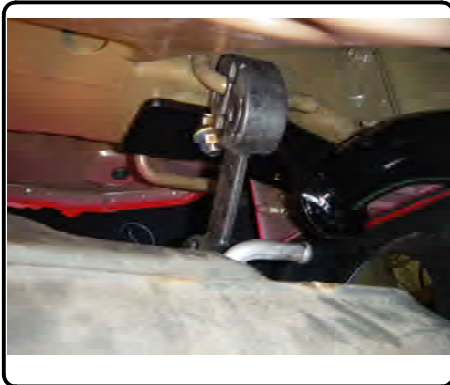


6. Raise hitch into position, feeding the fishwires through the hitch mounting holes.



INSTALLATION WALKTHROUGH:

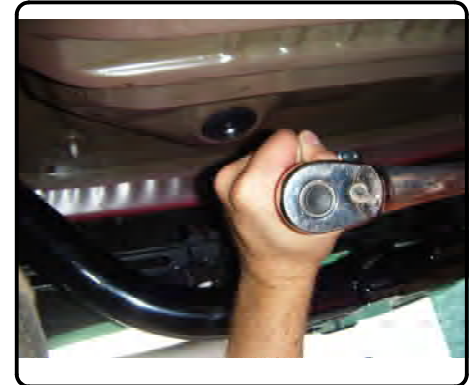
7. Remove fishwires from Step 5 and loosely install 1/2" flange nuts. Reinstall rubber plugs in trunk.



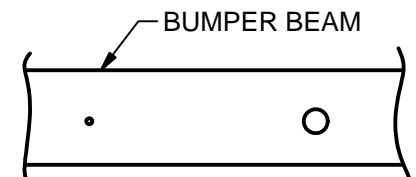
8. Install mounting straps using 1/2" carriage bolts and 1/2" flange nuts, as shown. Adjust hitch so the MOUNTING STRAPS are flush with the BUMPER BEAM.



9. Tighten hardware installed in Step 8 using a 3/4" socket.



10. Using the mounting straps as a template, mark the hole locations on the BUMPER BEAM.



STEP: 1
DRILL 1/8" PILOT
HOLE OR CENTER
PUNCH WHERE THE
HOLE WILL BE
DRILLED FIRST

STEP: 2
THEN ELARGE
HOLE TO FINAL
SIZE

INSTALLATION WALKTHROUGH:

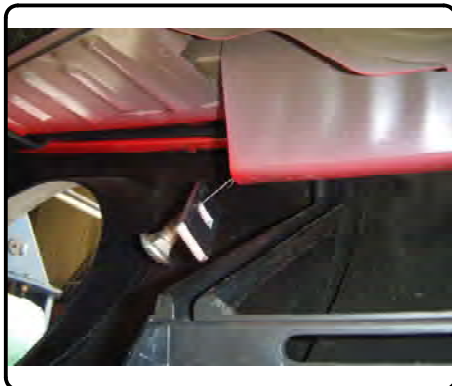
11. Take straps out of position and drill one hole for each strap. Drill holes using 17/32" drill bit.
Note: Use a die grinder to enlarge drilled holes vertically if necessary for alignment.



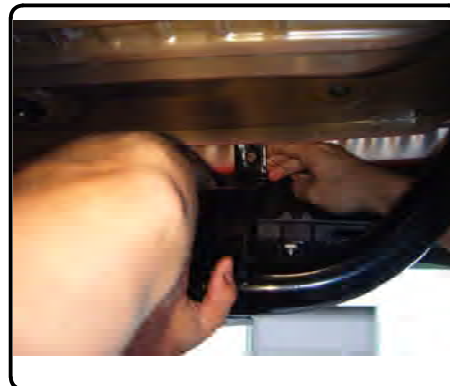
DIE GRINDER



12. Using 30" fishwires, pull a CM-SP6 spacer and 1/2" carriage bolt through ends of BUMPER BEAM into drilled holes, as shown. (See FISHWIRE TECHNIQUE diagram) Leave fishwires attached to prevent losing hardware in frame. Repeat for other drilled hole.



13. Re-install mounting straps into position, pulling fishwires through mounting strap holes. Loosely install the 1/2" carriage bolts and 1/2" flange nuts that attach mounting straps to hitch.

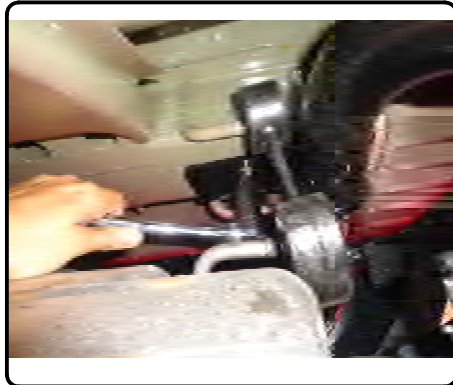
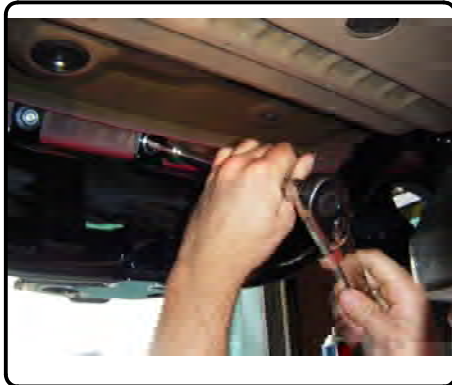


14. Remove fishwires from bolts installed in Step 12 and attach 1/2" flange nuts.



INSTALLATION WALKTHROUGH:

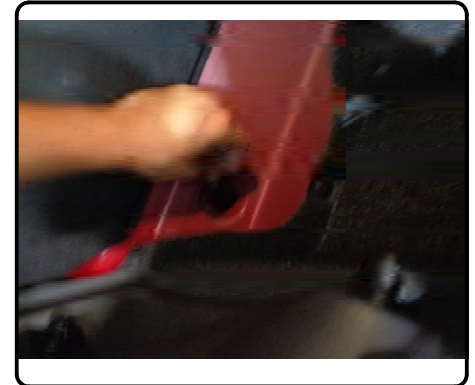
15. Torque all 1/2" hardware to 110 lb-ft using a 3/4" socket.



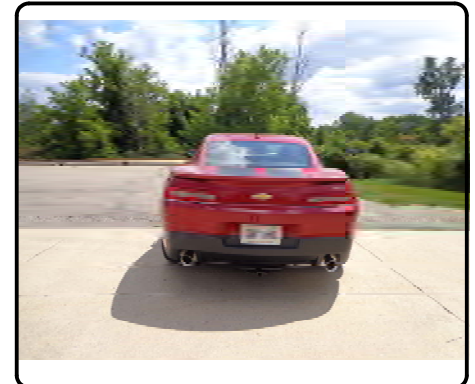
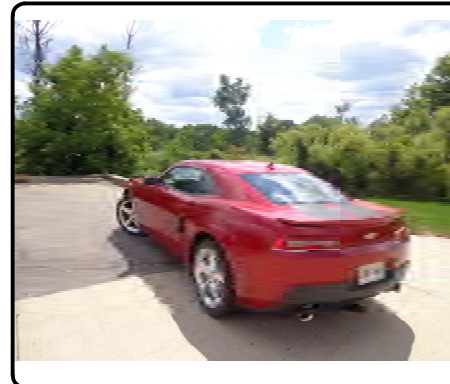
16. Raise exhaust back into position and re-install (6) rubber isolators removed in Steps 1&2.



17. Reinstall (4) screws removed in Step 3 using a T20 Torx socket.



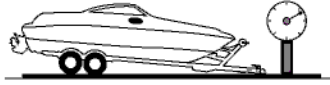
18. Install complete.



TOWING SAFETY INFORMATION

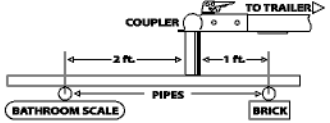
Gross Trailer Weight / GTW

The Gross Trailer Weight is the weight of the trailer & cargo. Measure this by putting the fully loaded trailer on a vehicle scale.



Tongue Weight / TW

The downward force that is exerted on the hitch ball by the coupler. The tongue weight will vary depending on where the load is positioned in relationship to the trailer axle(s). To measure the tongue weight, use either a commercial scale or a bathroom scale with the coupler at towing height. When using a bathroom scale with heavier tongue weights, use the method shown and multiply the scale reading by 3.



Weight Carrying / WC

The total weight of both the trailer and the cargo inside. Never exceed the weight capacity of your trailer hitch.

Weight Distribution / WD

Used to balance the weight of the cargo between the front and rear wheels throughout the trailer, allowing for better steering, braking, and level riding.



Sway Control

A device used to reduce the lateral movements of the trailer that are caused by the wind. This works in conjunction with a weight distribution hitch. Do not use this on a class 1 or 2 hitch, or with surge brakes.

How Much Can You Safely Tow?

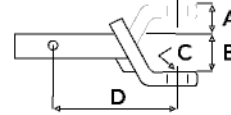
TONGUE WEIGHT	1000	2000	3000	4000	5000	6000	7000	8000	10,000	12,000
Tongue weight should be about 10 to 15 percent of the gross trailer weight.										
TRAILER TYPE										
CLASS 1										
CLASS 2										
CLASS 3										
CLASS 4										
CLASS 5										
Camper	11'	12'	13'	14'	15'	16'				
lbs.	1100	1200	1300	1400	1500	1600				
Vacation	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'
lbs.	2100	2400	2700	3000	3300	3600	3900	4200	4500	4800
Vacation	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'
lbs.	2800	3200	3600	4000	4400	4800	5200	5600	6000	6400
5th Wheel										

Refer to owner's manual for towing capabilities and limitations.

Ball Mount

The ball mount is placed inside the opening of the receiver hitch which is mounted to the vehicle. Make sure a hitch pin and clip is properly securing the ball mount to the receiver hitch before you begin towing.

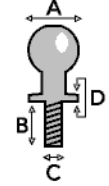
- A: Rise. B: Drop. C: Hole Size. D: Length.



Trailer Ball

The connection from the hitch to the trailer. There are many factors that determine the correct hitch ball:

- Number one is the hitch ball's gross trailer weight rating.
- The mounting platform must be at least 3/8" thick.
- The hole diameter must not be more than 1/16" larger than the threaded shank.
- Every time you tow, check the nut and lock washer to make sure they are fastened securely.
- A: Ball Dia. B: Shank Length. C: Shank Dia. D: Shank Rise.



Coupler

The component that is placed over the trailer ball to connect the vehicle to the trailer. Be sure that the coupler size matches the size of the hitch ball and that the coupler handle is securely fastened. To determine what size hitch ball you need for your application you will need to know the size of coupler that is on the trailer. Be sure your coupler is properly adjusted to the ball you are using.

NOTE: For added security the use of safety devices such as Coupler Safety Pins and Locks is strongly recommended.

Safety Chains

Safety chains are a requirement and should be crossed under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Always leave enough slack so you can turn. Never allow the safety chains to drag on the ground and never attach the chains to the bumper.

Trailer Classification: Safety Chain Breaking Force - Minimum

Class 1: 2,000 lbs. (8.9 kN)

Class 2: 3,500 lbs. (15.6 kN)

Class 3: 5,000 lbs. (22.2 kN)

The strength rating of each length of safety chain or its equivalent and its attachments shall be equal to or exceed in minimum breaking force the GVWR (Gross Vehicle Weight Rating) of the trailer.

Electrical

Trailer lights, Electric Brakes, Break-away systems - Every time you tow, be sure to check that all components are working properly.

Wiring identification by color:

7-WAY						
6-WAY						
5-WAY						
4-WAY						
GREEN	YELLOW	BROWN	WHITE	RED	BLUE	PURPLE
RIGHT TURN & BRAKE	LEFT TURN & BRAKE	TAILLIGHTS	GROUND	AUXILIARY POWER	ELECTRIC BRAKES	BACK-UP LIGHTS

CURT DISCLAIMER: WIRING COLOR SHOWN WORK IN CONJUNCTION WITH CURT MANUFACTURING PRODUCTS.

11373

CHEVROLET CAMARO COUPE ONLY

8/13/2013

WILL NOT FIT WITH GROUND EFFECTS

GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 2,000 LBS. TRAILER WEIGHT & 200 LBS. TONGUE WEIGHT.

DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.

WARNING: ALL NON-TRAILER LOADS APPLIED TO THIS PRODUCT MUST BE SUPPORTED BY AUXILIARY STABILIZING STRAPS.

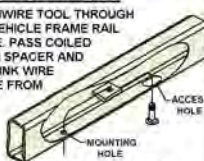
** FAILURE TO PROPERLY SUPPORT NON-TRAILER LOADS WILL VOID PRODUCT WARRANTY**

HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-800-798-0813

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	6	1/2-13 x 1 1/4	CARRIAGE BOLT
2	6	HFN 1213	HEX FLANGE NUT
3	2	CM-SP6	.250 x 1.00 x 3.00" SQUARE HOLE SPACER
4	2	CM-SP19	.250 x 1.25 x 3.00" SQUARE HOLE SPACER
5	2	1_2 x 30 FISHWIRE	1/2" x 30" FISHWIRE
6	2	1_2 FISHWIRE	1/2" FISHWIRE

FISHWIRE TECHNIQUE

INSERT COILED END OF FISHWIRE TOOL THROUGH HITCH MOUNTING HOLE IN VEHICLE FRAME RAIL AND OUT THE ACCESS HOLE. PASS COILED END OF FISHWIRE THROUGH SPACER AND THREAD BOLT INTO COIL. KINK WIRE TO KEEP SPACER SEPARATE FROM BOLT AS SHOWN. PULL FISHWIRE, SPACER, AND BOLT THROUGH FRAME AND OUT MOUNTING HOLE. USE FISHWIRE TO GUIDE HITCH DURING MOUNTING AND PREVENT LOSS OF BOLT / SPACER INSIDE FRAME RAIL.



NOTE: SOME VEHICLES MAY FISHWIRE THROUGH END OF FRAME

TOOLS REQUIRED

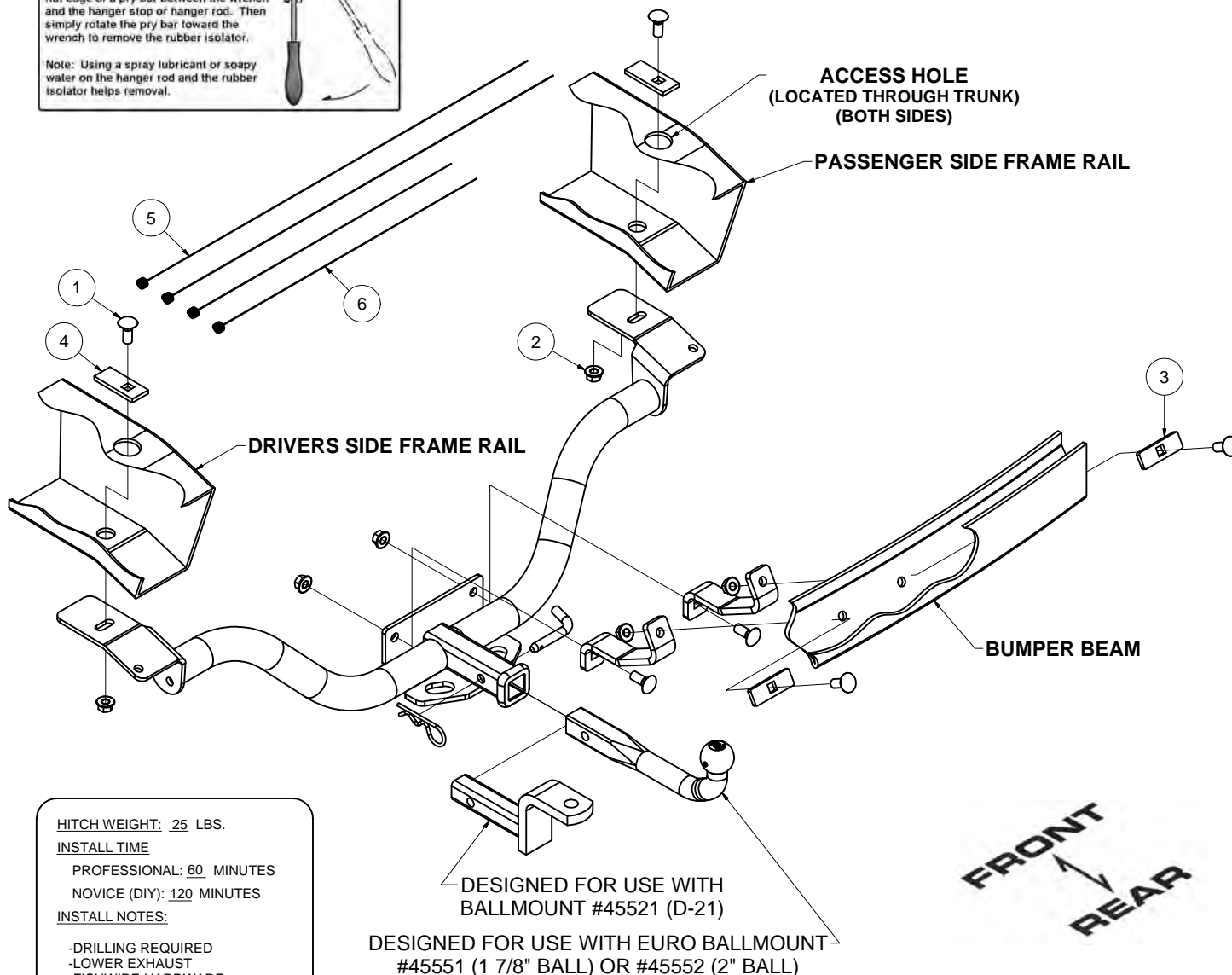
RATCHET
3/4 in SOCKET
RATCHET EXTENSION
TORQUE WRENCH
DRILL
17/32 in DRILL BIT
DIE GRINDER
T20 TORX BIT

RUBBER ISOLATOR
REMOVAL DIAGRAM

This technique can be used if and Exhaust Hanger Removal Pliers is not available.

Using a 5/8" open end wrench, slide the wrench up to the rubber isolator, cradling the hanger rod as shown. Next place the flat edge of a pry bar between the wrench and the hanger stop or hanger rod. Then simply rotate the pry bar toward the wrench to remove the rubber isolator.

Note: Using a spray lubricant or soapy water on the hanger rod and the rubber isolator helps removal.



HITCH WEIGHT: 25 LBS.

INSTALL TIME

PROFESSIONAL: 60 MINUTES

NOVICE (DIY): 120 MINUTES

INSTALL NOTES:

- DRILLING REQUIRED
- LOWER EXHAUST
- FISHWIRE HARDWARE

DESIGNED FOR USE WITH EURO BALLMOUNT
#45551 (1 7/8" BALL) OR #45552 (2" BALL)

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE THAT ALL FASTENERS
ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.

Curt Manufacturing Inc., warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, Curt Manufacturing Inc., may repair or replace the product, at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing Inc.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

11373**CHEVROLET CAMARO COUPE ONLY****8/13/2013**

WILL NOT FIT WITH GROUND EFFECTS

HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-800-798-0813

**(PHOTO 1)****(PHOTO 2)****INSTALLATION STEPS**

1. Lower exhaust by removing (4) rearmost rubber isolators from exhaust. Outside rubber isolator must be removed from both exhaust and hanger while the inside rubber isolator is left attached to hanger on both driver and passenger sides. (See PHOTO 1 above)
(See RUBBER ISOLATOR REMOVAL DIAGRAM)
2. Remove (2) rubber isolators from center of vehicle.
3. For ease of installation temporarily remove (4) T 20 Torx screws that attach fascia to underbody support.
4. Open trunk, fold carpet over and remove rubber plug on both driver and passenger sides to expose TRUNK ACCESS HOLES. (See PHOTO 2 above)
5. Using 20" fishwires, pull a CM-SP19 spacer and 1/2" carriage bolt through the TRUNK ACCESS HOLE on both sides. (See FISHWIRE TECHNIQUE diagram) Leave fishwires attached to bolts to prevent the hardware from being pushed back up into the frame.
6. Raise hitch into position, feeding the fishwires through the hitch mounting holes.
7. Remove fishwires from STEP 5 and loosely install 1/2" flange nuts. Reinstall rubber plugs in trunk.
8. Install mounting straps to hitch using 1/2" carriage bolts and 1/2" flange nuts. Adjust hitch so MOUNTING STRAPS are flush with the BUMPER BEAM.
9. Tighten hardware installed in STEP 8 using a 3/4" socket.
10. Using the mounting straps as a template mark the hole locations on the BUMPER BEAM.
11. Take strap out of position and drill one hole for each strap. Drill holes using 17/32" drill bit.
Note: Use a die grinder to enlarge drilled holes vertically if necessary for strap alignment.
12. Using 30" fishwires, pull a CM-SP6 spacer and 1/2" carriage bolt through ends of BUMPER BEAM, into drilled holes. (See FISHWIRE TECHNIQUE diagram) Leave fishwire attached to bolt to prevent losing hardware in frame, repeat for other drilled hole.
13. Put mounting straps back into position, feeding fishwires through mounting strap holes. Loosely install 1/2" carriage bolts and 1/2" flange nuts that attach mounting straps to hitch.
14. Remove fishwires from STEP 12 and install 1/2" flange nuts.
15. Torque all 1/2" hardware to 110 lb-ft using 3/4" socket.
16. Raise exhaust back into position and reinstall (6) rubber isolators removed in steps 1 and 2.
17. Reinstall (4) screws removed in step 3 using a T20 Torx socket.

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.