

Anti Roll Bar Installation Instructions

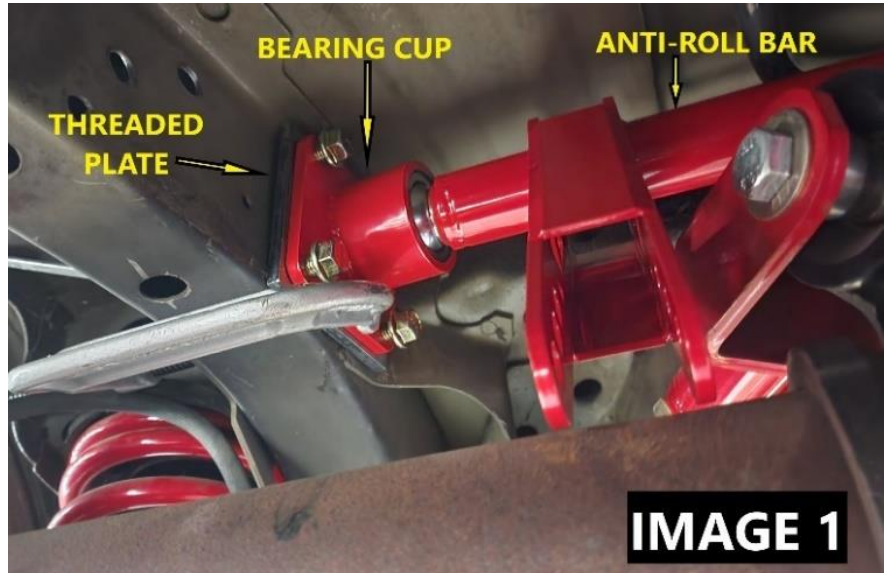
TOOLS REQUIRED:

- Standard sockets and wrenches
- Jack and Jackstands (or lift if available)
- Welder
- Angle finder, measuring tape, plumb bob
- (2) C-Clamps

INSTRUCTIONS:

1. Lift vehicle and support with jack stands. Remove rear wheels.
2. Remove factory rear sway bar if equipped.
3. Assemble the steel plates onto the bearing cups, and onto the main tube. **IMAGE 1**
4. Mock up the anti-roll bar into place with C-clamps (**IMAGE 1**) and use a plumb bob, angle cube, and a tape measure to make sure the bar is square and level to the chassis. **IMAGE 2**

NOTE: The ARB needs to be as far forward in the car as possible to make sure the arms have proper clearance in the rear. You should run the bar up and down in its travel to ensure clearance.



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- Once the anti-roll bar is in position, mark the spot where the side plates land and where the bolt holes are. **IMAGE 3**

NOTE: aluminum spacers are included should you decide to cut the bracing out of the car to recess the plate farther into the frame rail

- Remove the anti-roll bar assembly and drill the holes in the frame rail for the 3 bolts to go into on either side. The bracing can be cut away for a tighter fit. **IMAGE 3**



- Fully weld the threaded plates to the frame rail in the marked location.
- Coat the weld with paint to seal the bare metal from rust and corrosion. Be careful not to get paint in the threads.
- Reinstall the anti-roll bar and torque the side plate bolts to **45 ft lbs**



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10. Install the endlinks with the supplied $\frac{1}{2}$ " bolts and aluminum spacers. **IMAGE 4**

11. Install the tabs onto the bottom of the endlinks with the bolts and spacers. **IMAGE 4**

12. Next you will need to measure travel. Mark where your ride height is and remove the springs.

13. Where to locate the tabs for the endlinks will be complicated. The endlinks are adjustable so you want to make sure they have travel in both directions. The axle will need *compression travel* so the arms do not hit the floor pan, but will also need *extension travel* to plant the tire going down track. Your ride height measurement will best assist you in how much travel you will have in each direction. Our recommendation for a drag application is *40% compression travel and 60% extension travel*. You may need to tack the tabs for mock up to run it through its travel.

NOTE: Be sure that at **max extension** travel, the endlinks do not hit the axle tube or travel so far that they try to "cam-lock" passed max extension of the anti-roll bar arm

14. Once you have the axle tabs in the place where you want them, fully weld them to the axle tubes and coat the weld with paint to seal the bare metal from rust and corrosion.

IMAGE 4

15. Select one of the three mounting holes on the anti-roll bar (loosest is the farthest rearward, firmest is closest to the axle) Tighten the $\frac{1}{2}$ " bolts on the end links to **100 ft lbs**

16. Install the rear wheels and lower the vehicle.



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