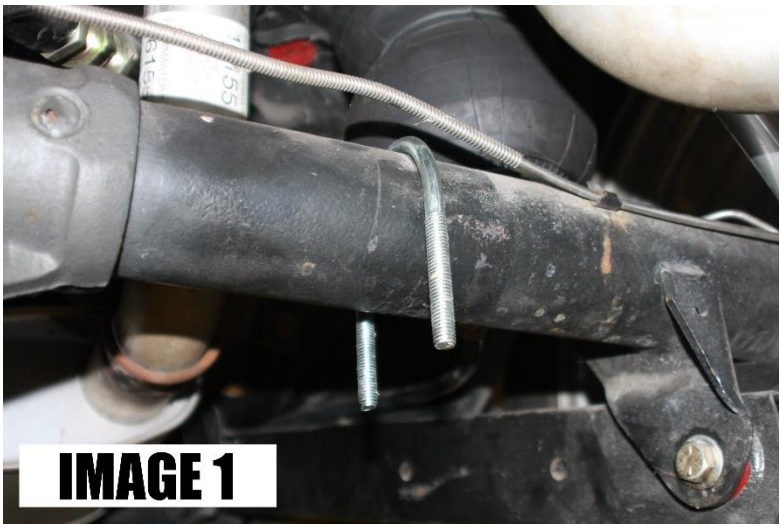
Sway Bar Installation Instructions

TOOLS REQUIRED:

- Wrenches – 9/16”, 11/16”, 8mm, 19mm
- Sockets – 9/16”
- 3/8” drive ratchet
- Electric drill with 3/8” drill bit



INSTALLATION:

1. Lift rear of vehicle and support with jack stands under the frame rails.

2. Remove factory rear sway bar, if equipped.

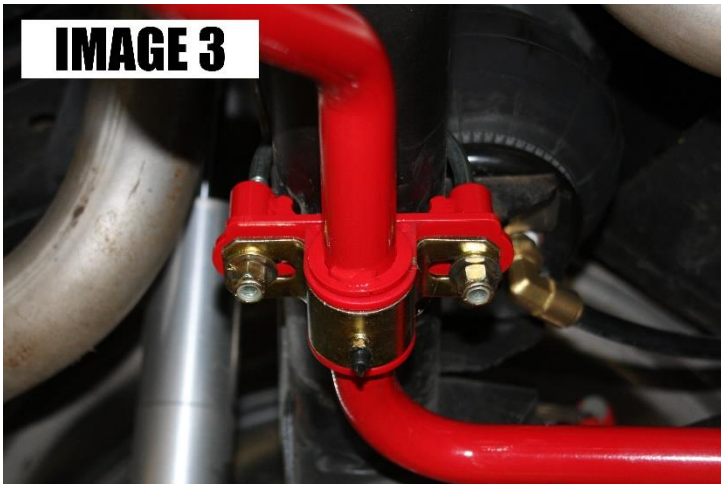
3. Position the two supplied U-bolts over the axle as shown in **IMAGE 1**.

4. Lube the inside of the polyurethane bushings with the supplied grease then position the bushings over the sway bar on the outside of the thrust washers as shown in **IMAGE 2**.

5. Place the bushing saddles over the bushings as shown in **IMAGE 2**.

6. Using a helper or a stand to hold one side, lift the sway bar up into position. Place one of the supplied axle brackets over the U-bolt on the axle and then connect the sway bar bushing saddle to the U-bolt, “sandwiching” the axle bracket between the bushing and the axle.

7. Repeat for the other side. The mount should look like **IMAGE 3** when connected properly.



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8. Measure side-to-side to make sure the sway bar is properly centered. Also, viewing from directly underneath the axle, verify that the sway bar is on the centerline of the axle and the brackets are not crooked.

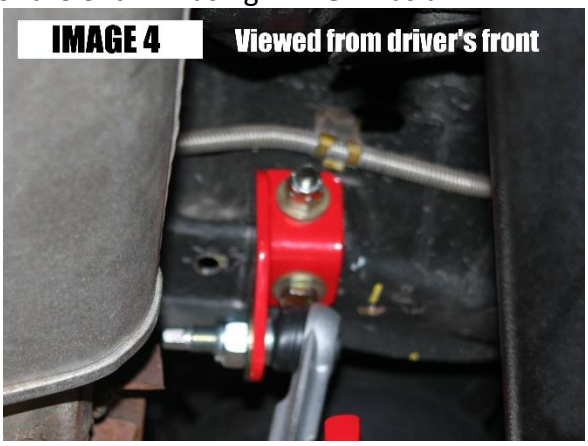
9. Once the sway bar is properly positioned, tighten all (4) nuts on the U-bolts using a 9/16" socket.

10. Now it is necessary to load the axle in order to properly position and connect the end link mounting brackets. Lift up the rear end until the axle is approximately at ride height relative to the body.

11. Position an end link in the middle hole of the sway bar on the inside of the bar and tighten the nut using a 8mm wrench to hold the stud and a 19mm wrench to tighten the nuts.

12. Connect the correct frame bracket to the other end of the end link using **IMAGE 4** as an example.

13. Rotate the bar upwards until the end link bracket sits flush on the frame. The end link should be as vertical as possible to insure that the sway bar works properly with no bind.



NOTE: Some exhaust systems may have an exhaust hanger mounted in this area. It will be necessary to modify the hanger to provide proper clearance for the end link mounting bracket.

14. Once the sway bar bracket is in the proper position, either trace the bracket with a marker or trace the bolt holes for drilling. Duplicate steps 11-13 for the other side.

15. Lower the sway bar and drill (4) 3/8" holes on your previous marks.

16. Mount the sway bar brackets to the frame using the supplied 3/8" x 1" Grade 8 bolts, nuts, and flat washers.

NOTE: Make sure when you mount the frame brackets that the horizontal bolt goes in from the rear of the car pointing forward and the vertical bolt faces upward with the nut on top. If the bolts are not inserted in these positions, the end link will not have sufficient clearance on the mounting bracket.

NOTE: Always put the flat washer on the slotted portion of the bracket. The finished installation of the bracket should look like **IMAGE 4**.

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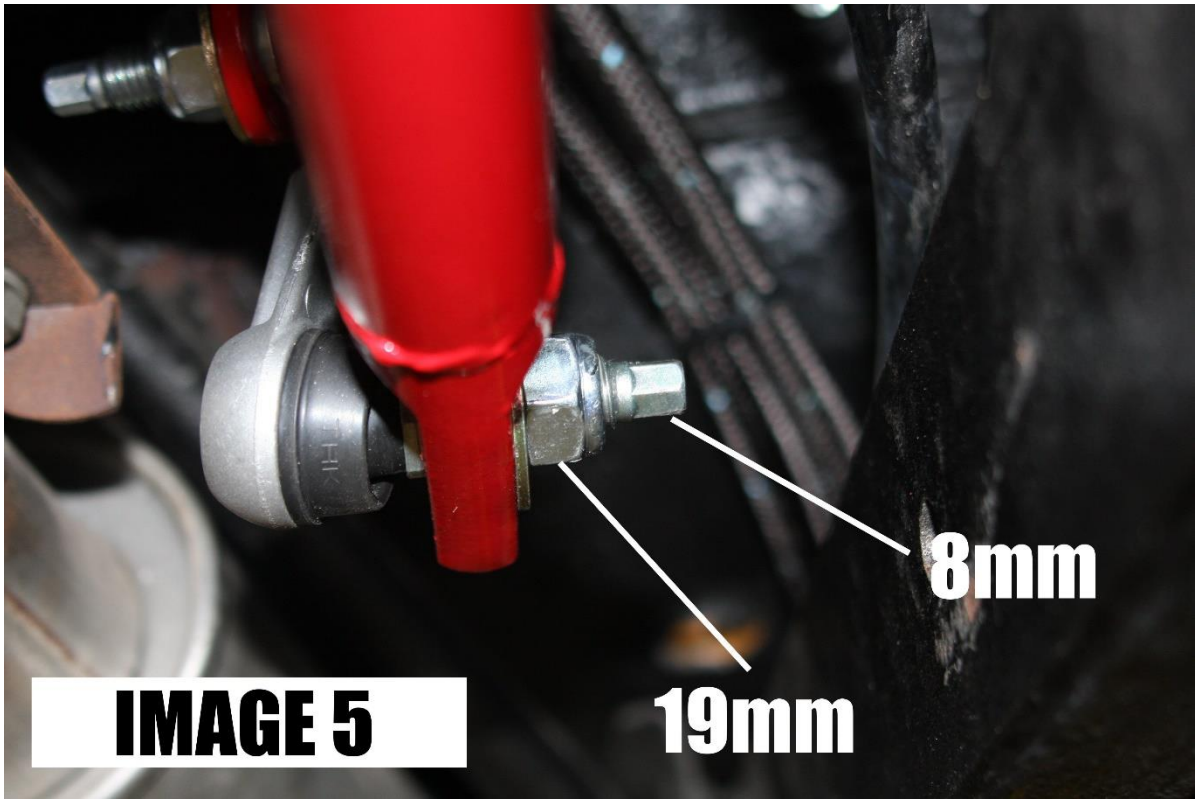
17. Rotate the bar upward and connect the end links to the brackets. Tighten the end links using a 8mm wrench to hold the stud and a 19mm wrench to tighten the nuts. (**IMAGE 5**)

18. Pump approximately 5-8 pumps of grease into the grease fittings on the sway bar bushings then lower the vehicle.



Sway Bar Installation Instructions

CHOOSING THE APPROPRIATE SWAY BAR RATE

There is not a “magic” setting that works best for all cars. Every car will have various combinations of parts, different tire sizes, and varying front-to-rear weight biases. As a general rule of thumb, we recommend starting in the middle hole of the sway bar. Your tire sizes, front bar size, and vehicle weight distribution will determine if this produces understeer, oversteer, or neutral anti-roll characteristics.

Typically, if the rear bar is not stiff enough the car will exhibit understeer which feels like the front tires lose traction first in the corners and you need to keep turning it to keep from going off the road. If the rear bar is too stiff you have oversteer which feels like the car turns too easily in the corners with the rear end having a tendency to lose traction and come around.

The key is to neutralize understeer and oversteer, producing the best anti-roll characteristics possible. This bar has (3) settings to help neutralize your A-body platform. The softest setting is the end hole, furthest from the main portion of the bar. Moving to the middle hole will stiffen up the sway bar by 16%. Moving to the third hole (closest to the main portion of the bar) will increase the rate 37% over the softest setting.