High Performance Sway Bar Installation Instructions

1. Remove all parts, brackets, etc. for the old swaybar assembly.

2. Using a 3/8" drill bit, drill out the bung on both lower control arms to the new, larger diameter. You will be drilling through hardened steel so be sure to have a good drill bit and spray it with lubricant regularly as you drill. Also, be sure to drill straight through the hole, not at an angle. If clearance to the brake rotor is a problem, simply turn the steering wheel to move it out of the way.

3. Place both mounting blocks for the swaybar under the front of each side of the framerail as shown. Measure approx. 3" back from the front end of the framerail and clamp the mounting block at this point. Slide the swaybar through the white nylon bushings in the mounting blocks until it is centered in the frame. If the chassis has been twisted, you may need to have one block farther back on the frame than the other to ensure the bar is not "binding" in the nylon bushings.

4. Slide a 7/8" clamp from the outside of each end of the swaybar and clamp up against the edge of the white nylon bushing to keep the swaybar from sliding left or right in the mounting blocks.

5. Set the car on the ground and slide each swaybar arm onto the ends of the swaybar. The bend in the arms should be "out" so that the holes in the ends are located above the bung on the lower control arms. "Finger" tighten the nuts and bolts on the ends of the arms to clamp the arms to the bar.

6. Install the 3/8" heims into the hexagonal turnbuckles and then install them between the ends of the swaybar arms and the lower control arms using the included short bolts and nuts. Each bar stock will use one right hand thread heim and one left hand thread heim. The left hand thread heim goes into the end with the score mark on the outside. The hexagonal turnbuckles should be left "loose" so they can be adjusted.

7. Place the car on the ground at proper ride height and adjust the placement of the mounting blocks in the clamps to ensure the turnbuckles are as close to vertical as possible. They should not lean forward/backward, or right/left. When everything is set correctly, slide the arms back off the swaybar.

8. Drill a 3/8" hole horizontally through one of the holes in a mounting block and all the way through the framerail. Place a 3" long bolt through the hole and then drill the other hole all the way through. Use one of the included washers on the inner side of the framerail and tighten a nylock nut on each of the bolts. Do not overtighten the nylock nuts or they will squeeze the frame. Be sure the clamps have not moved, and that the swaybar still spins loosely in the nylon bushings. Repeat for the other side of the frame.

You may find you need to grind or cut some oil cooler bracket mounting out of the way on the inner side of the frame as shown above.

9. Reinstall the arms on the end of the swaybar and go back and tighten all nuts and bolts. Remember they are all nylock nuts so you do not need to overtighten them.

10. Set your desired swaybar preload by loosening the locknuts and turning the hexagonal bar stocks. A good place to start is zero preload – i.e. the bar has no tension when on the ground at ride height.

Notes:

1. Solid turnbuckle mounts MUST be used on both ends of the swaybar. No chains will be allowed.

2. All parts must be the original parts included in the kit – no homemade bars, arms, blocks, etc.

3. The arms and blocks are aluminum and can be polished to provide a chrome-like appearance for better looks and resistance to corrosion.

4. Replacement parts, including the white nylon bushings will always be available from Baby Grands.

5. If you have access to a welder, you can strengthen the mounting system in two ways. First, add to the spot weld for the mounting bung on the lower control arm. Second, cut a small triangular piece of flat steel and weld it into the front corner of the lower control arm mount as shown. This will strengthen the control arm mount and keep it from bending on high speed tracks. See before and after photos below:

Before   **After**