Installation Instructions for 60570 Anti-Sway Bar

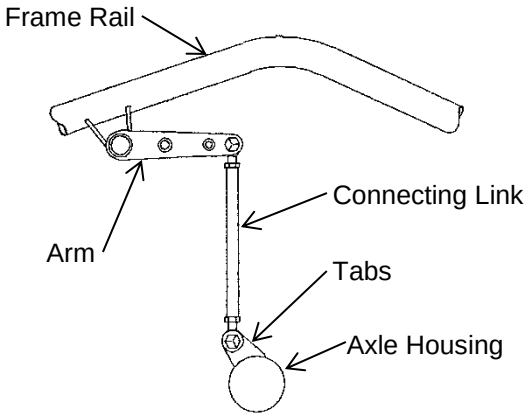
NOTE: This anti-sway bar kit is designed for use in drag racing. This kit includes mild steel components that require welding.

The anti-sway bar can be mounted in front or behind the axle housing, as long as the lever arms are approximately level and the connecting links are approximately vertical when the suspension is at ride height (see illustration A). The anti-sway bar may be positioned so that the arms are outside the frame rail (see illustration B), or under the frame rail (see illustration C). Pick the best location for your vehicle based on what will clear all the other components throughout the suspension travel. Check tire clearance, suspension link clearance, spring & shock clearance, etc.

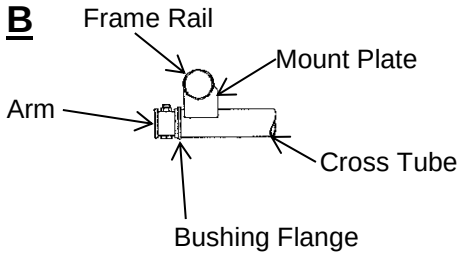
In most cases, the torsion tube and mount tube will need to be shortened. The mount tube must be 2-3/4" shorter than the torsion tube. In some applications the vertical link may need to be shorter and can be trimmed slightly.

After determining the best mount position, trim the mount plates as necessary and tack weld the plates and the mount tube in place. Leave the bushings off the mount tube when welding. Tack weld the tabs to the axle housing. Assemble the rest of the parts (without the bushings) to check all clearances through the full suspension travel. Also check for binding or over center problems. Make any changes where needed then disassemble to finish weld the axle brackets to the axle housing and mount tube to the chassis. After the welds have cooled remove any scale and weld distortion for the inside the ends of the mount tube. Press the bushings in using a hammer and a block of wood. Slide the torsion tube in place inside the mount tube and put the lever arms in place. Drill a 3/8" hole through the torsion tube on each end (use the lever arms to mark the proper location for these holes with the lever arms level at right height). Install the 3/8' grade 8 bolts and lock nuts. Reassemble the vertical links and bolt them in place. Adjustments may be necessary to get the lever arms approximately level at ride height (the vertical links & rod ends have left and right hand threads so you can adjust the length by twisting the connecting link & then re-tightening the jam nuts).

A



B



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