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INSTALLATION INSTRUCTIONS

55809

GM A/G-Body Adjustable Rear Sway Bar

Thank you for purchasing a quality Hellwig Product.



TORQUE TABLE

Bolt Size 3/8"— 35 ft lbs * Bolt Size 7/16"— 45 ft lbs* Bolt Size 1/2"—65 ft lbs *Bolt Size 9/16"— 90 ft lbs

SAFETY: BEFORE BEGINNING INSTALLATION BE SURE TO SET THE PARKING BRAKE AND CHOCK THE FRONT WHEELS.

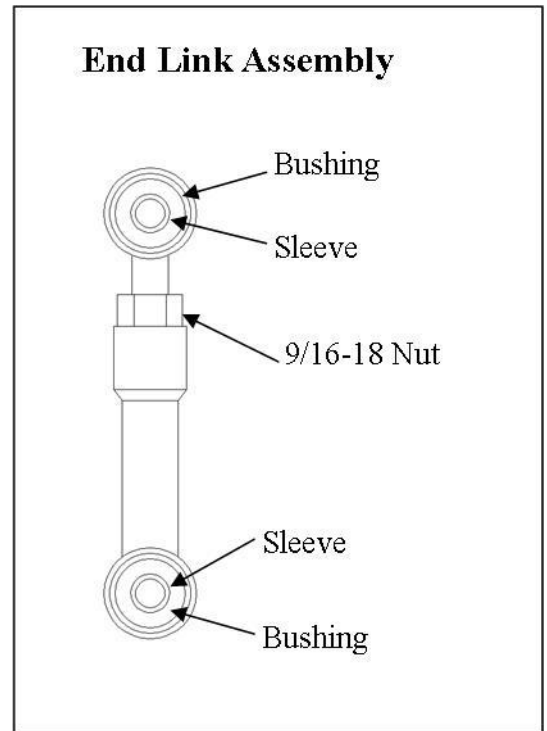
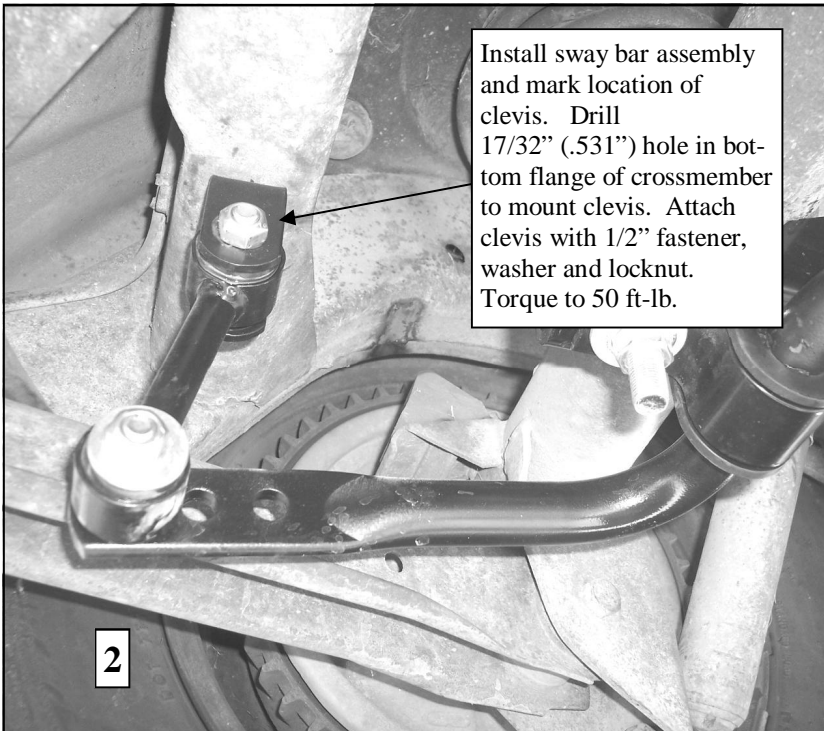
NOTE: TO PROPERLY ADJUST THE BAR, THE WEIGHT OF THE VEHICLE MUST BE ON THE SUSPENSION AS IF DRIVING DOWN THE ROAD.

NOTE: THIS KIT REQUIRES DRILLING THE FRAME RAIL AND POSSIBLE RELOCATION OF FUEL AND BRAKE LINES. INSTALLER MUST ENSURE THAT THE SWAY BAR KIT WILL NOT INTERFERE WITH ANY FUEL OR BRAKE LINES OR HOSES.

IMPORTANT NOTE: SWAY BAR END LINKS MUST BE ATTACHED ON OUTER HOLE PRIOR TO INITIAL USE.

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1. Lubricate the D shaped bushings and place them onto the straight areas of the bar on each side of the center hump as close to the outside bend as possible. See photo (1).
2. Hold sway bar up to the axle and locate the position on the axle tubes to mount the u-bolts. **Be sure to put the U-Bolts Under Any Brake Lines, Wires or Hoses on the Axle to Avoid Any Possible Damage.** The threads of the U-Bolts will point down.
3. Place the saddle brackets onto the U-Bolts on the axle tubes. Place the U-Plates over the D shaped bushings on the bar and attach the bar to the U-Bolts and saddle brackets with the flat washers and Stover locknuts provided. **LEAVE LOOSE AT THIS TIME** to allow for adjustment later.
4. Position sway bar on axle so that it clears all frame mounted components including fuel tanks, brake lines, fuel lines, exhaust pipes etc. Sway bar can be rotated back and forth on axle to maximize clearance.
5. Assemble end links as shown in diagram. Assemble end links by inserting bushings first and then inner sleeve into outer sleeve of end link. **Fully lubricate bushings before installation.** Install 9/16" nut on threaded section of end link before assembling the two halves together as shown. **IMPORTANT NOTE - The end link threads are NOT powder coated so that the end links can be threaded together. To prevent corrosion, it is advised to lightly coat the exposed threads with black spray paint after adjusting to desired length.**
6. Attach end links to the center hole of the sway bar using 7/16" X 2-1/2" bolts and locknuts. This position is for locating the clevis on the crossmember only. Before driving vehicle, attach the end links to the outermost hole.
7. Attach end links to clevis using 7/16 X 2-1/4" bolts and locknuts. **Leave loose for adjustment later.**
8. Mark location of clevis on the frame and drill a 17/32" (.531") hole in the bottom flange of the crossmember. **BEFORE DRILLING ANY HOLES IN THE FRAME—RELOCATE AND/OR PROTECT ANY FUEL OR BRAKE LINES THAT MAY INTERFERE WITH THE DRILL BIT OR**

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9. Attach clevis to lower flange of crossmember as shown in photo (2) using the 1/2" bolt washer and locknut. The washer is placed on the back side of the crossmember. Align clevis and torque 1/2" bolts to 50 ft-lb.
10. Re-attach the end links to the clevis using the 7/16-20 X 2-1/4" bolts.
11. Attach end links to the outer hole of the sway bar as shown in photo (2) using 7/16-20 X 2-1/2" bolts, locknuts and washers. Align end links for best fit as shown in photo (2). **IMPORTANT NOTE – The end link must be attached to the outer hole prior to initial use.**
12. Adjust end links for best fitment of the sway bar to the vehicle.
13. When satisfied with the fit of the sway bar, torque axle U-bolts to 35-40 ft-lb.
14. Torque end link mounting bolts to 35-40 ft-lb. Tighten jam nut on end link to lock in adjustment.
15. **Bounce the vehicle checking for clearance on all under carriage components: fuel tank, shocks, exhaust, differential, brake and fuel lines, etc.** Test drive the vehicle and recheck all clearances and the installation alignment. Adjust as needed. Re-check your installation after one week of driving and periodically on a regular basis.
16. **The sway bar has three end link mounting holes. The end link MUST be mounted on the outer hole for initial use. SEE PHOTO 2. For a firmer setting, use the inner holes. You must use the outer mounting hole as shown in photo 2 until you are accustomed to the vehicles new handling characteristics. After driving vehicle, a firmer setting may be selected if desired. It is recommended that the outer hole be used for street driving.**