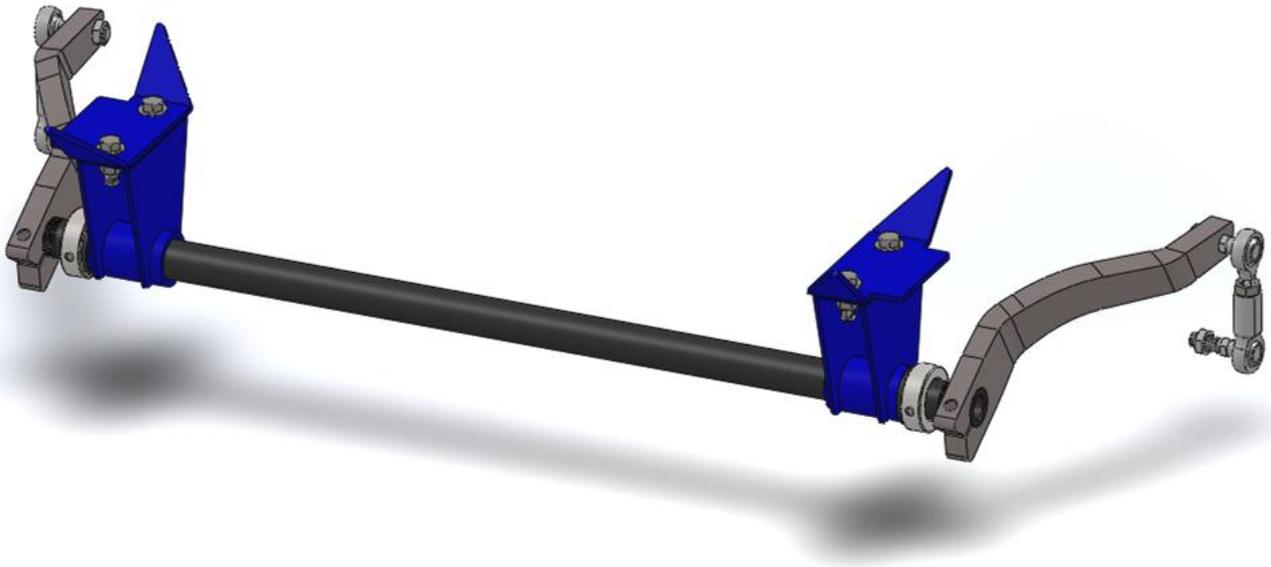




INSTALLATION INSTRUCTIONS
'64 1/2 - 70 MUSTANG,
SPLINED SWAYBAR, PRO-G™ GEN II
P/N: SB-414



Please read these instructions *completely*
Before starting your installation.

Assemble suspension on vehicle before powder-coating to ensure proper fitment, and to make modifications if necessary.

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BILL OF MATERIALS

(4)	7/16-20 NYLOCK NUT
(2)	1/2-20 RH JAM NUT, GRADE 5
(4)	7/16-20 1-1/4" HHCS, GRADE 8
(4)	1/2-20 RH, NYLOCK JAM NUT
(8)	7/16" WASHER, SAE
(2)	POLY BUSHING, 1.25"
(2)	LOCKING COLLAR 1.25"
(2)	1/2-20 RH MALE ROD END W/ STUD
(2)	1/2-20 RH FEMALE ROD END W/ STUD
(1)	33" SPLINED BAR 1-1/4" OD X 0.25" WALL THK
(2)	SWAYBAR MOUNTING BRACKET
(1)	LEFT ARM SPLINED
(1)	RIGHT ARM SPLINED
(2)	SWAYBAR 4" DROP DOWN MOUNTS

Begin your installation by jacking up your vehicle and supporting it on sturdy jack stands. The stands must be placed on the flat section of the frame rails close to the front body mounts, as to not twist the frame.

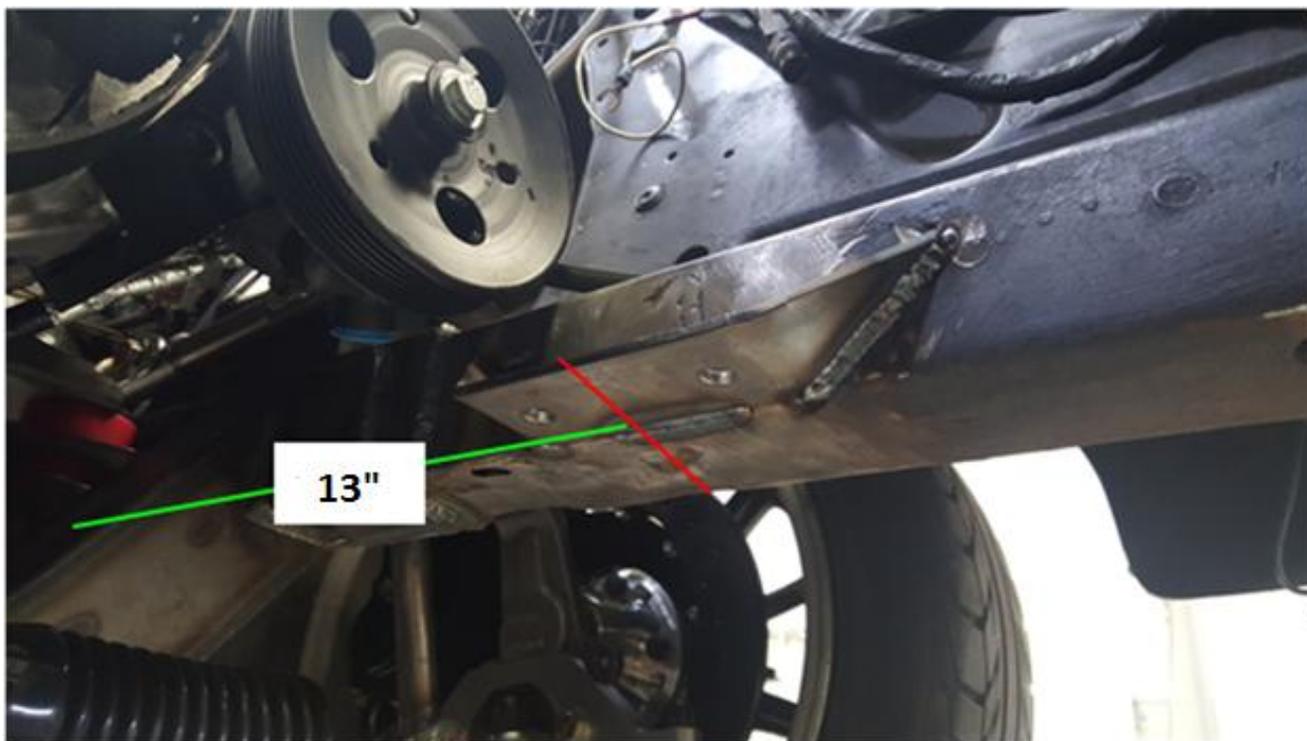
Find the "Spindle Center Line", this can be done by locating the vertical slot on the backside of the front K-member. See Figure 1 this is spindle centerline, you will to measure approximately 13" forward to locate the center of the sway bar mounting brackets.



K-Member, Vertical Slot is the "Spindle Centerline", FIG. 1

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Mark a center line between the two slots of the sway bar mounting brackets seen as the red line in the picture above. Then position that the mark on the sway bar mounting brackets 13" forward of "spindle center line", the vertical slot found on the back side of the k-member. It is also important to make sure that the bottom mounting surfaces of the side sway bar mounting brackets are tack welded on at zero degrees with respect to the cross member. Note the factory bottom frame rails are not level with the ground, so don't try to align the brackets flush to them; otherwise you will not be able to side the swaybar though both bushing holes, since they won't be concentric to each other. Run long straight edge ruler to double check the

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mounting brackets are level to each other before fully welding, we recommending mounting the entire system first before fully welding them to the frame rails.

4.) Next use a rubber mallet to press or tap in the poly bushings into the drop down brackets. Mount the drop down mounts to the swaybar mounting brackets using the four 7-16x1.25" hex bolts, 8 washers and 4 Nylock nuts. Leave the mounting bolts a little loose at this time so you can side them forward and back in the slots later on. Note the rubber bushing flange should be positioned on the outside of the drop down mount. See the drop down mounts installed in Figure 4 below.



Drop Down Mounts, Poly-Bushing Positioned on Outside, FIG. 4

Next coat the entire outer diameter of the splined swaybar with a light coating of grease so it slides through both the poly bushings. Slide the splined bar through until it protrudes approximately 2.25" from the end of the rubber bushing. Then double check to make sure the sway bar is centered, by measuring the left and right sides; you should come up with the same measurement, adjust if necessary. Slide the lock collars on and tighten both set screws. See figure 5 below.

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Center Swaybar, Lock Collars FIG. 5

Install the left and right ride torsion arms and tighten the 9/16" bolt to clamp the arms on the splined torsion bar.



Drivers Side Torsion Arm, FIG. 6

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Mount the sway bar using the adjustable end links provided in the sway bar kit. Attach the sway bar to the end links and mount the end links snug to the lower control arm mounts. Make sure the end links are straight up and down front to rear and left to right. USE ANTI-SEIZE on threads of adjustable links. See Figures 7 and 8.



Figure 7



Figure 8

After the end links are snug to the lower control arms, install the sway bar bushings as shown. Double check the end link bushings to make sure they are straight up and down.



PASSENGER SIDE ARM, LOCK COLLAR AND BUSHING, FIG. 9

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Finally measure from the front of the cross member to the sway bar drop down bracket, the measurements should be equal on the left and right sides. Since the hardware is still loose on the 4" drop down mounts you can side them forward or backward. Adjust the drop down mounts so that the rod end links are pointing upright roughly 90 degrees. Lastly tighten down all the hardware and proceed to the final step of setting the bar for no preload.

SETTING THE SWAY BAR

We recommend doing the procedure on a flat piece of concrete with the car at ride height, caster and camber set in the front suspension, tires all properly filled with air. First remove the passenger side rod end link before you set the car down on the ground. After the car is on the ground, double check the left and right sway bar arms are clocked at the same angle. If they aren't remove one of the arms and clock the arm one tooth forward or backwards on the spline. Next adjust the drivers side rod end link that the top of the sway bar arm is relatively level with the ground, then tighten the jam nut. Then adjust the passenger side rod end link such that it slides into the sway bar hole mount on the passenger lower control arm freely. The goal is to set the sway bar with zero pre-load in it, after the passenger side rod end link is connected. However, if you find there is excessive pre-load in the sway bar, disconnect one of the end links and either lengthen or shorten the link so that there is no preload when its connected.

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