

THE BIG WIG HELLWIG PRODUCTS

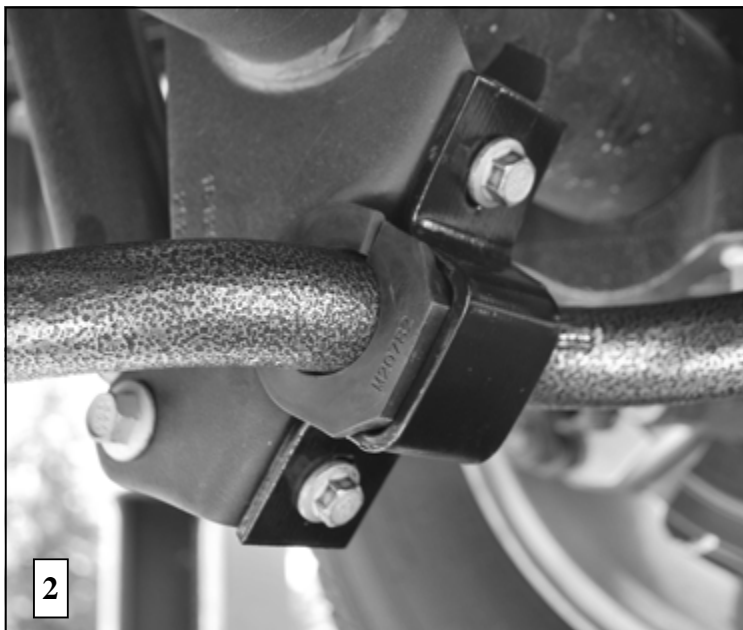
INSTALLATION INSTRUCTIONS

Adjustable Rear Stabilizer Bar

Ford F-250/F-350

Thank you for purchasing a quality Hellwig Product.

PLEASE READ THIS INSTRUCTION SHEET COMPLETELY BEFORE STARTING YOUR INSTALLATION



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TORQUE TABLE

BOLT SIZE: 3/8" = 20-30 ft. lbs. - 7/16" = 35-45 ft. lbs. - 1/2" = 50-70 ft. lbs. - 9/16" = 70-90 ft. lbs.

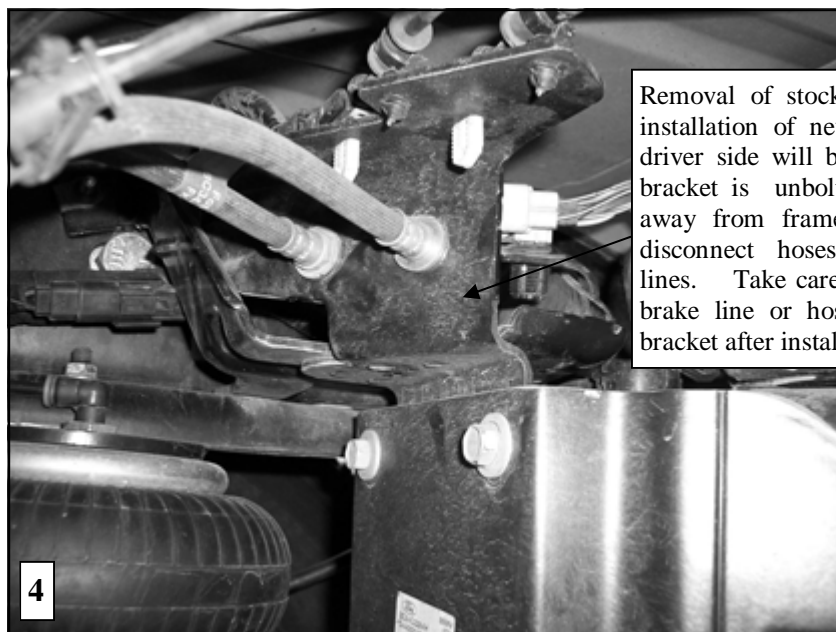
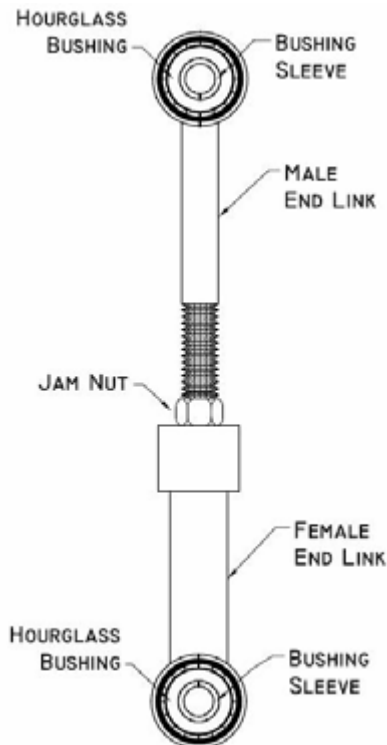
SAFETY: BEFORE STARTING YOUR INSTALLATION, BE SURE TO SET PARKING BRAKE AND CHOCK THE WHEELS.

NOTE: TO EASE INSTALLATION AND TO PROPERLY ADJUST BAR, THE WEIGHT OF THE VEHICLE MUST BE ON THE SUSPENSION, AS IF DRIVING DOWN THE ROAD. DO NOT RAISE THE VEHICLE BY FRAME.

NOTE: THIS UNIT IS DESIGNED TO REPLACE THE FACTORY INSTALLED REAR ANTI-SWAY BAR OR AS AN ADDITION IF THE REAR ANTI-SWAY IS NOT FACTORY SUPPLIED.

NOTE: THIS KIT INCLUDES LOCK NUTS WHICH REQUIRE TIGHTENING WITH A WRENCH AFTER BEING STARTED BY HAND.

1. Remove the factory installed rear anti-sway bar (if equipped) and all factory supplied hardware. See Photo 4 and step 5 for removal of factory installed end link.
2. Lubricate and place the D-shaped poly-bushings onto the straight areas of the bar on each side of the center clearance hump. Place the square U-plates over the flat side of the bushings on the bar.
3. Bolt the U-plates to the shock mounts on the opposite side of the shock using the included M10 bolts. See Photos 2 and 3.
4. Locate the end links and assemble with the poly bushings and 9/16" jam nut as in Diagram below. Insert the 3/4" ID hourglass bushings and matching inserts in the loops of the male end link that will attach to the frame rail. Insert the 5/8" ID hourglass bushings and matching inserts in the loops of the female end link that will attach to the sway bar. Lubricate hourglass bushings and insert first and then lubricate the outside and insert sleeve.
5. Installation of driver side end link will be easier if bracket in Photo 4 below is unbolted from fuel tank support. **DO NOT DISCONNECT BRAKE LINES OR ELECTRICAL CONNECTIONS, ONLY UNBOLT THE BRACKET TO ALLOW EASIER ACCESS TO END LINK BOLT ON DRIVER SIDE.**



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6. Attach the end links to the frame rail as shown in Photo 5 using the 1/2 X 3" bolt, washers and locknut.
7. Center sway bar on the differential. Be sure to move any lines, wires or hoses on the axle or the inside of the frame to avoid any damage. Rotate bar up and down to make sure there is adequate clearance to all axle and undercarriage components as the suspension articulates. When bar is centered and proper clearances verified, tighten shock mount U-plate bolts to 25 ft-lb.
8. Attach lower end of end link to outer hole of sway bar as shown in Photos 6 and 7 using 7/16 X 3" bolt, washer and locknut. Adjust end link length so that end link bolt will clear fuel tank and keep the sway bar arms as parallel to the ground as possible. Tighten 1/2" bolt to 50-60 ft-lb and 7/16" bolt to 35-40 ft-lb. Tighten 9/16" adjustment nut on end link to 70 ft-lb.
9. Bounce the vehicle checking for clearance on all undercarriage components shocks, exhaust etc. Test drive the vehicle and recheck your installation. **Recheck periodically on a regular basis thereafter.**
10. The sway bar arms have three mounting holes. Mounting the sway bar on the outer hole is the nominal position. For firmer settings, use the inner holes. We recommend starting with the outer mounting hole until you are accustomed to the vehicles new handling characteristics. Then select the mounting point that best fits your driving style

