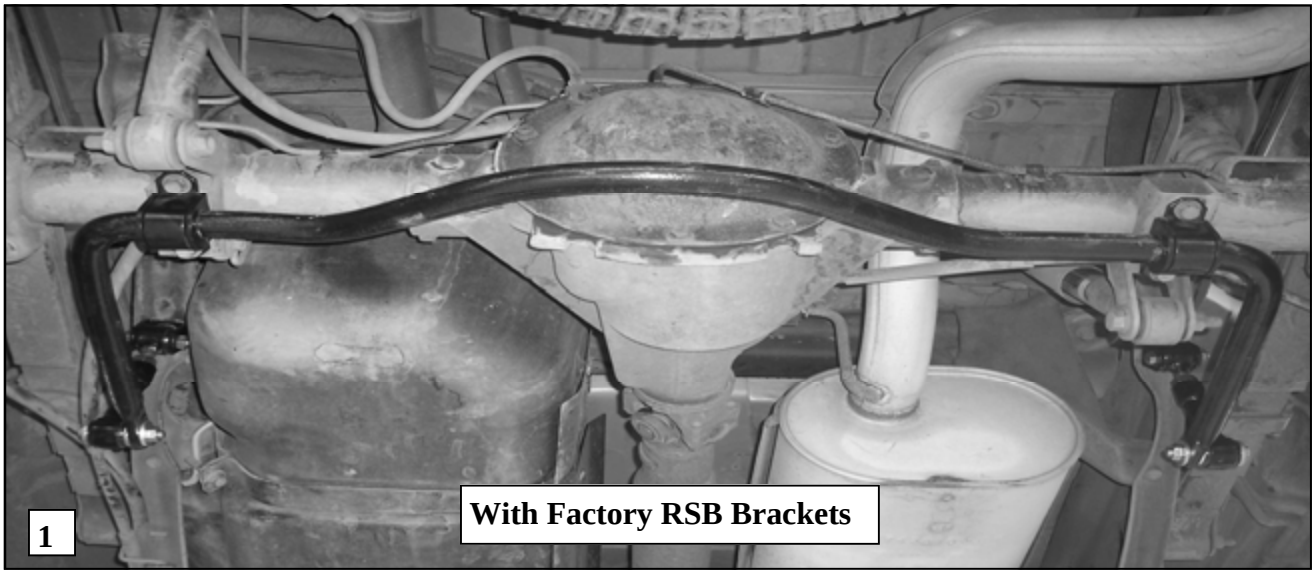
INSTALLATION INSTRUCTIONS

Rear Stabilizer Bar

92-99 (4X2&4X4) SUBURBAN
92-00 (4X2&4X4) TAHOE YUKON DENALI ESCALADE
(OLD BODY STYLE)

Thank you for purchasing a quality Hellwig Product.

PLEASE READ THIS INSTRUCTION SHEET COMPLETELY BEFORE STARTING YOUR INSTALLATION

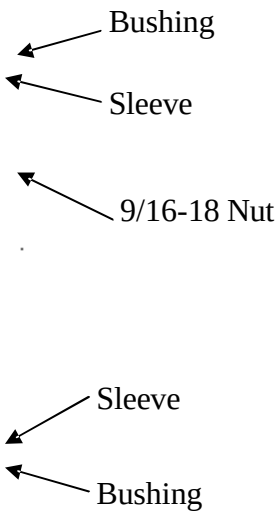


With Factory RSB Brackets

1

2 **With Factory RSB**

End Link Assembly



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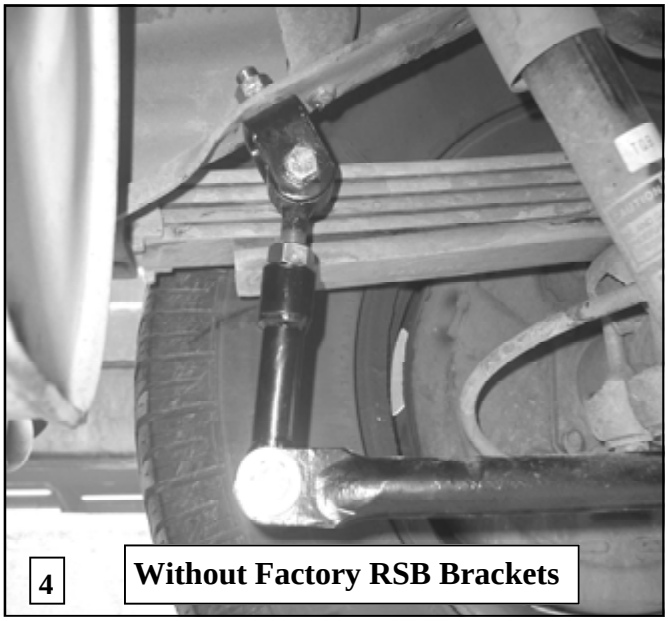
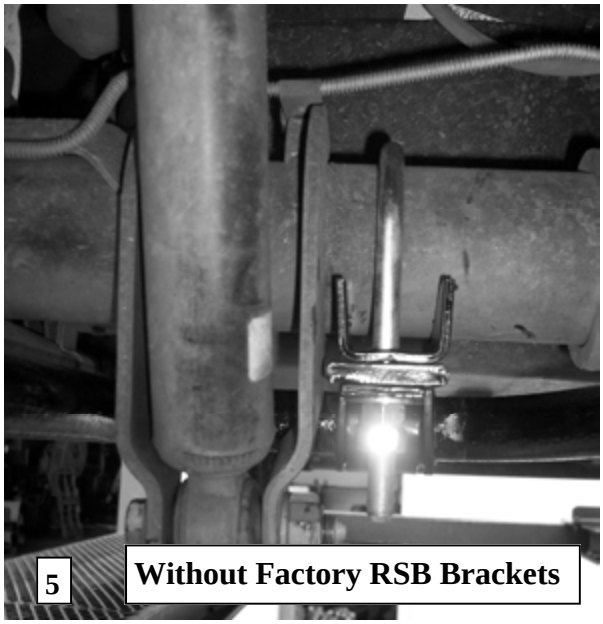


4 **Without Factory RSB Brackets**



5 **Without Factory RSB Brackets**

6 **Without Factory RSB Brackets**

Vehicles w/o factory RSB brackets. Enlarge this hole using 1/2" Drill bit. This hole will be used to attach the clevis to the frame using the supplied 1/2" bolt, locknut, and washer.

TORQUE TABLE

BOLT SIZE: 3/8" = 20-30 ft. lbs. – 7/16" = 35-45 ft. lbs. – ½" = 50-70 ft. lbs. – 9/16" = 70-90 ft. lbs.

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

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 VEHICLE BY FRAME.

NOTE: THIS UNIT IS DESIGNED TO REPLACE THE FACTORY INSTALLED REAR ANTI-SWAY BAR OR AS AN ADDITION IF ONE IS NOT FACTOTY INSTALLED . ON VEHICLES WITHOUT A FACTORY REAR BAR IT MAY BE NECESSARY TO DRILL THE FRAME BRACKET MOUNT HOLES IN THE BOTTOM OF THE FRAME. THIS BAR MOUNTS TO THE BOTTOM OF THE AXLE TUBES WITH THE ARMS OF THE BAR TOWARDS THE FRONT OF THE VEHICLE.

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

1. If equipped with a factory rear sway bar, remove the factory installed rear anti-sway bar and all of the mounting hardware . Do not discard the U-plate mounting bolts as they will be needed to install the new rear sway bar. Do not remove the frame bracket from the frame rail if equipped with a factory sway bar as it will be used to mount the new end links.
2. Choose the D-bushing that fits the u-plate for your application.
   Factory RSB: Use the narrow, tall u-plate
   Without Factory RSB: Use the short, wide u-plate and saddle bracket.
3. Install the D-shaped poly bushings on the sway bar
   Factory RSB: Use factory mounting location as shown in photo (2)
   Without Factory RSB: Locate inboard of shock brackets as shown in photo (4)
   Locate the u-bolts inboard of the shock brackets as shown in photo (4). **Be sure to install the U-bolts under any brake lines, wires or hoses on the axle to avoid any possible damage.** Install saddle brackets by inserting legs of u-bolt through the holes in the saddle bracket.
4. Position the correct U-plate brackets over the D-bushings
   Factory RSB: Reuse mounting bolts
   Without Factory RSB: Use 1/2" nuts and washers
5. Tighten the bolts/nuts just enough to support the sway bar on the axle. The hump of the sway bar will be tilted slightly downward for clearance around the differential.
6. Assemble the adjustable end links as shown in the detailed diagram (3). The male threaded end will go the top clevis bracket installed on the frame.
7. Attach clevis to frame rail
   Factory RSB: Use factory frame bracket as shown in photo (2). Do not use supplied clevis.
   Without Factory RSB: Locate the exiting hole in the frame rail as shown in photo (4), this will be the mounting point for the clevis. If there is not a hole, assemble end links to clevis and mark the frame for the best possible location for the top clevis bracket as in photo (4). You will require a **1/2"** drill bit to drill the frame. If your vehicle has pre-drilled holes on the frame, enlarge hole to 1/2" diameter. Assemble clevis to frame using 1/2" nut, bolt and washer on frame side and torque to specification.
8. Attach end links to frame clevis using 7/16X2-3/4" bolts, locknuts and washers.
9. Adjust the length of the end link so that the arms of the sway bar will be level with the ground. Loosely attach the end links to the sway bar's arms using the 7/16x2-3/4" bolts nuts and thick washers as shown in photos (2) & (4).
10. With the sway bar properly centered on the axle and the end links straight as up and down as possible torque the mounting bolts to the specified rate. Double nut axle u-bolts and tighten. Make sure that the 9/16" nut on the end links is tightened to lock in the adjustment.
11. Test drive your vehicle and re-check your installation. Re-adjust and tighten as required. After one week of driving re-check your installation. Re-check on a monthly regular basis thereafter.