

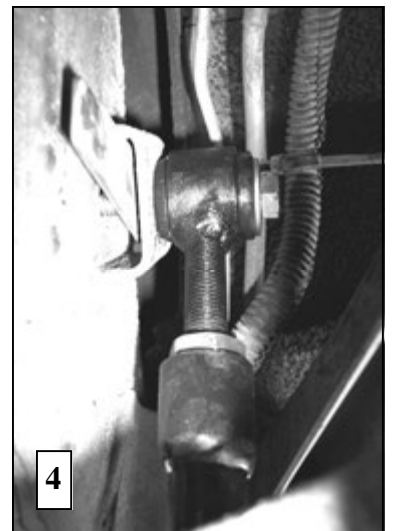
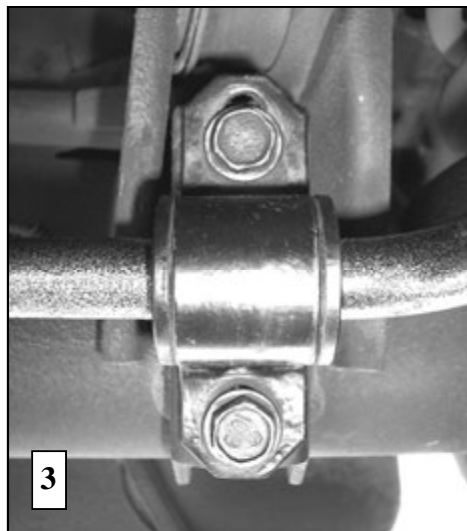
Hellwig PRODUCTS

INSTALLATION INSTRUCTIONS

Adjustable Rear Stabilizer Bar

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 and all factory supplied hardware. Retain the hardware as some of it will be reused in the installation.
2. Lubricate the insides and place the D-shaped poly-bushings onto the straight areas of the bar on each side of the center clearance hump. Place the U-plates over the bushings.
3. Place the bar under the vehicle with the center hump over the differential as shown in Photo 2.
4. Use the factory bolts to attach the U-plates in the stock location on the radius arm mount as shown in Photo 3. Leave loose at this time.
5. Locate the end links and assemble with the poly bushings and 9/16" jam nut as shown in the diagram below. Lubricate the outsides of the hourglass bushings and press into the hoops and then lubricate the outside of the metal sleeves and press them into the bushings. Leave loose at this time.
6. Bolt the end link to the stock frame mount using the provided M10 bolt, washer and the factory nut with the anti-rotation tab as shown in Photo 4.
7. Adjust end link's length so the arms of the sway bar are parallel to the ground. Then bolt the end link to the sway bar using the 7/16" bolt, washers and lock nuts as shown in Photo 5. We recommend starting on the outermost hole and depending on your driving style, moving to the inner, stiffer holes once you are used to the vehicle's new handling characteristics.
8. Torque the 9/16" jam nut on the end link and then all the other bolts following the torque table above.
9. Bounce the vehicle checking for clearance on all undercarriage components, brake lines, wires, shocks, exhaust etc. Test drive the vehicle and recheck your installation. **Recheck on a regular basis thereafter.**

