

HOTCHKIS HOTCHKIS SPORT SUSPENSION

2260R REAR SPORT SWAY BAR

68-74 GM X-BODY / NOVA, APOLLO, OMEGA, VENTURA



- **This installation will require drilling new mounting holes in the body. Please read the instructions carefully to avoid unnecessary drilling.**

INSTALLATION OF HOTCHKIS PERFORMANCE REAR SWAY BAR

- 1) Securely block the front wheels of the vehicle.
- 2) Remove the rear seat cushion. If the cushion won't pull up easily, then use a long screwdriver to push and release the small bar that is clipped in the bracket. Remove the bolts holding the back part of the seat to the body and lift the cushion upwards to remove it.



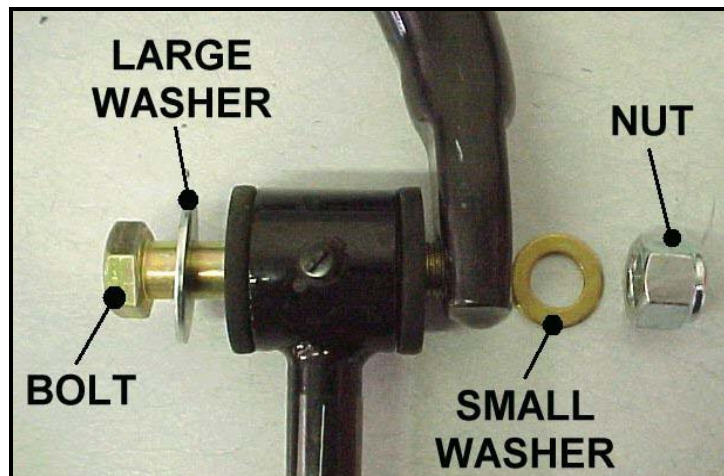
- 3) Use a jack to raise the rear of the vehicle and support it with jack stands. **Make certain the rear axle is supported with the vehicle's load on the leaf springs.** *This will keep the axle in its normal position to ensure that the sway bar is installed in the correct position to the body.*
- 4) Use the grease provided to apply a heavy coat of grease to the inside of the sway bar bushings.



- 5) Place the greased bushing over the bar with the split in the bushing facing away from the legs of the anti-sway bar. *The split should be facing towards the rear of the car when the bar is fully installed.* Place the bushing retainer brackets over the top of each bushing.



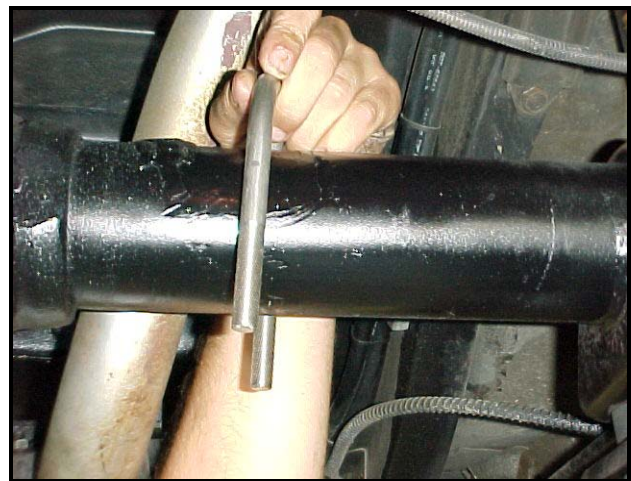
- 6) Grease the outsides of the bushings at each end on the 'dog-bone' end links. Use the long (3") bolts from **hardware kit #T1712** to connect the end links to the inside of the sway bar. *Make certain the larger diameter washer is up against the bushing side and the smaller washer is up against the sway bar side.* This will prevent the bolt from pulling through the bushing over time. 'Hand tighten' the hardware only at this step. *Leave the end link loose enough to rotate.*



- 7) Use the shorter length bolts (2-3/4") from **hardware kit #T1712** to attach the triangular bracket to the end links. *The larger end of the bracket should be closer to the ground when installed.* Loosely start the hardware so that the assembly can rotate freely.



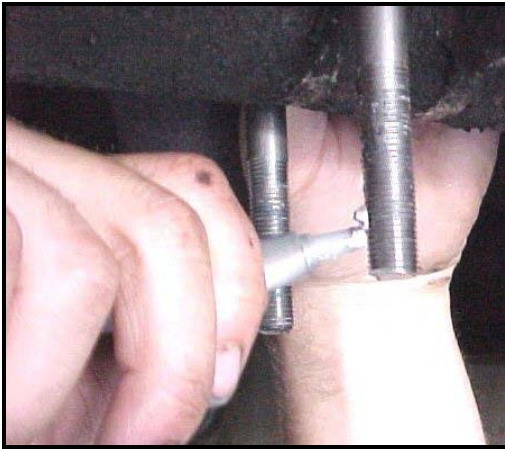
- 8) Take a screwdriver and carefully pry the brake lines loose from the clips on each end of the axle. With the brake lines moved out of the way, drop the u-bolts included with **hardware kit #T1722** over the top of the axle.



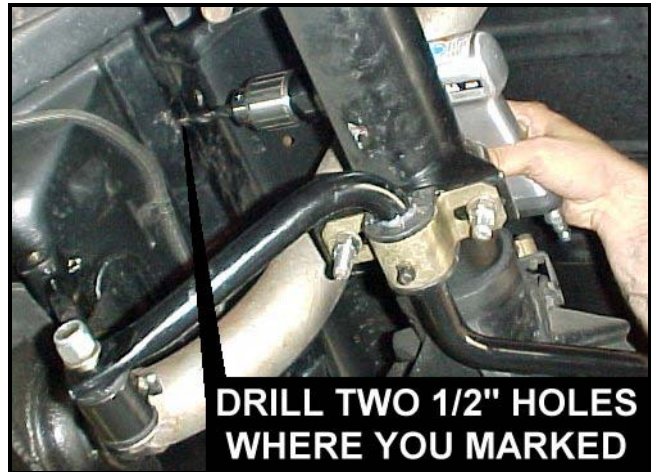
- 9) Lift the bar assembly into place under the rear of the car with the arms of the bar pointing forward. Use the axle mount brackets provided to hang the sway bar loosely from the axle. Slide the u-bolts as necessary to center the sway bar on the axle.



- 10) Use the Anti-Seize provided in hardware kit #T1722 to apply a small amount on the u-bolt threads. This will prevent damage to the nylock nuts when tightening or possible damage to the u-bolts. With the bar centered on the axle tighten the u-bolt hardware to 35-40 ft-lbs.



- 11) Rotate the sway bar into place with the triangle brackets up against the body. Use a scribe or other marking tool to mark the locations of the holes on the body matching the bracket. Drill out two 1/2" diameter holes on each side to match the bracket locations.



- 12) Drop the stud plate in from the passenger compartment through the holes. **Place one of the large washers provided over the lower stud on the plate.** This will act as a shim. It is also *suggested* to apply a ring of silicone gasket sealer to the edges of the holes and the stud plate to act as a water sealant.



- 13) Remove the triangle brackets from the end links. Attach the brackets to the stud plate **with the large end of the bracket closest to the ground**. Tighten the hardware holding the bracket in place.



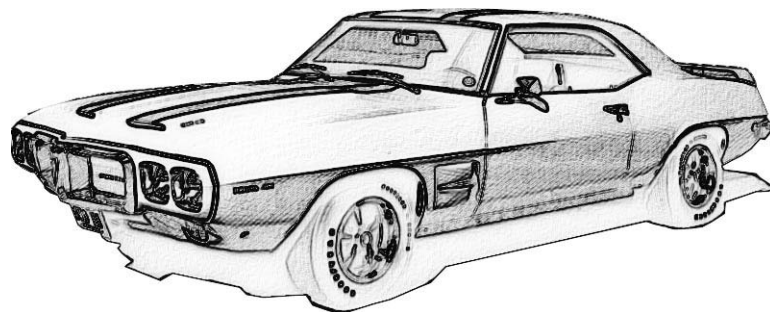
- 14) Re-attach the end links to the brackets, and tighten all attaching hardware on the end links.



WARNING: Check the end link clearance to the bracket hardware. If the hardware contacts the end link it can wear a hole through the end link as the bar rotates in use. You will not be able to install the bar if the stud plate makes contact with the end link.

- 15) Check that all attaching hardware is tight. Use the caps provided to cover the zerks fittings on the end links. Lower the car and re-install the rear seats. You're done installing the Hotchkis rear sway bar! Use a good, **non-lithium based**, chassis grease to maintain bushing lubrication.



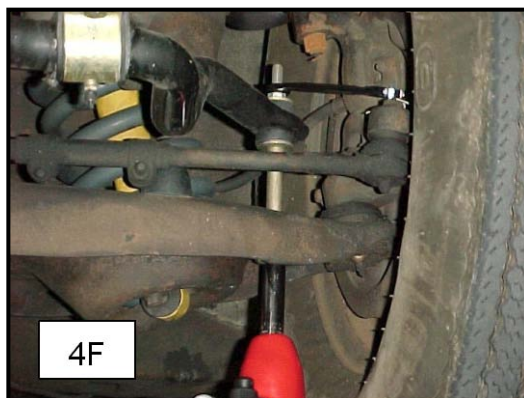


Sway Bar Installation Instructions

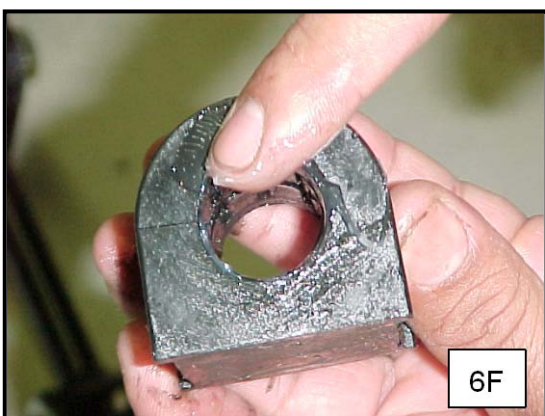
Thank you for your purchase of this Hotchkis Performance product. Your stabilizer bar set was designed with the performance and durability you've come to expect from Hotchkis Performance.

Front Bar Installation Notes:

- 1F. Look at the current bar installation and note the position of the anti-sway bar.
- 2F. Support the vehicle on jack stands, and remove the front wheels.
- 3F. Loosen, but do not remove the front bushing bolts.



- 4F. Remove the endlinks from the sway bar and lower control arms.
- 5F. Take the bolts out of the frame brackets and remove the stock sway bar from the vehicle. You will have to twist the bar out through the wheel well.



6F. Using the included white silicon grease, lube the inside of the new 1 ¼” front bushings.
NOTE: the grease can be cleaned up with WD-40

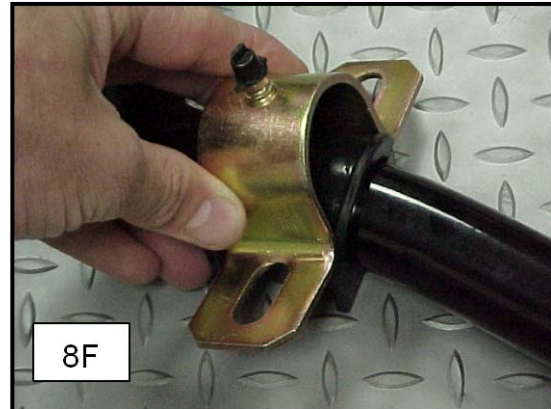
7F. Install the bushing on the new Hotchkis bar. Make sure the split on the bushing faces the front when the bar is installed in the vehicle.
Look at the placement of the original stock bushings on the stock bar for guidance.

8F. Place the greasable bracket over top the bushing.

9F. Put the new bar assembly into the vehicle and start the frame bolts. Do not tighten the frame bolts completely, only start enough threads to hold the bar in place while your work on the endlinks

10F. Install the new endlinks and tighten them till the bushings are squeezed just enough that their diameter is just larger than the supporting washer.

11F. Tighten the frame bracket bolts.



HOTCHKIS SPORT SUSPENSION

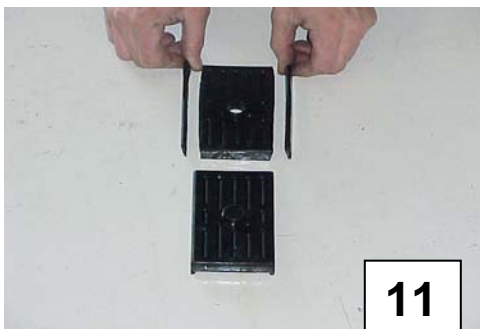
2407C Leaf Spring Installation

Thank you for your purchase of this Hotchkis product. Your leaf springs were designed with the performance and durability you've come to expect from Hotchkis Performance.



Installation Notes for Camaro 2407C Leaf Springs

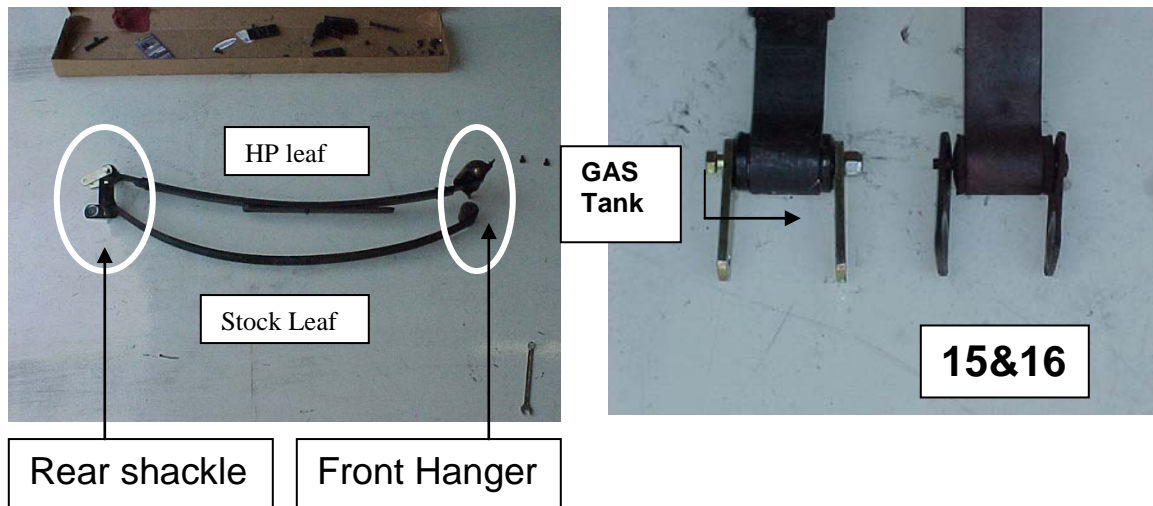
1. Support vehicle by the frame using lift jacks or jack stands. NEVER rely on a hydraulic jack to hold up the vehicle while you are working under it.
2. It is not necessary to remove the wheels to perform this installation.
3. Remove the lower shock bolts.
4. Loosen, but don't remove, the bolts in the rear that hold the leaf spring eyes.
5. Remove the nuts that hold the spring to the axle.
6. Lift the axle off of the spring and support it.
7. Take out the bolts holding the leaf spring to rear shackles and also the front three bolts to the chassis and remove the spring from the vehicle.
8. Knock out the existing bolts from the leaf spring axle mount.
9. Drill out the holes so you can fit the new U-Bolts and the bottom plates as well with a drill bit size 5/8.
10. Remove front nut clips and put in the new nut clips. (You may have to grind a little To help the fitment the new nut clips).
11. You may have to cut the sides and tabs off the leaf spring Pads approx. 1/4 inch to make the pads flush on the axle.
12. Install the leaf spring pads.





Discard Sleeve

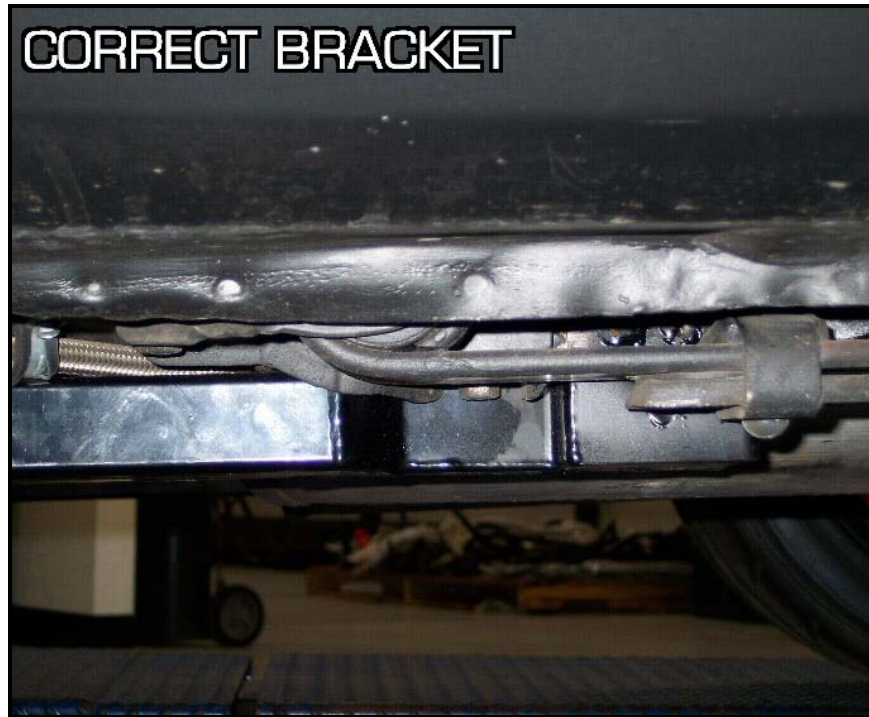
13. Put your stock front hangers on your new springs.
14. Remove the bushings from frame, clean thorough inside frame, grease frame and bushing and install new bushings.
15. Put the new shackles on your new leaf springs.
16. When assembling rear shackle bolt through leaf spring eye make sure the head of the bolt facing away from the gas tank. This may be easier install on the floor than installing up on the car.



17. Install the leaf springs. You need to set the vehicle on its wheels before you perform the final tightening on the leaf spring eyelet bolts. You must do this so you don't ruin the leaf spring bushings.

Special Note:

We have seen some reports of insufficient drop from our lowering leaf springs. We have concluded that this may be due to the type of front bracket you may have. The normal front leaf spring saddle bracket positions the front eye of the leaf up and above the visual line of the rocker seam.



The other bracket we have encountered drops the front eye below the visual line of the rocker seam. This will cause an unwanted increase in ride height and our springs were not developed for use with this type of bracket. Please purchase the standard leaf spring mount from your local parts supplier to correct this issue.

