



# HOTCHKIS SPORT SUSPENSION



## *Anti-roll bar set (pn 2278) Pontiac GTO*



**Warning:** *This installation should be performed by a trained professional. The installation requires lowering of the front & rear cradle frame from the vehicle for swaybar removal and reinstallation.*

### *INSTALLATION OF HOTCHKIS FRONT SWAY BAR*

Tools Required for this Installation

- 4 post lift or alignment rack with center jacks
- Transmission jack
- Pry bar
- The following sockets or wrenches: 6mm, 8mm, 13mm, 14mm, 18mm

Tools to temporarily block/plug transmission cooling lines

- 2 hose pinch-off pliers, 3/8" hose (about 12" long), 2 7/16" bolts (about 1" long)

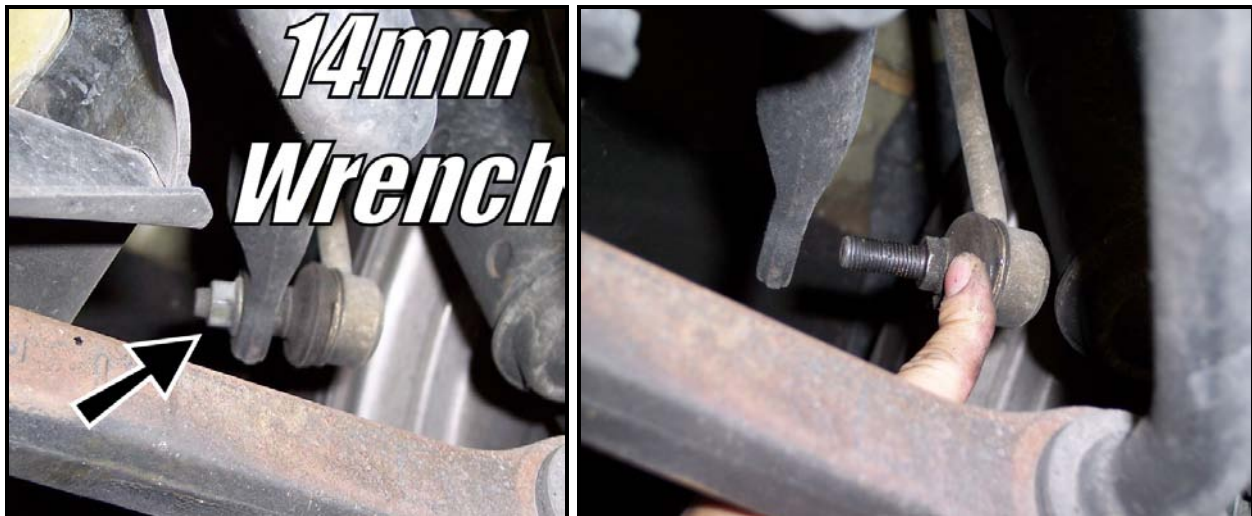
1) Drive the car onto the 4-post lift or alignment rack and securely block the rear wheels.



2) Remove the 4 bolts that secure the skid plate using a 13mm socket.



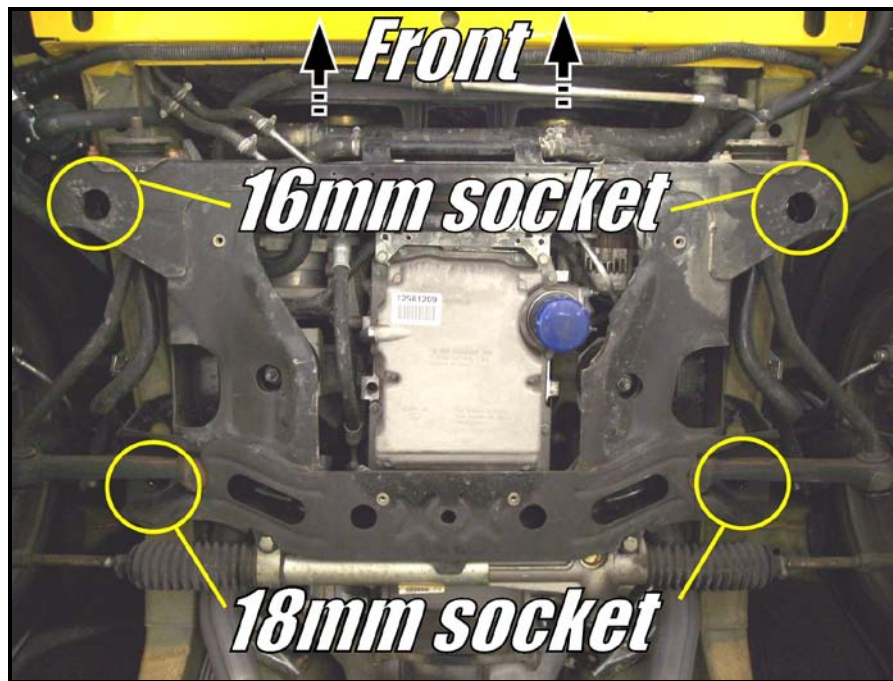
3) Next, disconnect the sway bar endlink from the bar using a 14mm socket or wrench



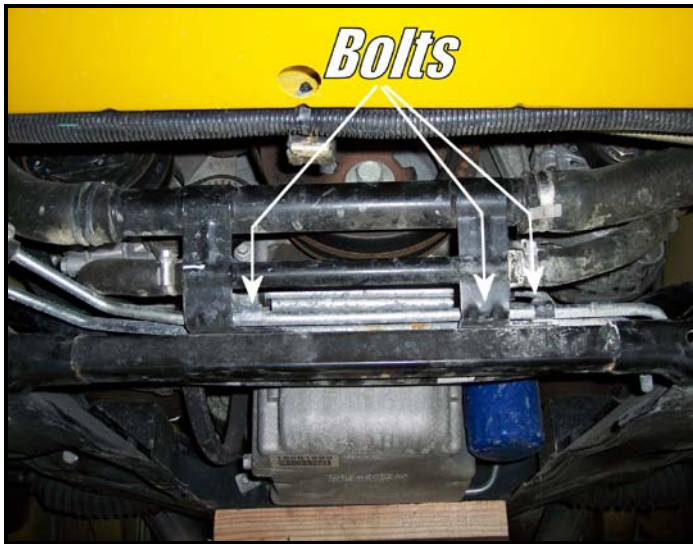
4) Support the cradle frame using a transmission jack.



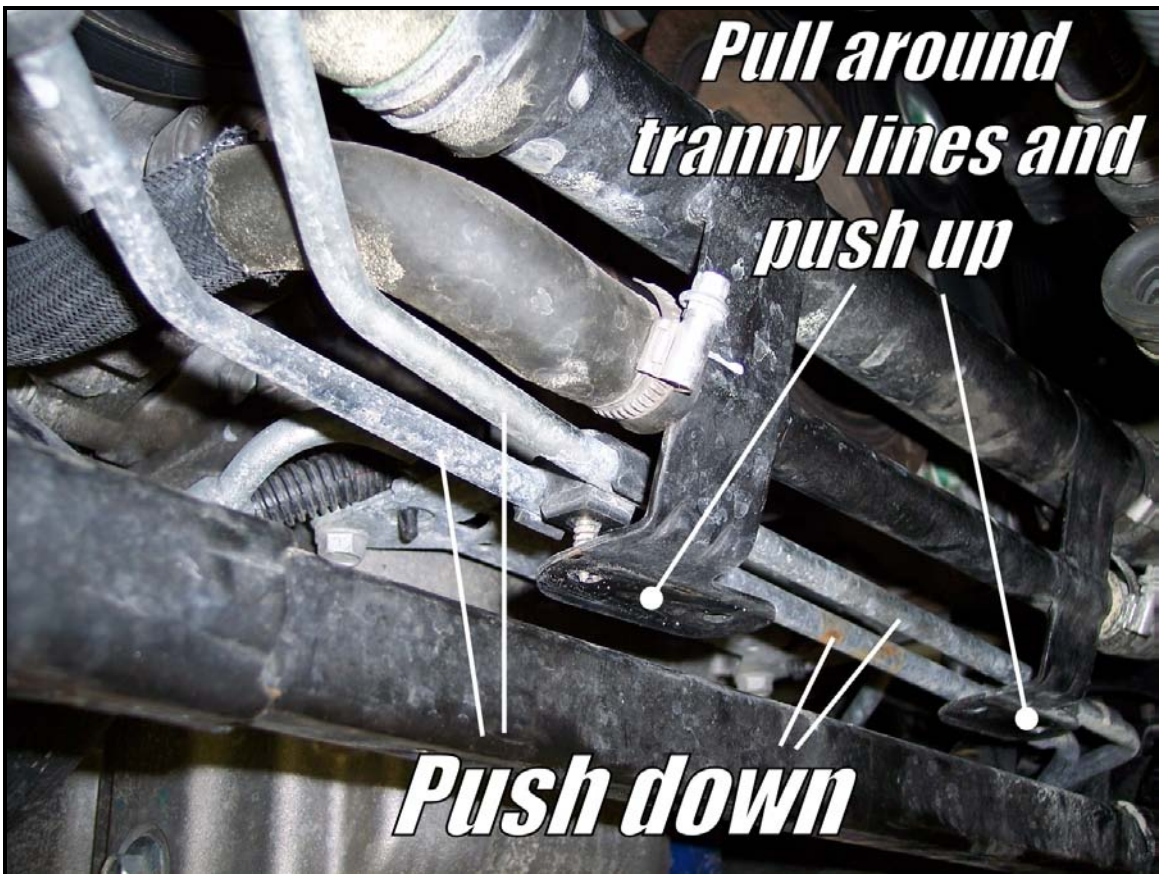
- 5) You will now disconnect the cradle frame from the vehicle by removing the 2 front bolts and 2 rear bolts using a 16mm and 18mm socket respectively.



- 6) Slowly lower the transmission jack. The cradle frame will lower about 3-4 inches in the front. You do not have to worry about the cradle falling down since it is still connected to various other components e.g. control arms, engine/transmission etc. It may be necessary to raise the front of the car at the outer jack points using your center jacks in order to gain more clearance between the cradle and the car.
- 7) At this point, you will need to disconnect the coolant/transmission line brackets from the front of the cradle frame using a 8mm socket. There are 2 bolts on the driver side bracket and 1 bolt on the passenger side bracket.



You will notice that the hard transmission lines lay on top of the coolant/transmission line bracket mounts. Make sure to move the transmission lines below the brackets. This will allow the bar to pass through between the coolant lines on top and the transmission lines on the bottom.

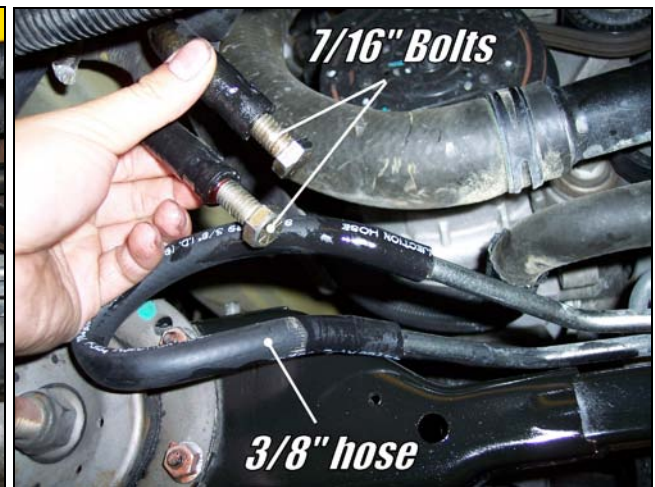


- 8) This next step is where the messy stuff begins. As you can see from looking at the stock sway bar location, the bar will not be able to slide out while the transmission lines are connected. It will be required to disconnect the soft hoses from the hard lines. There are 2 lines that will need to be disconnected and blocked/plugged temporarily. To avoid spilling too much transmission fluid, use some hose pinch-off pliers to seal one soft hose at a time. Prepare yourself with your 3/8" hose and 7/16" bolts. Use the other hose pinch-off pliers to clamp down the center of the 3/8" hose. Loosen the hose clamp using a 6mm socket.

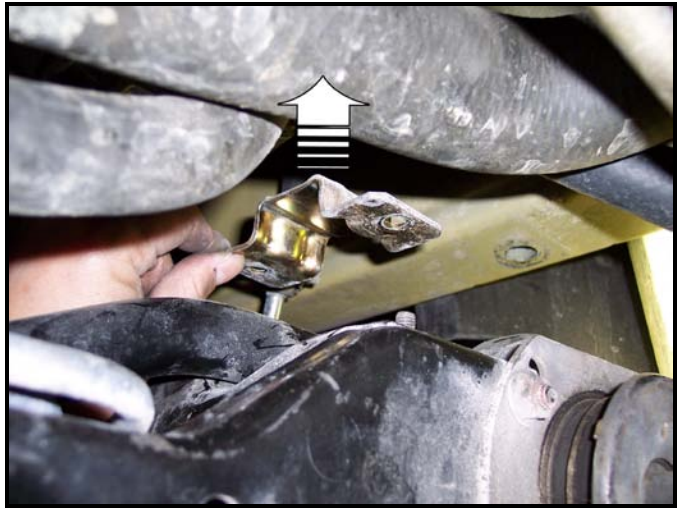
Then disconnect the soft hose from the hard line slowly. Once disconnected, connect the one end of the 3/8" hose to the hard line. Plug the soft transmission line with one of your 7/16" bolts. Once the bolt is in place you can release the pinch-off pliers from the soft transmission line.



Now, clamp down on the other soft transmission line. Loosen the hose clamp using a 6mm socket. Then disconnect the soft hose from the hard line slowly. Once disconnected, connect the other end of the 3/8" hose to the hard line. Insert the 7/16" bolt into the soft transmission line and release the pinch-off pliers. The end result should look like the following picture.



- 9) Before we can remove the sway bar from the vehicle, we need to disconnect the saddle brackets from the cradle. Use a 13mm socket to remove the 2 nuts per side. Once the bracket is out, remove the rubber bushing as well. You may discard the bracket and the rubber bushing, but keep the nuts for reinstallation.



- 10) The bar can finally be removed from the vehicle. The sway bar will have to come out through the front, but it will take some patience to do so. Try to pull the passenger side end out first as shown in the picture. Once that end is free you can pull the bar completely out. Please note the orientation and position of the stock sway bar for reference for the Hotchkis sway bar.



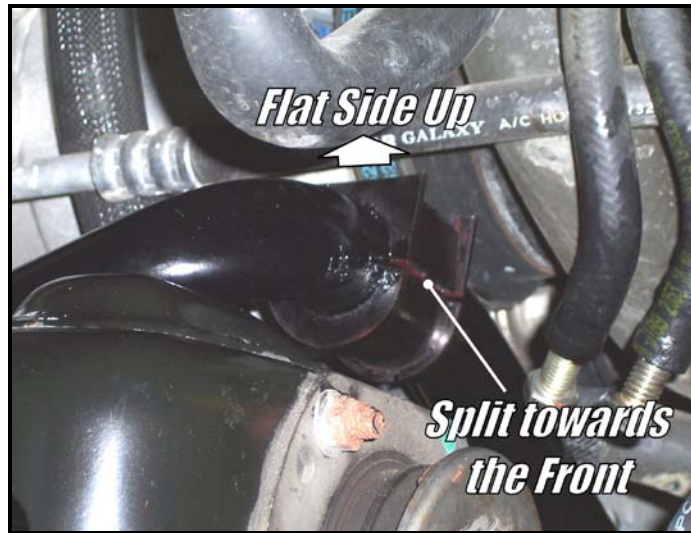
- 11) Place the Hotchkis sway bar next to the stock sway bar to setup proper orientation. This is done to avoid putting the sway bar in upside.
- 12) Next, insert the Hotchkis sway bar into the vehicle in the same fashion as the stock bar came out. This time insert the driver side first. You will notice the Hotchkis sway bar will be easier to insert into the car than the stock bar coming out.



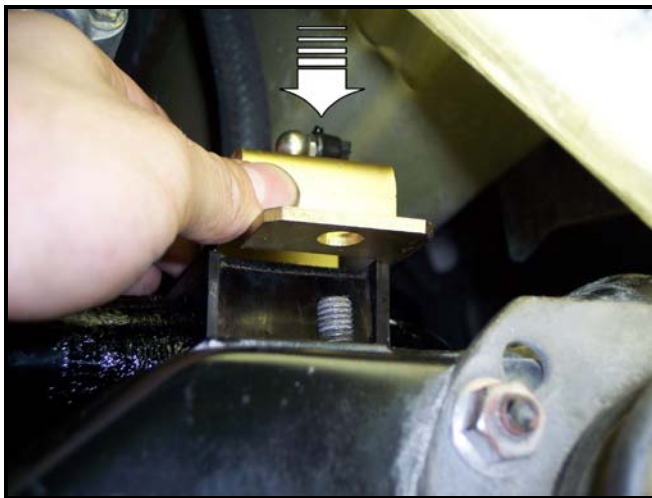
- 13) After the bar is in position, lube the inside hole of the Hotchkis polyurethane bushings with the included grease.



14) Open the bushing and push it over the bar. Make sure the flat side is facing up and the split is in the front.



15) Next, grab the Hotchkis saddle bracket and place it over top the bushing. Make sure the zerk grease fittings are pointing toward the front (ignore zerk fitting position in picture). Install the stock nuts using a 13mm socket.

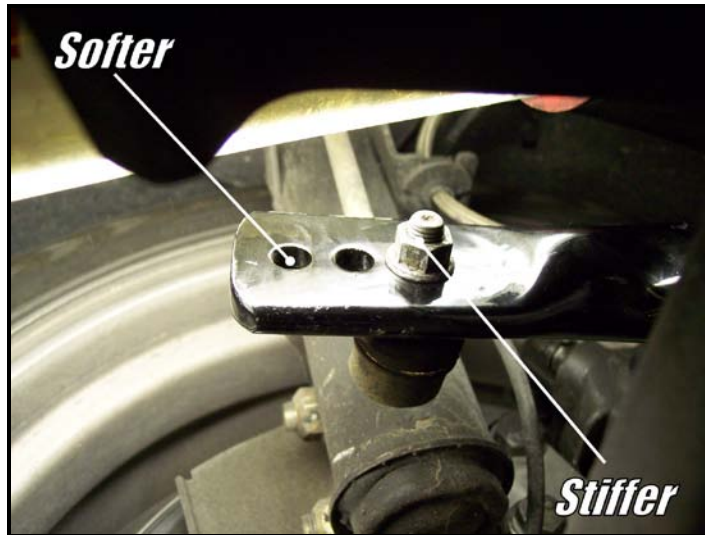


16) Repeat steps 2-9 in reverse order to complete the front installation.



*Special tip:* Use a large pry bar when trying to re-align the cradle frame holes with the body. You want to be able to start each bolt by hand first.

17) When reattaching the endlinks onto the sway bar, you will notice 3 holes at the end of the bar. Your Hotchkis swaybar is 3-way adjustable for stiffness. See the following diagram for details.



18) You are now finished with the Hotchkis front sway bar installation! Make sure that all hardware is fully tightened. On to the Hotchkis rear sway bar installation.



**HOTCHKIS**  
**HOTCHKIS**  
**SPORT SUSPENSION**



*INSTALLATION OF HOTCHKIS REAR SWAY BAR*

### Tools Required for this Installation

- 4 post lift or alignment rack with center jacks
- Pry bar
- Transmission jack
- The following sockets or wrenches: 13mm

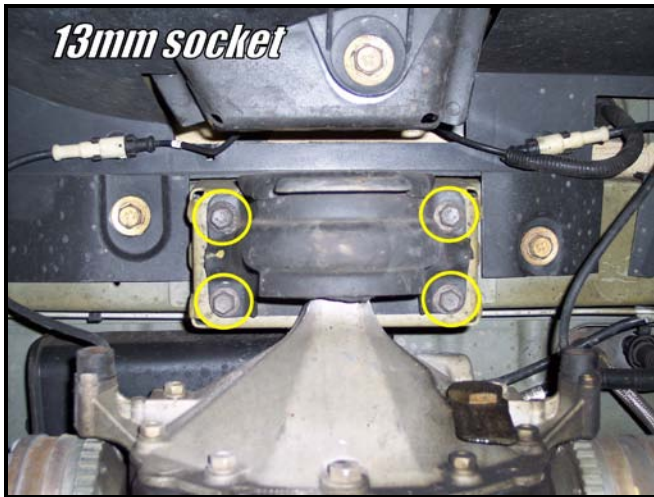
- 1) Drive the car onto the 4-post lift or alignment rack and securely block the front wheels.



- 2) Support the Rear differential using a transmission jack or a center jack equipped on some 4-post lifts.



- 3) Remove the 4 bolts that secure the backside of the rear differential housing.



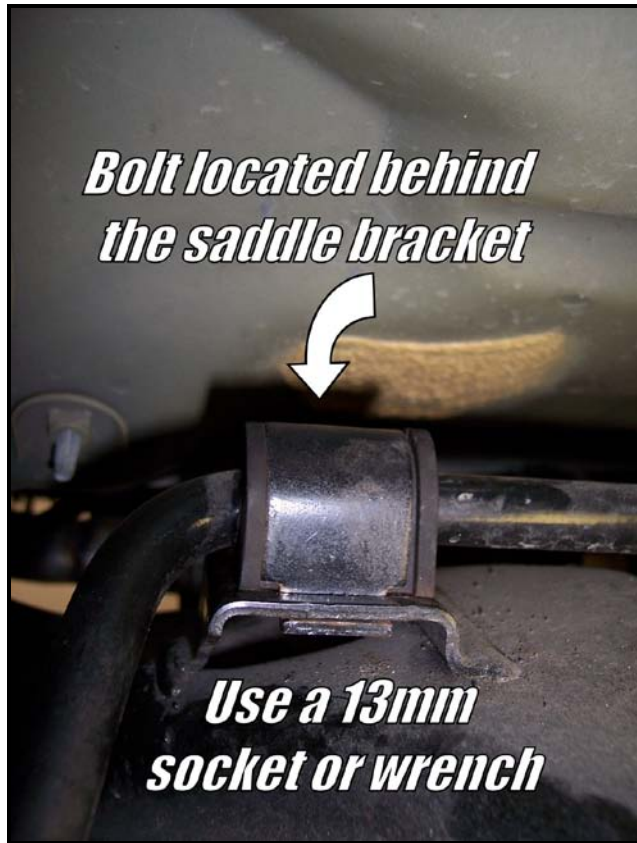
4) Slowly lower the transmission jack and let the differential and rear cradle frame tip downward.



5) Next, detach the endlinks from the sway bar using a pair 13mm wrenches.



6) Undo the saddle brackets by removing 1 bolt per bracket using a 13mm socket. Simply rotate the bracket up and it will become detached from the cradle frame.



7) Remove the stock sway bar from the vehicle through either side of the differential.



8) Set the Hotchkis sway bar next to the stock sway bar for proper orientation.



9) Lube the inside hole of the Hotchkis polyurethane bushings with the included grease.



10) Open the bushing and push it over the bar. Make sure the flat side is facing down and the split is facing toward the front.



11) Place the stock saddle brackets back onto the Hotchkis polyurethane bushings.

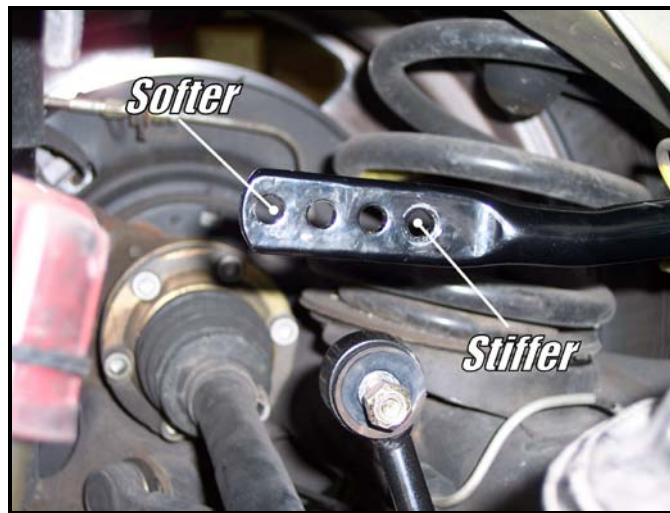


12) Reinsert the Hotchkis sway bar in the same manner as the stock bar came out.

13) Repeat steps 2-6 in reverse order to complete the installation.

Special tip: When raising the differential back up to the body, try using a pry bar to align the mounting plate holes with the body holes. You want to be able to start each bolt by hand first.

17) When reattaching the endlinks onto the sway bar, you will notice 4 holes at the end of the bar. Your Hotchkis swaybar is 4-way adjustable for stiffness. See the following diagram for details.



18) You are now finished with the Hotchkis rear sway bar installation! Make sure that all hardware is fully tightened before driving the vehicle.



# UNTRUCK AUTOMOTIVE SPORT SUSPENSION



*Anti-roll bar set (pn 2278)  
Pontiac GTO*

	Hotchkis P/N	Item Description	Quantity
1	22800286	Front Anti-Roll Bar	1
2	22900286	Rear Anti-Roll Bar	1
3	23890286	Front Saddle Brackets	2
4	21810286	Front Bushings	2
5	21910286	Rear Bushings	2
6	90_Zerk	90° Zerk Fitting	2
7	9.11108	Grease Pack	2

