



INSTALLATION INSTRUCTIONS

Progress Technology Anti-Sway Bar 1991-94
Sentra Rear
62.1509

NOTE: Progress Technology products should only be installed by a qualified licensed mechanic experienced in the installation and removal of suspension components. Please read instructions from start to finish and verify the parts in the parts list before beginning installation.

Parts List

Item	Quantity	Item	Quantity
7/8" Rear bar (22mm)	1	10mm x 1.25 x 30mm bolt	2
U-bracket	2	3/8-16 x 2.00 bolt	2
Bushing	2	3/8-16 x 1.75 bolt	2
Grease tube	1	3/8-16 x 1.00 bolt	2
Male rod end, 3/8"	2	3/8 flat washer	14
Female rod end, 3/8"	2	3/8-16 nylock nut	6
Jam nut, 3/8-24	2		
Rod end spacers	10		
L-bracket	2		
U-bracket	2		

****This is an adjustable rear swaybar. Changing the settings and using this bar will change the handling characteristics of the vehicle. Use caution when driving after installation of any product made to modify performance. ****

Caution: Always use jack stands securely and properly placed when working under a vehicle.

Caution: Exhaust systems can be EXTREMELY hot and may cause injury if touched. Allow the exhaust system to cool down before beginning installation.

1. Park the vehicle on a smooth, level asphalt or concrete surface. Block front wheels. Do not jack up the vehicle yet. Look at the diagram page (fig. 1) the angle bracket you attach in step 4 will need to be parallel to the ground when the car is at its regular ride height. We recommend that you scribe a line onto the radius arm parallel to the ground at this time. This will help you align the "L" shaped endlink bracket later when the vehicle is on jackstands. If you have stock rubber bushings please do the following to help you in step 4a. Measure from the center of the wheel to directly above it in the fender opening. Note this measurement.

2. Jack up the rear of the vehicle until the tires do not touch the ground. Place jack stands in the manufacturer's specified location. Lower vehicle onto jack stands. Make sure vehicle is secured. Remove the wheels and tires from the vehicle.

3. Remove the end of the OEM endlinks attached to the shock absorber. Remove the pivot bushing brackets from the chassis and remove the OEM anti-swaybar. Note how the swaybar is mounted to the factory brackets. The Progress bar will be attach in the same location

4. Remove radius arm bolt, located directly under hub. The bolt attaches the radius arm to the spindle assembly. It is a very tight bolt and we have found it makes removal easier if one uses a wrench or ratchet and socket on both sides. The short side of the "L" shaped endlink bracket attaches to the radius arm using the factory bolt you just

removed. (Fig. 1 and 2). The top of the angle bracket needs to be aligned so that it is parallel to the ground when compressed. (Fig. 1).

4. a. If you have factory rubber spindle bushings you will need to jack up the spindle assembly and tighten the bolt at this time. **Use a thin wall socket or the blade of a screwdriver between the head of the bolt and the bracket and torque to 78-87 lb-ft.** Note: Compress the suspension as close as you can to the measurement you took in step 1. In this case measure from the center of the spindle to the fender lip directly above the spindle/hub. If you don't do this you will significantly shorten the life of the bushings.

5. Assemble the rod end attachment links as shown in the diagram (fig. 2). Assemble the endlinks into the U-bracket supplied as shown (fig. 2). Make sure you place the 3/8-16 x 1.00 bolt into the U shaped bracket before attaching the endlinks. Put the U-bracket assembly into the small hole on the angle bracket. Use the supplied washers and the nylock nuts. Tighten assembly.

6. Attach endlink bracket to angle bracket (fig. 2) Tighten endlink to angle bracket, making sure the endlink can move freely forward and back.

7. Heavily grease the swaybar pivot bushings where the Progress anti-swaybar slides through using the grease provided.

8. Install the greased pivot bushings onto the anti-swaybar. Fasten the center portion of the anti-swaybar in the same location as the factory anti-swaybar. Make sure the ends (moment arms) of the bar are mounted **over** the rear lateral link. Attach the passenger side using the new 10mm bolts and the 3/8-16 x 1.00 bolts, nuts, and washers supplied with the new pivot bushing and bracket. The swaybar will mount on the rearward side of the bracket. On the drivers side of the vehicle the anti-swaybar will mount on the forward side of the bracket. Use the supplied bushing, bracket, two bolts, two washers and two nylock nuts.



9. Attach the endlinks to the swaybar as shown. (Fig. 2) Reference (fig. 3) for which hole to attach to. At this time you will need to lower the vehicle and make sure that there is enough clearance between the swaybar and the rearmost lateral link. You must make sure the endlinks do not bind and the swaybar will not interfere with anything when at full droop or at full compression settings. Lengthen or shorten the endlinks as needed. Note. In many cases due the way the bar is configured the endlinks will not be the same length.

10. Go over the installation making sure all fasteners are tight and torqued properly. Reinstall tires/wheels and slowly test drive the vehicle making sure the endlinks are the proper length and no binding occurs. Remember you have changed the handling characteristics of the vehicle, use caution.

Fig. 1

Top of "L" Shaped Endlink Bracket must be parallel with ground when the vehicle is at the ride height you will be driving the car at.

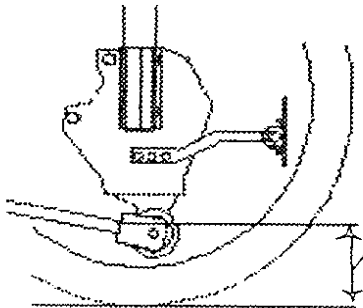
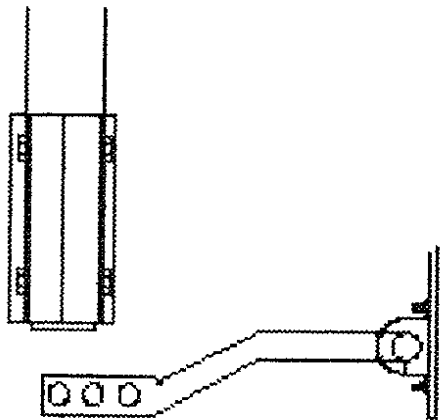


Fig. 3

← Front Of Vehicle



← Softer Stiffer →

Fig. 2

