



Anti-Roll Bar

1. Raise Car
The car should be jacked up and placed on jack stands, or set up on a lift.
2. Prepare for Welding
Hold the Anti-Roll bar and ends in place on the frame rails, as far forward as possible (towards front of car) and as far up as possible. The plates can be tweaked to conform to the frame. Remove all paint, dirt and grime from the area to be welded.
3. Raise the Anti-Roll bar into place, Tack one side and measure both sides to insure that the bar is parallel to the axle centerline. Tack the other side. Check that the bar pivots freely and weld into place. Then tack around bar ends to prevent heat from warping the plates.

*******VERY IMPORTANT*******

BECAUSE OF THE HIGH QUALITY SEALED BEARINGS USED IN THE ANTI-ROLL BAR KIT, CARE MUST BE TAKEN NOT TO OVERHEAT THE SEALS WHEN WELDING. THIS CAN BE ACCOMPLISHED BY WELDING A SMALL LENGTH AT A TIME (ONE INCH OR SO) AND THEN SPRAYING THE MOUNT WITH A WATER BOTTLE, OR A THOROUGHLY WET, SMALL RAG CAN BE WRAPPED AROUND THE BEARING HOUSING WHILE WELDING.

4. Hardware- apply anti-seize to rod ends
Adjust the heim joints in the links so that four threads are showing and do not tighten the jam nuts. Screw links into the roll bar with mounting tabs hanging down. Rear end should be hanging freely with the shocks fully extended.
5. Align and Mount Tabs
Check links for alignment to insure squareness. Adjust sway bar height that tabs are on rear of housing, about middle in height. Clean paint off area to be welded. Tack all tabs. Unbolt lower heim joint during welding and weld tabs.
6. Set-up
Install all bolts in links and tighten locknuts. Remove jack stands. Check air pressure in tires and make equal. Have driver sit in the car, make sure there is at least 2-3 inches of clearance between the Anti-roll bar and floor. Disconnect lower passenger side heim joint and adjust so it fits in easily and reinstall bolts. **UPR** believes preload should be put in the upper control arm and thus calls for this neutral setting on the anti-roll bar.