

UPR 05-14 Mustang Pro Street Anti Roll Bar Kit Installation

Installation of the UPR 05-14 Pro Street Anti Roll Bar will require welding. The final installation of the anti roll bar tabs will also require the car to be at ride height. Use of jack stands, or a drive-on lift will be required.



1. Raise the vehicle to access the suspension components and support the rear axle as close to ride height as possible.
2. Unbolt the exhaust hangers and remove the exhaust section behind the axle. Unbolt and remove the factory rear sway bar (Keep the factory end link to frame hardware- it will be re used in following steps).
3. The UPR Pro Street Anti Roll Bar bracket assembly will bolt to the frame where the original rear sway bar bar end links and muffler hangers were. Bolt the bracket in place using only the sway bar end link bracket location for this step (Re use factory hardware here).



- To re use the factory front exhaust hangers you will need to slot the mounting holes with a die grinder or round file.



- Reinstall the muffler hangers over the anti roll bar bracket using the supplied M8 x 1.25 bolts and tighten the hardware.



- The UPR rear anti roll bar bushings are a split type bushing. Remove the Urethane bushing from the mount. Lubricate the bushing with a good silicone-based grease like Energy Suspension™ Formula 5 Prelube Grease (commonly found at most auto parts stores or Amazon). Open bushing to slide it over the anti-roll bar. Slide the billet bushing mount back over the bushing.



7. Bolt the anti-roll bar to the bracket using the supplied Grade 8 Bolts and Nyloc nuts. Before installing end links or welding tabs to the axle tubes, make sure the rear axle assembly is centered and square. This is done by adjusting the lower suspension arms and panhard rod.



Install the end link assemblies to the anti-roll bar, then install the axle tabs onto the end links. The end links should be adjusted evenly and close to the fully collapsed position.



8. While the suspension is at ride height (weight on all 4 wheels), rotate the anti-roll bar arms towards the axle. Align the axle tabs on the axle so that the end link assemblies are in a vertical (straight up and down) position. It is important to have the end links as vertical as possible to prevent binding and damage to the end links. Mark the location of the axle tabs and tack weld them to the axle. Once the tabs are tack welded, unbolt the end links from the tabs to prevent damage when welding. Final weld the tabs to the axle.





9. Reinstall the anti-roll bar end links onto the axle tabs and tighten the hardware. Go back over all of the hardware and check to make sure everything is tightened correctly. Reinstall exhaust.

*Set up of the bar will be with the driver's weight in the seat, and the full weight of the vehicle on it's wheels.

Neutral: The neutral position is achieved when there is no pre load on either side of the anti-roll bar. Adjust the end links to allow them to have no pressure on either one. You should be able to pull the bolt out by hand on either side if it is in the neutral position. This is the best starting point for the bar.

Pre Load: Preload is when the end links are adjusted to take all of the 'slack' out, and one side or the other will have more pressure applied. You would use pre load to help the car to launch with the body in a more 'flat' position. If the body rolls towards the passenger side on launch, lengthen the passenger side end link to compensate.

You can also use pre load to help correct the rear steer of the car on launch. If the car goes to the right on launch, add pre load to the left side end link by lengthening it. If it goes left, add pre load to the right side end link by lengthening it.

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