

## TR6 REAR ANTI-SWAY BAR INSTALLATION INSTRUCTIONS

- 1) Bolt the angle brackets to the bottom of the semi-trailing arms directly beneath the spring using the  $\frac{3}{8}$ -24 x  $1\frac{3}{4}$ " bolts and nylon locking nuts as shown in the detail drawing.
- 2) Thread the male and female rod end bearings fully together with a jam nut between them. Bolt the female to the angle bracket using nylon locking nuts and the male to the bar as shown using steel locking nuts. The drawing shows use of the second hole but it is recommended to start with the forward hole since this is the weakest setting. The rod end bearings may be moved toward the rear of the car as needed to increase the effectiveness of the bar. A weaker setting tends toward understeer or pushing ahead in a turn while a stiffer setting tends to cause oversteer. Weight bias may be adjusted by lengthening one of the links.
- 3) With the suspension at normal ride height, hold the bar in position against the frame. Slide the bar front or back so that the links are vertical and mark the location of the mounting block holes on the frame. Make sure that they are into the main box part of the frame. They will generally be approx. 22" and  $25\frac{1}{4}$ " from the rear of the frame rails and 29" apart. The exact fore/aft location can vary depending on the number of shims on the semi-trailing arm brackets. Beware of drilling the front hole further than  $25\frac{3}{4}$ " from the rear of the frame since there is a vertical plate inside the frame at about 26". Drill  $\frac{7}{16}$ " holes.
- 4) Feed the "U" bolts up through one hole and down through the other. Note the orientation of the mounting blocks and bushings then remove them from the bar. Keep them on the same side of the bar (see note above). Bolt the upper half of the mounting blocks in place using washers and nylon locking nuts but do not tighten the nuts. Note that the mounting blocks are marked "IN" on one side. Turn this side toward the center of the car.
- 5) Grease the inside of the Nylatron bushings and place both halves on the bar with the flat side of the flange turned up and the wider flange toward the center of the car. Hold the bar in place and bolt on the lower halves of the mounting blocks using the  $\frac{5}{16}$ " x  $\frac{3}{4}$ " hex socket bolts.
- 6) Center the bar in the mounting blocks and tighten the "U" bolt nuts. Clamp the split collars on the bar between the bushings with the flat spot toward the frame. Check that the bar can swivel in the bushings by moving the suspension or by removing the links from the end of the bar.
- 7) **WARNING:** This adjustable rear anti-sway bar is designed to work with Good Parts  $\frac{7}{8}$ " diameter or larger front anti-sway bar. Use of this rear bar without a front bar, with a front bar smaller than  $\frac{7}{8}$ " diameter, or with a front bar mounted in rubber or poly bushings may cause excessive and front anti-sway dangerous over-steer.

## PARTS LIST TR6 REAR ANTI-SWAY BAR

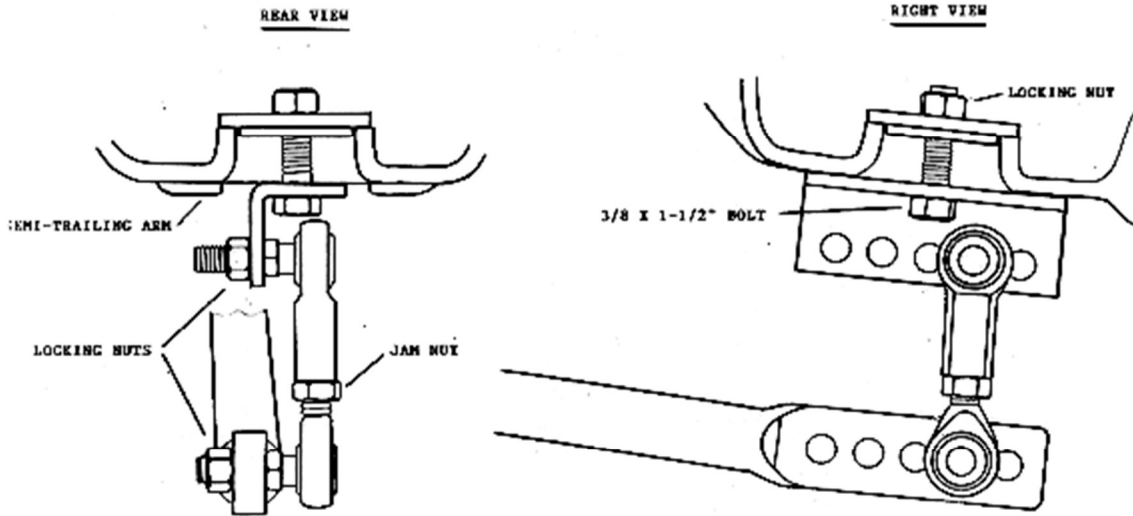
**NOTE:** Some parts may be pre-assembled on the anti-sway bar.

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| 1 - Installation Instructions            | 2 - Rod End Bearing, $\frac{3}{8}$ " , Female, Studded      |
| 1 - Installation Drawing                 | 2 - Rod End Bearing, $\frac{3}{8}$ " , Male, Studded        |
| 1 - Anti-Sway Bar                        | 4 - Bolt, Hex Socket, $\frac{5}{16}$ - 18 x $\frac{3}{4}$ " |
| 2 - Nylon Bushings, Flanged, Split       | 2 - "U" Bolt, $\frac{3}{8}$ - 24                            |
| 2 - Mounting Block, Upper Half, Aluminum | 2 - Bolt, Hex Head, $\frac{3}{8}$ - 24 x $1\frac{3}{4}$ "   |
| 2 - Mounting Block, Lower Half, Aluminum | 2 - Nut, Steel Locking, $\frac{3}{8}$ - 24                  |
| 2 - Angle Bracket, Semi-Trailing Arm     | 8 - Nut, Nylon Locking, $\frac{3}{8}$ - 24                  |
| 2 - Washer Assembly, Trailing Arm        | 2 - Nut, Jam, $\frac{3}{8}$ - 24                            |
| 2 - Collar Assembly, Two Piece, Aluminum | 4 - Washer, $\frac{3}{8}$ " SAE                             |



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RIGHT SIDE DETAIL



LOCATION OF HOLES IN FRAME

