



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**
Bolt the bearing cup plates to the base mounting plates. Hold the Anti-Roll bar and ends on the subframe rails above the rear axle, as far forward as possible (towards front of car) and as far up as possible. The base plate has a notch on the backside that fits over the factory steel plate that overlaps the subframe. 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. Unbolt the bearing plates and remove the bar then weld the base plates into place.**
- 4. Bolt the anti rollbar back in with the bearing cups in place and tighten all hardware.**
- 5. 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.
- 6. 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.
- 7. 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.