

VAN STEEL

CORVETTE SUSPENSION BRAKES & STEERING

Rear Sway Bar Instructions

When putting a Corvette on jack stands or on a lift you should always pop the hood and release the t-top locks (if you have them) and pop the doors. This will help relieve stress on the fiberglass.

1. 1966-82 Cars - If your car did not come with a rear sway bar, you will first need to find 2 holes just aft of the differential cross member on the kick up rail by the #4 body mount (*See Figure 1 Below*). Use a putty knife or flat head screw driver to scrap at the frame rail to find them. (1963-65 cars will not have these holes)
2. Once the holes are found, we recommend running a 5/16-18 tap through the holes to clean the threads.
3. Install the new polyurethane bushings onto the sway bar.
4. Install the frame mount bushing brackets.
5. Raise the bar to the frame and adjust the bushings left or right to line up with the frame rails. The bar has a raised center section. The raised section goes up.
6. Install the flat washer between the frame and the frame mount bracket on all 4 bolts. This should allow the sway bar to move freely when you rotate it. Torque the 5/16" bolts to 30 ft/lbs.
7. In your kit you have (2) 2 hole plates w/nyloc nuts welded to it and (2) 3 hole plates. These plates get sandwiched in between the top part of the trailing arm spring bolt pocket. If your trailing arms do not have holes for the plates, you will need to drill them for the plates (*See Figure 2*)
8. Install the end link bushing kit (*See Figure 3*). You may need to lift the rear wheel in order to start the nut on the threads. Be careful that you do not come off of the jack stands/lift. We find it easier to install the end links once the car is on the ground after it has been moved so the suspension is at ride height.
9. Tighten the nut up so you see about a 1/4" - 1/2" of thread or as the bushings begin to show yield.
10. Safely remove the jack stands and you're done.



Figure 1



Figure 2

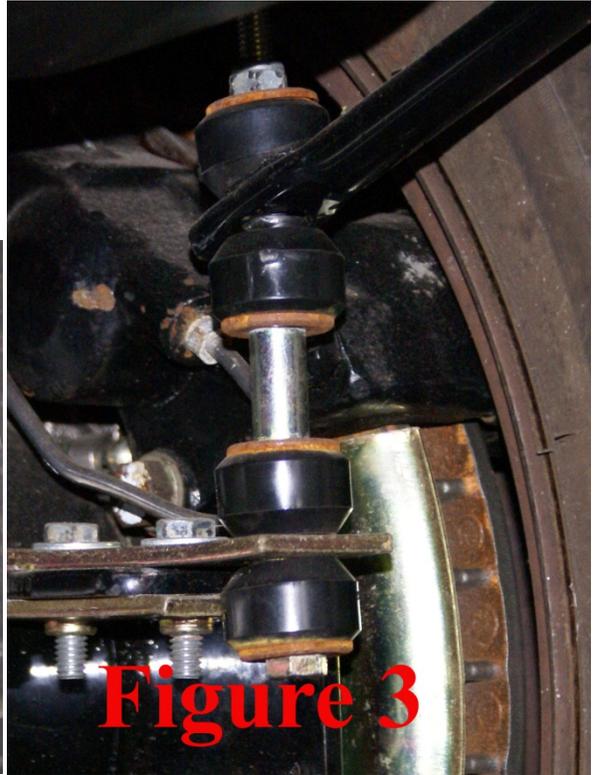


Figure 3