



Thank you for buying our new KDSS Sway Bar Spacers!

Before you start your install, we have a few recommendations that will make your life much easier.

1. If you have an older truck or it has spent a bunch of time off road, we recommend spraying some lube or rust breaker on the top side of your end links where the bolt threads come thru and if possible give it some time to work. They can be quite difficult to get out without breaking them if they've never been removed.
2. Remove your spare tire if you have it in place, this will give you much more headroom and space to maneuver as you do the install.
3. The whole install process can be done on the ground, but if you want or need more space, jack up the truck and put the jack stands to support it under the axle so the suspension stays compressed and doesn't droop out.
4. We recommend against using an impact drill as cross-threading these bolts can cause major problems.

Tools Needed:

1. 2x KDSS Sway Bar Spacers (Provided)
2. 4x Bolts (Provided)
3. 4x Lock Washers (Provided)
4. 14mm Socket
5. 19mm Socket
6. 19mm Open ended wrench
7. Floor jack
8. Jack stands (optional)
9. Anti-Seize (recommended)

NOTE: If your bushings are very worn/worn out, the driver side shock boot may be very close to or touch the end of the provided bolts when reattached. If this is true on your truck, we recommend getting new bushings (as you have these to make your vehicle ride and function better and good bushings will help that as well) or use washers on the bolt head side to space the bolts lower down so they don't touch the bottom of the shock boot.

Install:

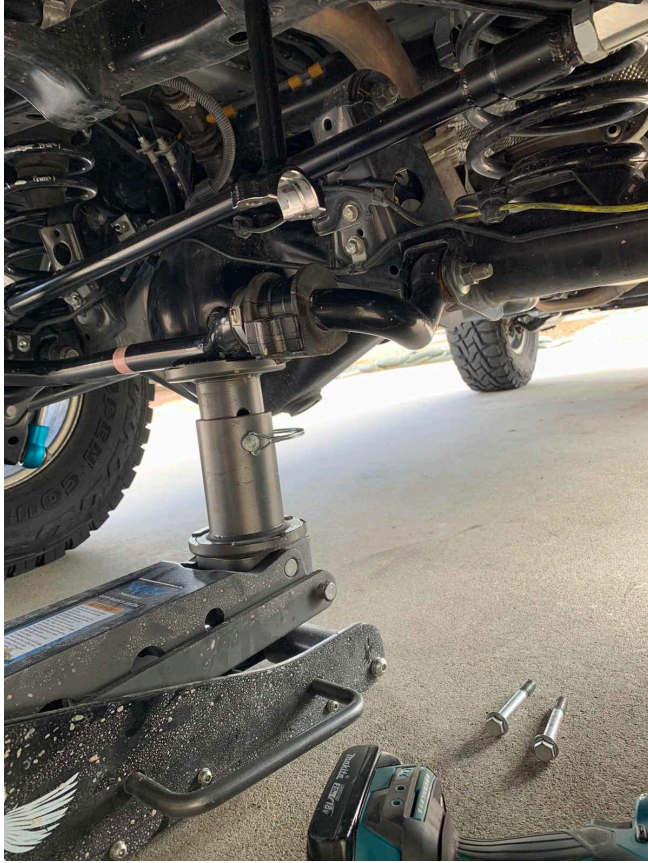
1. Put your floor jack underneath the sway bar to the left of the hard link on the passenger side (closer to the center of the truck). In this position, with the jack supporting the sway bar, unthread the factory bolts.

Be careful not to break these bolts (as mentioned in the pre-install, they may be very difficult to break loose if you haven't pre-treated them).



2. Lower the floor jack slightly. The hydraulic side will droop, allowing the sway bar to lower so you can fit the new spacer in. Place it on top of the lower side of the end link as pictured.

NOTE: We recommend a thin layer of anti-seize on the top of the spacer before re-tightening.



3. Jack the sway bar up so the end link is back together. Place the new, longer bolts and lock washers where the originals were and begin threading them in (your original bolts will no longer work, do not attempt to reuse them as they will not have the right length to hold the end links together). Alternating between them, tighten the bolts to factory spec (60ft/lb).

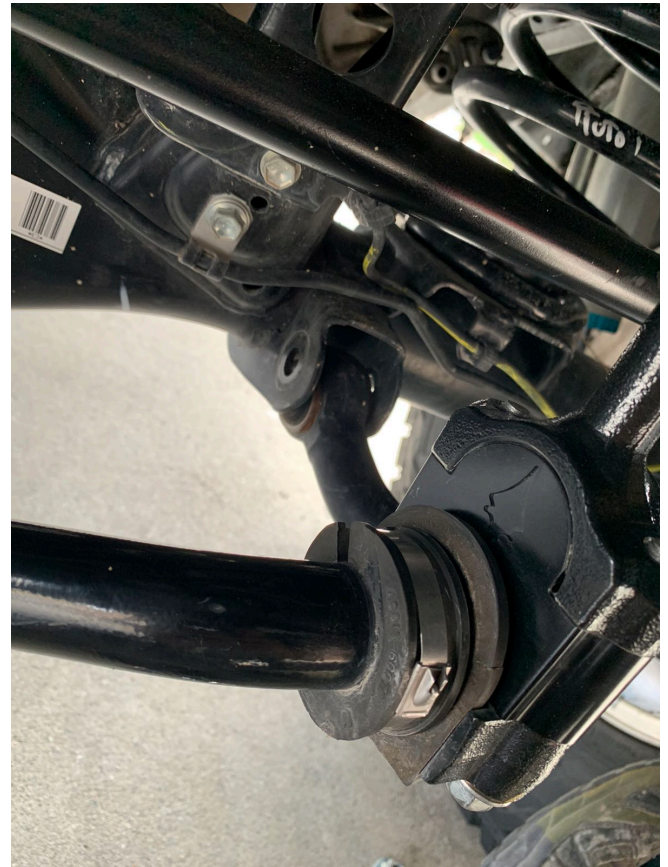
NOTE: Do not use an impact to rethread the bolts, cross-threading these can cause major issues.



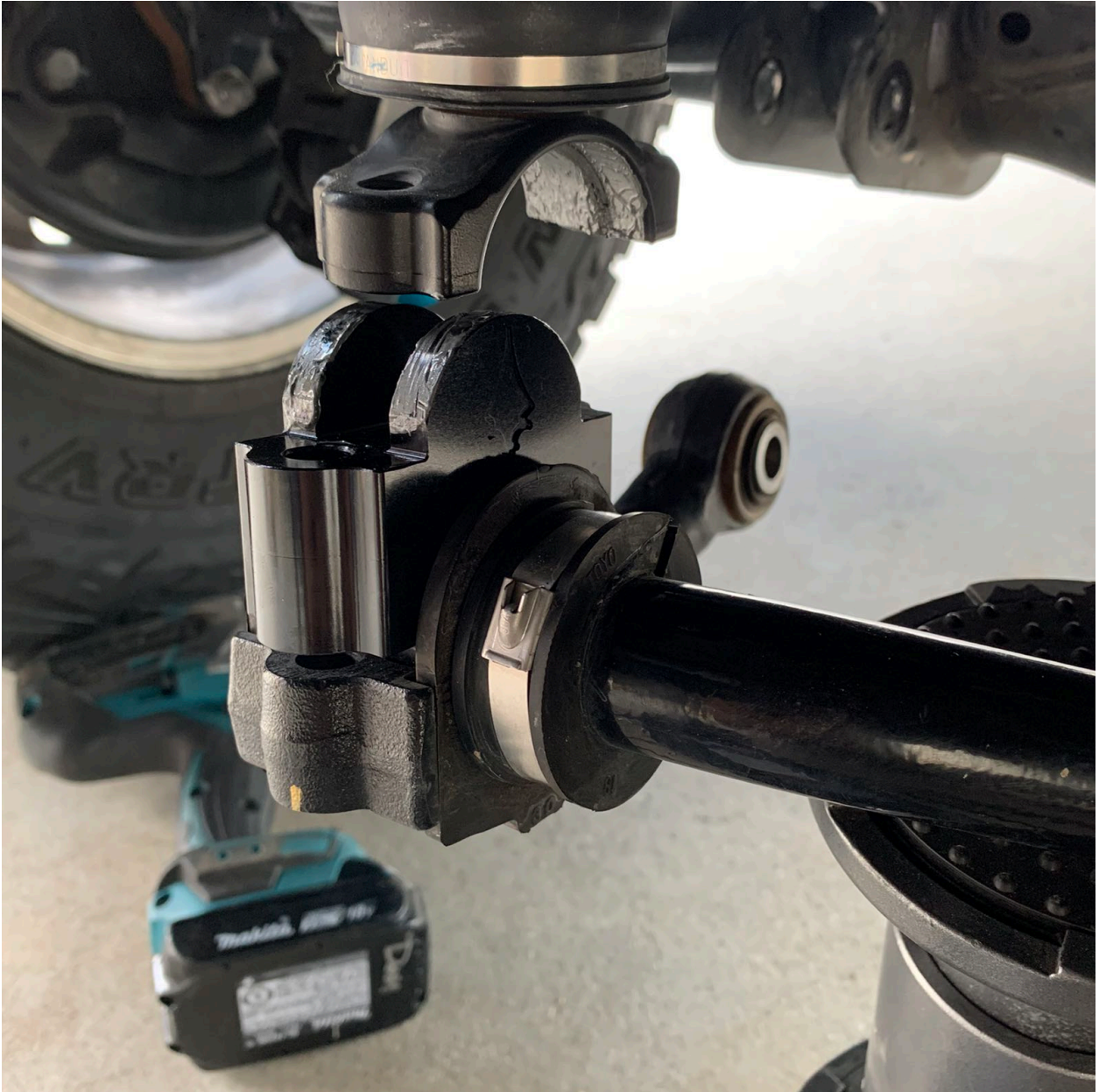
4. Once the bolts on the passenger side are tight, remove the floor jack and put it under the same location on the driver side (holding up the sway bar, between the end link and the center of the vehicle) and jack it up.

To begin the driver's side, once the jack is supporting the sway bar, you will first need to remove the end link bolts the same way you did earlier on the passenger side. Then, you will need to remove the bolt connecting the sway bar to the axle. To loosen this, you will need a 19mm socket and an open wrench to hold the nut side. Turn the bolt head side to loosen, not the nut.

Once the driver's side is completely free but still supported by the jack, loosen the same sway bar to axle connection bolt on the passenger side.



5. Once all 4 of those bolts are removed, lower the jack the same way you did on the passenger side, slowly until you can put the spacer in on the driver's side with it still supporting the sway bar (again applying the recommended anti-seize on top of the spacer).



6. To close everything back up, first jack the sway bar back up part way and reconnect the passenger side connection to the axle, applying a small amount of anti-seize and tightening the bolt to factory spec (80 ft/lb).

Then, continue jacking the sway bar back up, making sure to align the driver's side end link bolt holes with the spacer in line, and begin threading in the new bolts with the lock washers in place (again, do not use your factory bolts, they will no longer function as needed). Same as on the passenger side, go back and forth between the bolts tightening them to factory spec (60 ft/lb).

NOTE: We highly recommend against using an impact to tighten these bolts.

NOTE: As mentioned in the beginning of the instructions, if your bushings are worn out, then these bolts may come very close to or touch the shock boot above them. If so, either replace the bushings or use washers to space the bolts down appropriately so they do not make contact with the shock boot.



7. Once the bolts connecting the spacer are tight, lower the jack and reposition it to under the arm that connects the sway bar to the axle on the driver's side (should be the only thing left to reconnect). Use the jack to help you re-align the arm with the axle connection by raising it up.

Applying anti-seize to this bolt, replace it and tighten it back down to factory spec (80 ft/lb).



Go out and enjoy your fully functional rear suspension that is using its full capability and no longer damaging itself!

