

INSTALLATION INSTRUCTIONS FOR RTR FRONT SWAY BAR END LINKS - ADJUSTABLE

(05-14 ALL)

INSTALLATION TIME: 1 ½ Hours

PACKAGE CONTENTS:

1. (1)x 33mm adjustable sway bar
2. (4)x bushings
3. (2)x lateral locks and wrench

**I chose to disassemble a few things that may not be required, but made things simpler for me.*

REQUIRED TOOLS:

- ✓ Jack
- ✓ Ramps or jackstands
- ✓ 7mm socket
- ✓ 8mm socket
- ✓ 15mm socket – regular and/or deep well
- ✓ Pliers (Optional)
- ✓ Grinder (Optional)
- ✓ 18mm socket
- ✓ 18mm box wrench

REMOVAL PROCEDURE:

1. **(Optional) Removing the endlinks first will make the process much easier, but it is possible to do it while under the car.*

Remove a wheel from the front of the mustang. Unbolt the endlinks from the strut. You can remove the endlink from the sway bar now or after you've taken the sway bar off of the car. Repeat on the other front side.

(4) x 18mm - deep socket may be necessary.
18mm wrench needed for back of endlink



2. Drive the mustang onto ramps and chock the back wheels. You can use jackstands to support the front of the mustang. The ramps just make it a lot easier and the mustang stays at ride height.
3. Unbolt the endlink from the strut on each side, if you didn't already remove them in step 1.
4. Remove two plastic covers underneath the front to access the sway bar. **It may not be necessary to remove both.*
 - (5)x 7mm
 - (3)x 8mm
5. **(Optional)* Remove the subframe that the back plastic cover runs through.
 - (6)x 15mm bolts
 - (2)x 15mm nuts



6. Remove mounting saddle bolts.
 - (4)x 15mm – deep socket



7. Remove factory sway bar from the mustang. If you didn't remove the subframe in step 5, this will be a little tricky. The factory bolts and spring clips will be reused for installation.
8. Remove the saddle/u-clamp from the factory bushings. I used a pair of vise grip pliers to do the job, but there are many ways to do it. *I didn't use the backing plate of the saddle for installation, but plan to grind the side off of them soon and install. As they are, the new bushings will not fit. Many other manufacturers' bushings do not use the plate.



INSTALLATION PROCEDURE:

1. **(Optional)* Grease bushing IDs. Factory directions say this is not necessary, but company technicians say that it couldn't hurt. They recommend lithium based, and I used Lucas "red n tacky." The inside of the bushings do not require any lubrication.

2. Put the bushings (the two that fit the factory saddles) around the new sway bar.
3. Replace the spring clips/bolts on the mustang, if you had to remove any of them earlier. Position the sway bar onto the mustang, with the bend facing down. Install nuts onto the bolts to hold in place, but don't tighten all the way. You may need to adjust the bar for the endlinks.

(4)x 15mm – deep socket



4. Next will be attaching the endlinks. I replaced mine with the RTR Tactical adjustable endlinks. *They are available at americanmuscle.com, and are significantly better than the factory endlinks.* The stiffest setting on the bar is the hole furthest from the end of the bar. This picture is of the second loosest setting. All endlink nuts should be tightened to **85 ft/lbs.**



5. Tighten mounting saddle nuts to **52 ft/lbs.**
6. Install lateral locks 3mm to 4mm from the bushings. Either side will work, but make them accessible and on the same side of both bushings (inside or outside).

7. Reinstall subframe and plastic covers.
8. Remove wheel chocks and drive mustang off ramps.

Installation instructions created and submitted by AmericanMuscle customer
Dameon Burns on 8-8-16