



KDSS Front Sway Bar Clamp Install

<p>Required Tools:</p> <ul style="list-style-type: none">10mm socket with extension12mm socket with extensionSnips3mm & 2mm allen key5mm drill bitJack	<p>Included Parts and Supplies:</p> <ul style="list-style-type: none">KDSS Front Sway Bar Billet Clamps
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1. Remove skid plate – lots of good resources on YouTube for how to do this, and requires 10mm and 12mm sockets (10mm might not be required on some models).
2. (Optional) If the bushings require replacement, this will need to be completed prior to the clamp install and it is necessary to remove the factory radiator supports and open the KDSS valves/ bolts at the accumulator under driver door outside frame area to accomplish this.
3. Prior to installation, it must be determined if the factory metal pressed on straps are in the proper location. This can be checked by looking under the sway bar. There is a pink spray-painted mark right up against the pressed-on metal strap (pictured below – note this is pictured off the vehicle and without the bushing/assembly in place). If there is no gap between the strap and the paint mark then it is in the correct location, if not, it needs to be adjusted.



4. Place a jack under the front KDSS sway bar just to inside of the driver side shock, positioned so there is still have access to bolts on the sway bar.

5. Having supported the front sway bar, loosen all bolts on the front sway bar. Start on the driver side and working across – sway bar bolts at the driver side lower control arm, next the bolts for the KDSS shock, then the hard link on passenger side, and finally the bolts at the passenger lower control arm.

6. At the base of the KDSS shock, locate and remove the factory rubber strap that has a pressed on metal strap around by cutting it with a pair of snips and remove the rubber strap.

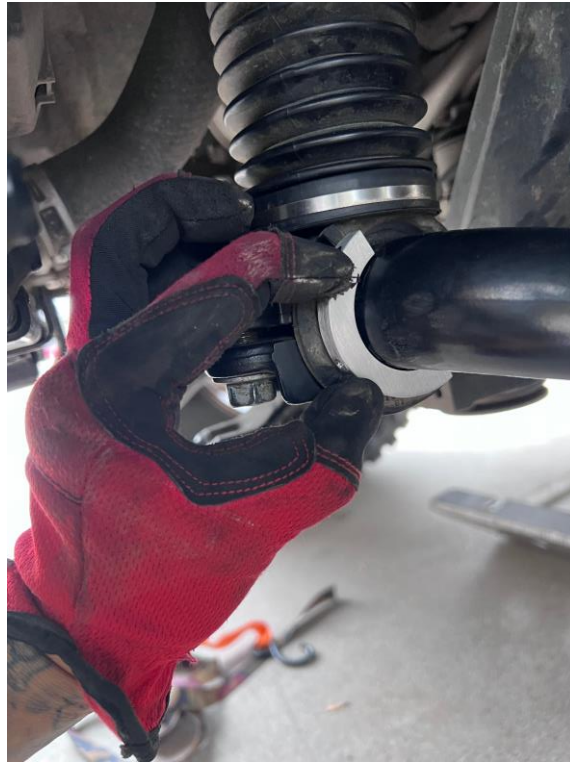




7. Determine if the sway bar has shifted to driver side or passenger side. This can easily be accomplished this by looking at the sway bar ends at the lower control arms and see which has more sticking out. In most cases the sway bar has moved towards the driver side. In either case, while the bolts are loose, the sway bar will need to be returned to the original position by physically moving it in direction it needs to go (kicking or pounding works well). Look at the sway bar ends again to determine if centered or close to it, primarily making sure that the pressed on metal straps are up against the hard link and KDSS shock bushing. If there is a gap between the KDSS shock and the inner pressed on strap, use a set of ratchet straps to pull the shock over (wrap around the lower boot of the shock and strap the other end to the frame for leverage). Note that if completing this extra step, make sure to tighten the bolts on the passenger side first so that the bar is held in place while repositioning the KDSS shock/mount.



8. Starting with the driver side, and making sure that the KDSS shock mount is positioned against the inner metal strap, a divot must be marked and drilled to allow the set screw on the new clamp to be screwed into the sway bar. Start by removing the set screw from the clamp and position the clamp on the sway bar marking on the swaybar through the hole once in position – Note that the set screws best location is at the lower portion of the front half of the sway bar (pictured below) and make certain the clamp is flush against the KDSS shock mount bushing when making the mark (the bushing should not be swollen as the bolts should still be loose).



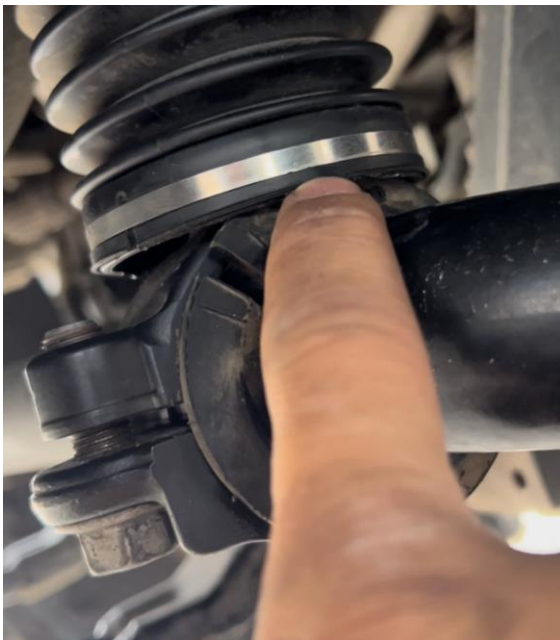
9. With the hole position marked, with a 5mm drill bit, drill approximately 1/8" into the sway bar.



10. Place the front half of the strap with the set screw in its location along with the back half of the clamps, and start walking both bolts in evenly (back and forth) while making sure the front half is held in the location with set screw in the divot that was drilled. Note that backing off the set screw part way through the process can allow the bolts to be tightened further, but ensure the set screw is tightened again when complete. (Loctite can be used on the bolts and set screws if desired) ** If the back half of the new clamp will not sit flush against the KDSS shock mount, refer to 10a below **



- a. If there is an issue getting the clamp flush to the KDSS shock mount, some models from 2018 and earlier may need a small clearance to the area below the KDSS shock boot strap to allow the clamp to sit flush. This will not affect the performance of the shock as only a small area under the boot needs to be modified. It is recommended that a Dremel with a small carbide bit is used to grind this portion. Below are pictures identifying the area – note that the shock does not need to be removed the picture is just an example.



11. Tighten the bolts at the driver side lower control arm, and the KDSS shock bolts, but make sure to jack up the sway bar again as the driver side shock is under heavy hydraulic pressure to avoid forcing the bolts up.

12. Moving to the passenger side, repeat process and make sure that the bolts are loose so the bushing is not swollen, so the front half of the clamp can be flush against the bushing as flat as possible when making the mark for the set screw divot.

****Make sure to double check and tighten all bolts when done****