



Thank you for purchasing this anti-sway bar kit. Please read through these instructions before installation.

Installation Instructions

Factory Replacement Anti-Sway Bar Kit

part #1129-150
(1-1/2" diameter)



INTRODUCTION

Thank you for purchasing this anti-sway bar kit. This kit is designed to improve the handling characteristics of your vehicle by reducing the body roll and balancing the weight transfer during cornering. The anti-sway bar kit is engineered for long life and trouble-free performance.

All the hardware needed for the installation is included in this kit. Refer to the PARTS LIST in these instructions to identify the parts.

SUGGESTED TOOLS

The following tools are suggested to complete the installation procedures:

- general shop tools
- 8mm, 18mm and 3/4" wrench and 3/4" socket
- torque wrench
- 1/2" drill bit
- 15mm socket

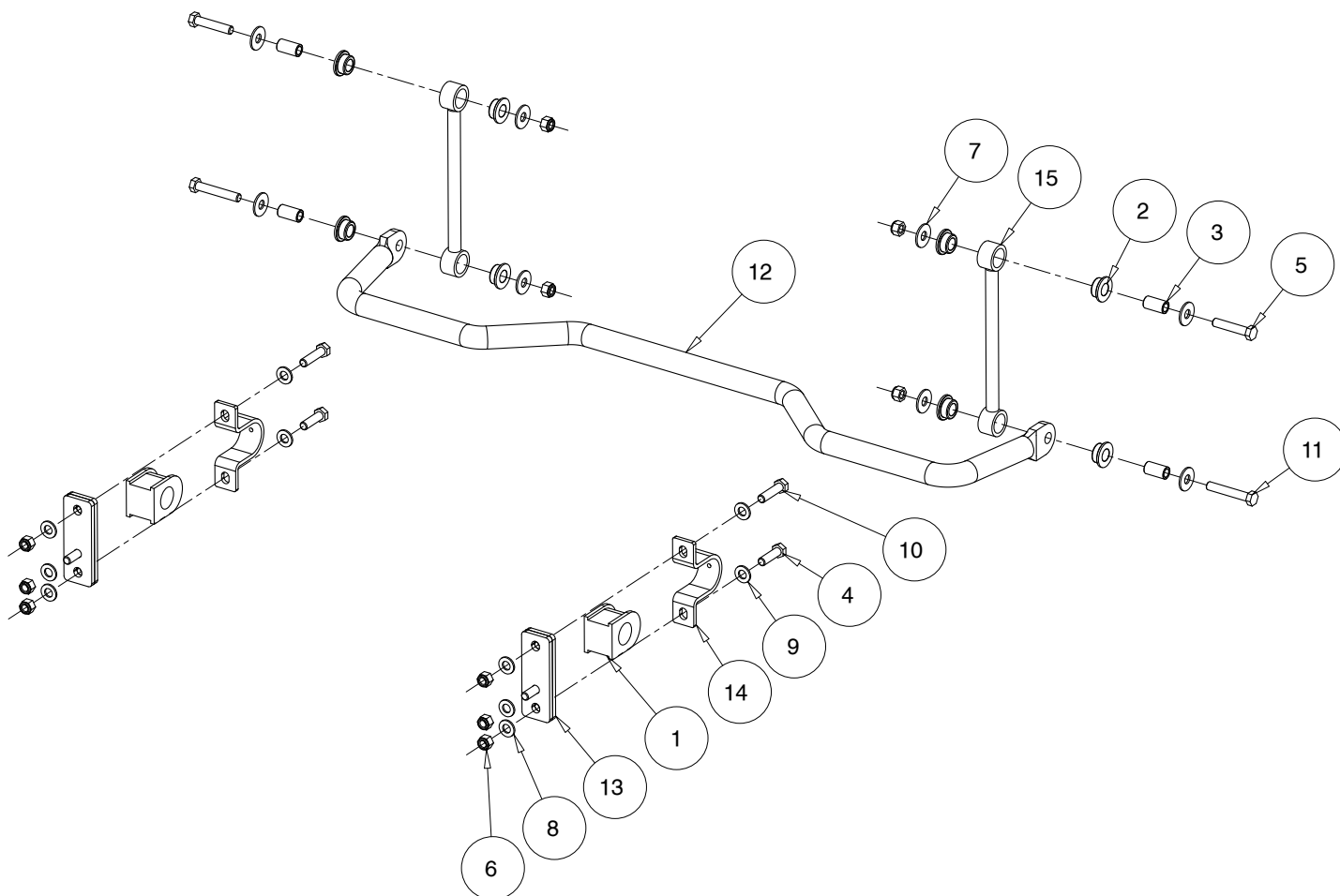
WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.

- If raising the vehicle to install the anti-sway bar, always support the vehicle with jack stands at both frame rails or at the rear axle before working underneath. Ensure that the jack stands are securely positioned, and are rated at or above the weight of the vehicle.
- The installer must read the instructions and use all bolts and parts supplied. Use only the parts supplied by ROADMASTER to install this kit.
- Minor modifications are sometimes necessary due to slight vehicle variations, even for the same year, make and model.
- Regardless of year, make and model, a wide range of options for specific applications may or may not interfere with the installation. It is the installer's responsibility to make certain that equipment is not damaged once the suspension solution travels through the full range of motion. Failure to ensure adequate clearance could result in non-warranty property damage, personal injury or even death.
- If running changes were made by the manufacturer after this kit was designed, there may be weldments, braces, gussets, or other structural items which interfere with the installation. It is the installer's responsibility to allow for these running changes without sacrificing the structural integrity of the anti-sway bar. Failure to securely fasten the anti-sway bar could result in property damage, personal injury or even death.
- ROADMASTER will not be responsible for any damage or injury resulting from any modification or alteration.
- Check ALL the fasteners for tightness before and after road testing the vehicle.
- Do not use this document for custom fabrication, as it may not show all parts or structural components.
- Do not use an air impact wrench when re-installing bolts, as stripped threads may result.
- This anti-sway bar is only warranted for the original installation. Installing a used anti-sway bar on another vehicle is not recommended and will void the warranty.

PARTS LIST

Part #1129-150



ITEM	QTY	MATERIAL	NAME
1	2	BUSHING	205217-10
2	8	BUSHING	205223-50
3	4	BUSHING SLEEVE	205522-00
4	2	1/2-13 x 1 3/4" BOLT - GRADE 8	350096-80
5	2	1/2-13 x 2 1/2" BOLT- GRADE 8	350099-80
6	10	1/2-13 NYLON INSERT LOCK NUT	350259-00
7	8	1/2" FLAT WASHER	350308-00
8	6	1/2" SAE WASHER	350308-20
9	4	1/2" HARDENED WASHER - YELLOW	350308-80
10	2	1/2-13 x 2" BOLT - GRADE 8	350703-00
11	2	1/2-13 x 3" BOLT - GRADE 8	350706-00
12	1	ANTI-SWAY BAR	580594-00
13	2	AXLE BRACKET	B1061
14	2	AXLE CLAMP	B141
15	2	END LINK	B315
16	1	AQUALUBE	400011-30

INSTALLATION

The following instructions must be followed in the order listed to ensure a proper installation and to preserve the ROADMASTER warranty.

⚠ WARNING

Always support the vehicle by using a hoist or by using securely positioned jack stands at both frame rails or at the rear axle, before working underneath. Ensure that the hoist or jack stands are rated at or above the weight of the vehicle.

Failure to follow these instructions may cause property damage, personal injury or even death.

1. Remove the existing anti-sway bar, end links and clamps.

Remove the factory anti-sway bar. Use a 15mm socket to remove the bar at the axle and an 18mm and 8mm wrench to remove it from the endlink. Then, remove the endlinks and the clamps, saving the clamp hardware for replacement.

2. Remove the factory weld nuts.

Replace the bushing clamp bolts you removed in the previous step, leaving all but maybe $\frac{1}{4}$ " unthreaded in the axle (Figure 1). Then, use a 5 lb sledgehammer to hit the bolt heads and knock out the factory weld nuts. Remove the bolts once again. Figure 2 shows the weld nuts fully removed from the axle.

3. Enlarge frame bracket mounts and install the endlinks.

Use a $\frac{1}{2}$ " drill bit or a carbide/rotary burr bit to enlarge the factory frame bracket mounting holes to accommodate a $\frac{1}{2}$ " bolt. Test clearance with the brake line support bracket alignment pin by placing the endlink over the hole you just enlarged. Note the pin's location in Figure 3. If it contacts the endlink, grind it down as shown in Figure 4.

Now, on each side, hang the endlink from the frame bracket and loosely bolt it in place using a supplied $\frac{1}{2}$ " x $2\frac{1}{2}$ " bolt and $\frac{1}{2}$ " flat washer. Finish with a $\frac{1}{2}$ " flat washer and a $\frac{1}{2}$ " locknut (Figure 5).

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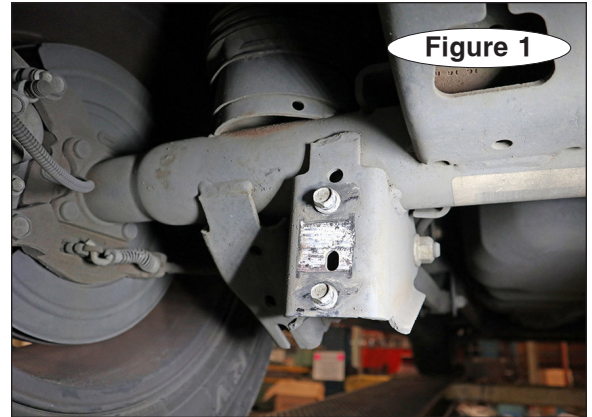


Figure 1

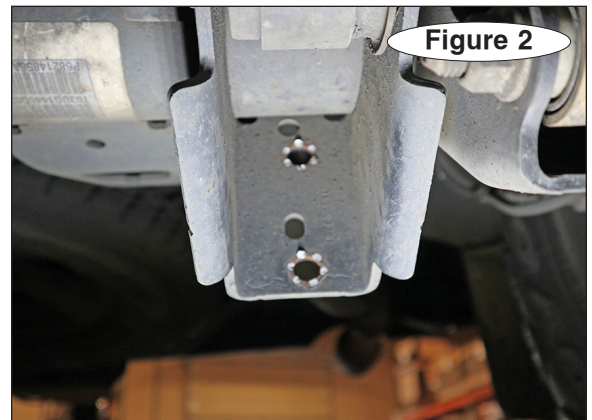


Figure 2

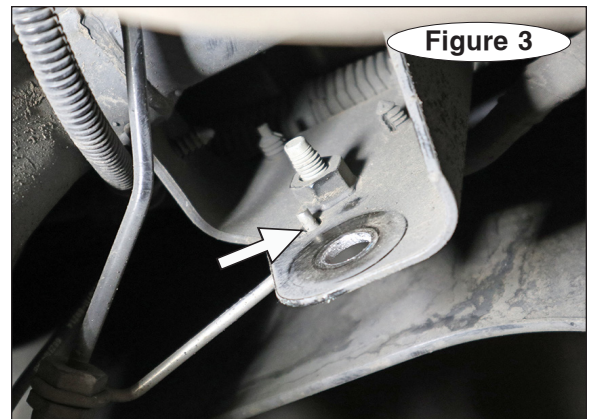


Figure 3

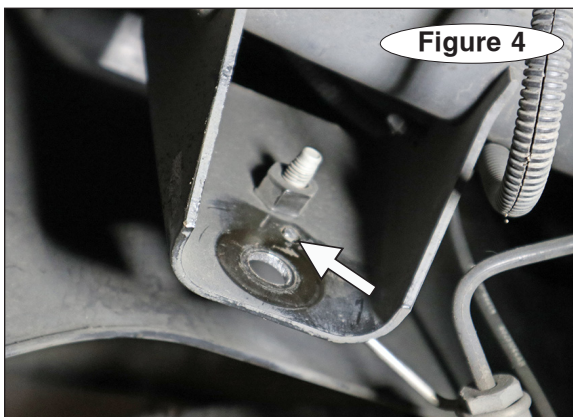


Figure 4

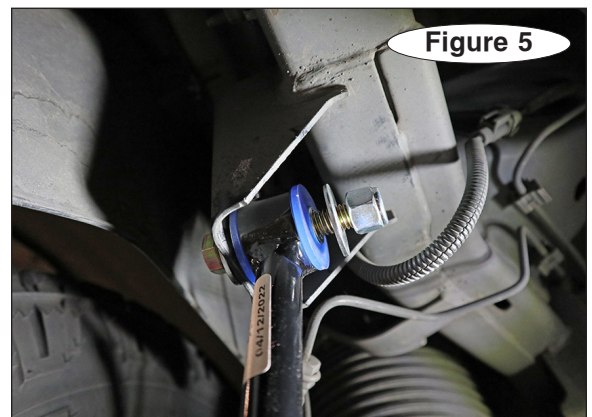


Figure 5

INSTALLATION

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4. Place the axle bracket on the factory mounts.

On each side, place the axle bracket over the factory axle mounts (Figure 6) and secure it with a 1/2" SAE washer and 1/2" lock washer. *Note: The welded stud goes into the lower factory mount axle hole.*

5. Hang the sway bar from the endlinks.

On each side, hang the new bar from the endlink and bolt it into place using a supplied 1/2" x 3" bolt and a 1/2" flat washer. Finish with another 1/2" flat washer and a 1/2" lock nut. Rotate the sway bar up to the axle plates and test the bushing alignment. Then, lubricate the inside of the bushings with the provided grease and push the bushings over the bar (Figure 7).



Figure 6



CAUTION

Do not allow the anti-sway bar to hit the rear differential, or it will cause significant damage to the vehicle.

6. Install the bushing clamps.

Install the bushing clamps by placing 1/2" hardened washers over a 1/2" x 1 3/4" bolt for the upper mount and over a 1/2" x 2" bolt in the lower mount. Finish each bolt with a 1/2" SAE washer and 1/2" lock nut (Figure 8).



Figure 7

7. Tighten the bolts.

Tighten to the torque specs below and road test the vehicle.



CAUTION

After road testing, re-check all fasteners for proper tightness — if a fastener has worked loose or fallen off, re-tighten or replace it. Without all kit components properly tightened or in place, the anti-sway bar will not stabilize the vehicle at full capacity, which may cause reduced cornering or other reductions in vehicle handling or performance.

Failure to follow these instructions may cause property damage, personal injury or even death.

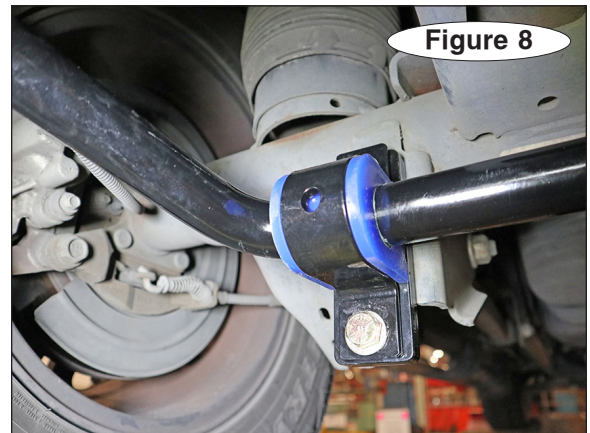


Figure 8

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS			U-BOLTS	
Thread	Grade	Torque	Thread	Torque
3/8.....	5.....	30 lb-ft	3/8-24	35 lb-ft
7/16.....	5.....	50 lb-ft	1/2-20	70 lb-ft
1/2.....	5.....	75 lb-ft	5/8-18	140 lb-ft
5/8.....	5.....	140 lb-ft	3/4-16	250 lb-ft
			7/8-14	400 lb-ft

Note: Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform. Also, these torque values are intended as general guidelines. Roadmaster does not warrant this information to be accurate for all applications and disclaims all liability for any claims or damages which may result from its use.