

FRONT RSR SWAY BAR ASSEMBLY INSTRUCTIONS

1) Tarett Engineering sway bars are designed to mount directly to the factory mounting brackets on 1965-73 911's with factory sway bars. All 1974-89 911, 912 & 930's will require an adapter nut plate & u-tab kit. Consult your local distributor or Tarett Engineering for further information.

2) Remove the existing front sway bar assembly and all associated bearing blocks, drop links, and hardware.

3) The existing sway bar hole in the inner wheel well is large enough for the sway bar to fit through but should be opened up to 1.125" diameter to insure adequate clearance to prevent the sway bar from rubbing. This can be accomplished by removing the inner sheet metal lip with a file, punch or die grinder.

4) Slide the sway bar through the two holes in the inner wheel well and position it approximately centered. Apply a film of wheel bearing grease to the inside of the two bushings (item #4) that have been preassembled in the bearing blocks (item #3). Position the bearing blocks as shown and tighten the mounting screws only finger tight at this time. Remove any grease that may have been wiped onto the square end of the sway bar.

5) Install the two shaft collars (item #5) as shown and center the sway bar in position. With the collars in position against the bushing flanges, tighten their pinch screws to about 8 ft-lbs to lock them in place. Tighten and torque the bearing block mounting bolts to 19 ft-lbs. Position the arms (item #2) at the ends of the sway bar and tighten their pinch screws (item #12) to 19 ft-lbs.

6) Rotate the sway bar by the arm to check for excessive drag or binding. Light drag, due to slight bearing misalignment, that can easily be overcome by hand is common and will not affect sway bar operation. Determine the cause of any binding and take corrective measures before proceeding further.

7) Assemble the drop links (item #6) with the rod ends and locking nuts (items #7, 8, 9 & 10) as shown. Do not tighten the locking nuts at this time.

8) Position the drop link assembly with the rod end adapters (item #17) in the mounting u-bracket as shown and tighten the mounting bolts to 19 ft-lbs. Connect the upper end of the drop link assembly with the hardware as shown and position for the desired sway bar stiffness. Tighten the upper drop link mounting bolts (item #11) to 19 ft-lbs.

9) With the car on the ground, adjust the drop link length such that the arms are approximately horizontal as shown. Rotating the drop link (item #6) in either direction will lengthen or shorten the drop link length. With the wheels pointing straight, adjust one of the drop links to eliminate any sway bar preload. An indicator of no preload is when the drop link is easiest to turn. Increasing resistance to adjustment is an indicator that you are adjusting in the wrong direction. Tighten the drop link lock nuts to approximately 25 ft-lbs.

10) Inspect the sway bar components for any binding or interference throughout the range of suspension and steering travel and take corrective measures to resolve any problems found. Also insure that the brake lines maintain a safe distance away from any moving suspension components.

11) The sway bar stiffness rate can be increased by moving the upper drop link rod end closer to the sway bar and reduced by moving it away from the bar. Both sides should be adjusted equally to maintain similar handling on both left and right turns. Generally increasing the front bar stiffness rate or decreasing the rear bar rate will increase traction in the rear of the car and reduce traction in the front. Reducing the front rate or increasing the rear will decrease traction in the rear and increase traction in the front causing oversteer in the extreme condition. Due to variations in car weight distribution, tire compounds and sizes, track conditions, driving styles etc., there is no one set up for that works best for all cars. If in doubt on the initial set up, start with the front bar set in the middle setting and the rear set relatively soft near the end position. This will reduce the chances of having an oversteer condition which could be difficult to control.

CAUTION!!!

Tarett Engineering sway bars are designed for on-track competition use and should be installed and adjusted only by technicians experienced with high performance suspension setups. Improper installation or adjustment can cause undesirable and dangerous handling characteristics. Always use extreme caution when testing any suspension changes and slowly increase speed to safely evaluate the changes in handling. Never continue to drive at speed if poor or undesirable handling characteristics are detected.