

REAR SWAY BAR ASSEMBLY INSTRUCTIONS

- 1) Tarett Engineering rear sway bars are designed to mount directly to the factory mounting brackets on 1965-89 911's, 912's & 930's. Any cars without factory mounting brackets will require them to be added. Factory brackets should be reinforced for competition use. Consult your local distributor or Tarett Engineering for further information.
- 2) Remove the existing rear sway bar assembly and all associated bearing blocks, drop links, and hardware.
- 3) Apply a film of wheel bearing grease to the inside of the two bushings that have been preassembled in the bearing blocks (items #3 & 4). Position one of the bearing blocks as shown and tighten the mounting screws only finger tight at this time. Note that the bushing flange should be facing towards the center of the car.
- 4) Slide the shaft collars (item #2) onto each end of the sway bar and place one end of the bar into the bushing from the other side of the car. Install the other bearing block as shown and torque the mounting hardware to 19 ft-lbs. Center the sway bar to the car and position the collars against the bushing flanges. Torque the pinch screws on the shaft collars to 8 ft-lbs to lock them in place.
- 5) Remove any grease that may have been wiped onto the square end of the sway bar and install the arms (item #7) with their hardware as shown. Position each arm at the end of the bar and tighten the pinch screws (item #5) 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 rod ends and locking nuts (items #9, 10, & 11) as shown. Do not tighten the locking nuts at this time. Remove the existing toe in adjusting eccentric (the most forward eccentric) and replace it with the adapter cam (item #14) connecting it to the upper rod end with the new hardware as shown. Tighten the mounting bolt (item #8) to 65ft-lbs.
- 8) With the car on the ground, adjust the drop link length such that the top of the arms will be approximately horizontal as shown. Connect the lower end of the drop link assembly to the arm (item #7) with the hardware as shown and position for the desired sway bar stiffness. Tighten the lower mounting bolts (item #8) to 65ft-lbs. Tighten the drop link locking nut (item #11) to approximately 25ft-lbs.
- 9) Inspect the sway bar components for any binding or interference throughout the range of suspension 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.
- 10) 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 mechanics 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.