

# Shock Therapy Front Sway Bar for



## Yamaha YXZ

Thank you for purchasing our front anti sway bar kit for the YXZ. This kit includes an assembled sway bar mounting plate with bar, bushings, bushing blocks, hardware and mounting plate. The kit also includes two billet arm clamps for the stock size lower control arms (1 ¼" diameter tubing) as well as all the hardware needed and sway bar links with stainless steel spacers.

Step 1: CHECK BUMPER CLEARANCE. Our bar system bolts



on to the front of the car using the factory bumper hardware. If you have the factory bumper on the car then this sway bar system will mount between the factory bumper and the frame. If you have an aftermarket front bumper then you need to look at your bumper system to make sure you can install our sway bar and still use your bumper. If you install our bar system and scratch it in any way you will not be able to return it once you find out your bumper won't fit the system. So, take time in advance to make sure you can use your custom bumper system with our bar. If you are not running any front bumper then you can skip past the bumper installation section of these instructions.

Step 2: Make sure your car is sitting flat and level on a nice surface before you start. You don't need to jack the car up to install this sway bar. If the car is level it will be easier to set the sway bar links so there is no load causing the car to lean.

Step 3: Remove the 4, 10mm bolts (14 mm socket) that hold the factory bump on the car. If you don't have the factory bolts then use the 4, 10mm bolts supplied in our sway bar kit. Clock the sway bar on the sway bar mount so that the sway bar is parallel with the top, welded edge of the mounting bracket.



Step 4: Install the sway bar mounting plate over the frame and line it up with the stock front bumper bolts. Install the stock bumper bolts very loosely. This will make it easier to install the factory bumper over the sway bar mounts. Make sure the sway bar is still clocked level with the top of the sway bar mounting plate facing rearward.

Step 5: Slide the factory bumper over the sway bar mounting plate starting with the top mounts only. You can make this a bit easier if you widen the bumper tabs about a 1/4" with a





soft blow hammer so they slide over the sway bar mount a little easier. Remove the loose factory bolts on the top mounts and install them through the bumper brackets, through the sway bar mount into the frame. Now loosen the lower bolts and rotate the bumper down and back to line up the lower mounts. Install the factory bolts and tighten all four to 28 ft lbs.

Step 6: Grab a tape measure and mark the location of the billet arm clamps on the lower control arm. Measure out from the control arm frame tab  $3\frac{1}{4}$ " inches. Mark the arm with a pen on both sides. Grab your arm clamps and metric hardware from the kit and loosely fasten them to your lower control arms lining your pen mark up with the inside edge of the billet clamp.



Step 7: Grab your sway bar links and install the stainless steel spacers in the rod ends. These are a tight fit and install nicely if you have them perfectly straight in the rod end. Using the  $3/8$ " bolt in the kit, install one end of the link on the outside of the sway bar on the last hole of the sway bar but keep the bolt loose.



Step 8: Install the lower end of the link in the billet sway bar clamp using the metric bolt in the kit. Now you can slowly tighten bolt the lower bolt of the billet clamp and the upper bolt of the billet



clamp (the one that also holds the sway bar link) so that the billet clamp is straight up and down. You don't want the billet clamp to lean forward or backward on the arm at all. Tighten these metric bolts to 24 ft lbs. If you over tighten these bolts they can strip the clamp. Once these are tight and the billet clamps are straight move on to the top of the sway bar links. Tighten one side completely. Move to the other side and remove the bolt. Line the link up with hole and see if it lines up perfectly or is a bit too low. If it is low then thread the rod ends in the link out (longer) until the holes line up with the sway bar hole perfectly. Install the 3/8 bolt and tighten. This procedure ensures that the sway bar is not favoring one side over the other and it will react the same any direction you turn. When you tighten the 3/8" bolts set them to 35 ft lbs. Now you can tighten the jam nuts on the rod end of your sway bar links. Now you are done!

The sway bar is designed to limit front end lean and body roll. The system is adjustable so you can tune into the car the amount of front end roll you want or the amount you don't want. The last hole on the bar, closest to the shock is the softest setting on our bar and will allow the most body roll. This setting is 3 times stiffer than the stock bar is. This setting is best for soft dirt and loose gravel roads. The middle hole is 15% stiffer than the first hole and the hole closest to the front of the car is 15% stiffer than that. Feel free to adjust your settings and see what you like for the handling and cornering feel in your car. This is a personal preference and is different for everyone so experiment and see what you like. Usually you know the front sway bar is set too stiff if you turn the wheel and the front of the car pushes straight and doesn't turn. Just remember it only takes a minute to adjust the links one hole forward or backward on the bar to see how you like it so take the time to adjust and see what you like best. Thank you.