



BAJARON
PERFORMANCE SUSPENSION®

BajaRon's Custom Performance
ULTRA – BAR

3 Piece Sway Bar Kit

For Can-Am Spyder ST / RS / RSS - 2013 -
2016 – All Models

NOTE : These instructions are for the **ST / RS / RSS** Spyder Models **ONLY** . Though this Sway Bar Kit may be appropriate for other Spyder Models, the installation process will be specific to this Model / Year . As with any performance modification , begin riding slowly and take the time to learn the difference our Sway Bar has made in handling .

It is your responsibility to ride responsibly .

Installation of your new BajaRon Custom Performance Sway Bar is a straightforward removal of the original sway bar and replacement with the New Sway Bar .

IMPORTANT : It is not necessary , nor advisable , to remove the front trunk (**frunk**) for this installation .

NOTE : Directions are given as if sitting on the Spyder in the driving position , unless otherwise indicated . We highly recommend reading each step all the way through completely before beginning the installation process . Each step should be performed in the order given for an easier install .

- INSTALLATION -

IMPORTANT : Be sure that your Parking Brake is **ENGAGED** and **STABLE** before beginning work on your Spyder .

1 .) Lifting - You will need about **24 inches** of clearance below the bottom of the channel that holds the sway bar in place . This means that you will need to raise the front of the Spyder **18 – 20 inches** .

(You will not need this much lift until you reach step # 6)

To lift the Spyder you can use floor jacks , scissor jacks , or ramps . It is not necessary to raise the front wheels off the support surface (**i . e . car ramps or lift tables**) . However , car ramps and solid table lifts may not give adequate clearance without additional lifting .

It is not necessary to lift the rear of the Spyder , but it is **VERY IMPORTANT** that you **STABILIZE** your Spyder so that there is no chance that it may tip , fall , or slip during this install .

Jack stands should be used to stabilize the Spyder once lifted .

2.) Removing Panels - Remove the two (**2**) Deflector Panels and LH Skid Plate .
NOTE : Do Not remove the Front Skid Plate
Remove two (**2**) Bolts from LH and RH Radiator Molding - then remove Molding .

3.) Removing OEM Plastic Link Set - Remove both upper and lower **13mm** Link Mounting Bolts (**# 3**) and Nuts (**# 4**) and remove the plastic end link (**# 38**) . Repeat for other side .
(**Numbering refers to Diagram # 1 on Page - 4**)

4.) Removing Stiffener Pins - Remove both **10mm** Stiffener Bolts on both sides of the channel .

5.) Removing OEM Bushing Blocks - Remove the **10mm** Bolt (**# 9**) and the **10mm** Nut (**# 6**) from both sides of the channel . Dislodge all four (**4**) bushing block halves (**# 61**) by moving the sway bar back and forth in the channel .

NOTE : Some Spyder Models will have a washer on the back of the Bushing Bolt

IMPORTANT : At this point you will need the **24 inches** of clearance previously mentioned . Be sure that your Spyder is **SECURE** and **STABLE** , so there is no chance that it may tip , fall , or slip during the next steps of this installation . Depending on how you are lifting your Spyder , you can lower the sway bar end as much as possible , then raise the Spyder as needed until the sway bar clears the channel .

6.) Removing OEM Sway Bar - With the sway bar arms hanging straight down - move the sway bar as far as possible to one side until it drops out of the channel and remove it . You may have to work with it as it has to be just right in order to remove it .

7.) Installing BajaRon's Ultra Sway Bar - In order to install your new Ultra Sway Bar , you will need to slide it in through one of the spokes of the tire , and then into the channel .

8.) Installing Bushing Blocks - Slide the BajaRon Bushing Blocks into the channel - clamped around the Sway Bar , being sure to line them up with the **10mm** Bolt holes . Put the **10mm** Bolt through the hole in order to secure it for the other side .
DO NOT TIGHTEN . Repeat for other side .

With the Sway Bar secured in the channel , you will need to check the orientation of your Sway Bar . Making sure that the Pinches in the Sway Bar are vertical in line with the slits in the Bushing Blocks . (**Diagram #3**)

9.) Installing Sway Bar Arms - Once your Sway Bar is oriented correctly , slide the Sway Bar Arm onto one of the hexagon ends of the Sway Bar (**Arm facing downward once secured**) . Repeat for other side .

NOTE : You will need to wedge the slit in the top of the Sway Bar Arm using the wedge provided .

Using a hammer , gently tap the wedge into the slit until the opening allows you to slide it onto the Sway Bar end .

After both Arms are installed , you will be ready to install the End Links .

10 .) Installing BajaRon's End Links - Orient the End Link to your liking , then place the wooden dowel (supplied) through the top bearing of the End Link . Add one (1) Spacer (supplied) to each side of the rod end . Both are **Thin** Spacers.

TAPERED END FACING TOWARDS THE END LINK (Diagram # 2) . Place End Link with Spacers into the frame where the OEM link set was removed (**Upper Connection Point**) , and push the original **13mm** Link Mounting Bolt through the bearing to remove the dowel - placing the OEM Nut on the back of the Bolt , and tighten . Repeat on other side .

11 .) Connecting Sway Bar to End Links - Place one (1) **Thin** Spacer onto one of the **13mm** Bolts provided (**tapper end facing towards threads**) . Slide Bolt with Spacer into the End Links Lower Connection Point , placing another **Thin** Spacer onto the Bolt (**tapper facing End Link**) . Pull Sway Bar Arm up so that you are able to put the Lower Connection Bolt through the Arm - place Nylock Nut onto the Bolt . **DO NOT TIGHTEN LOWER CONNECTION BOLT** . Repeat for other side .

IMPORTANT : End Link mounts to the **OUTSIDE** of the Sway Bar Arm .

12 .) Centering and Tightening Sway Bar Connections -

- Once all connections have been made , look into the channel to be sure that the Sway Bar Pinches are horizontal in relation to the slits in the Bushing Blocks (**Diagram # 4**) .
- Then make sure that the End Links are vertical (**not bowing in or out**) . Adjustments can be made by moving the Sway Bar back and forth , and if need be , slight adjustments to the Arms .

NOTE : Be sure that the Arm is seated onto the Sway Bar enough that there is slight overage between the Sway Bar and the Arm .

- Once everything is properly aligned , it 's time to tighten up .
- Starting with the **10mm** Stiffener Bolts on either side of the channel (**do not forget the metal sleeves**) .
- Next , tighten up the **10mm** Bushing Bolts .
- Now we are moving on to the **13mm** End Link Bolts , Lower Connection Point (**Upper Connection should already be tightened**) (**Diagram # 2**) .

NOTE : Torque Value for the End Link Bolts (**Lower Connection**) is **18 lb . ft .** or **216 lb . in .**

DO NOT CRUSH SPACERS .

- Put Blue Locktite (**supplied**) on the **3/16** allen Bolt for the Sway Bar Arm .
- Tighten the Bolt into the top (**larger opening**) of the Arm . Repeat for other side .
- Remount the Splash Panels (**step # 2**) .

NOTE : You should have two (**2**) **13mm** Bolts and two (**2**) **13mm** Nuts left over . These should be the **ONLY** extra parts .

You 're ready to ride !

If you have any questions , please feel free to call or email us .

Phone : (423) 609 – 7588

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Hours :

9 : 00 **am** – 5 : 00 **pm**

Monday – Friday

Front
←

Diagram #1

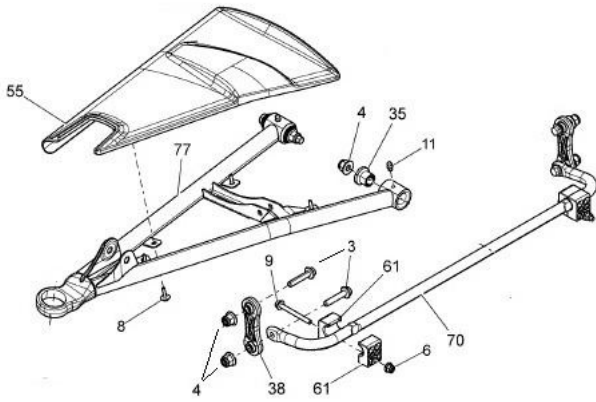


Diagram #2

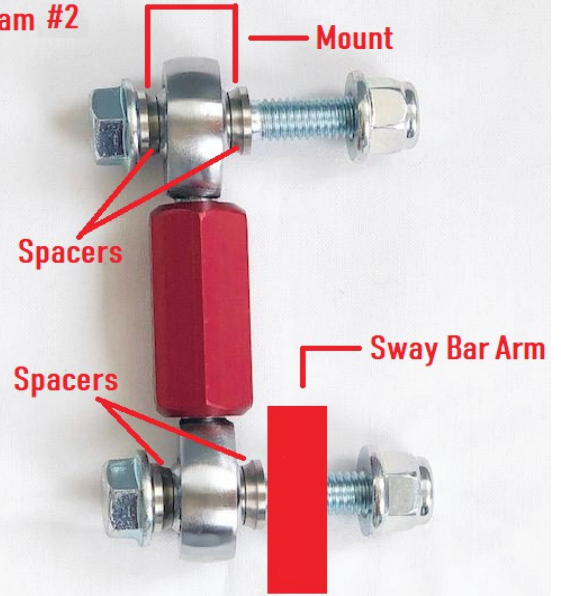


Diagram #3

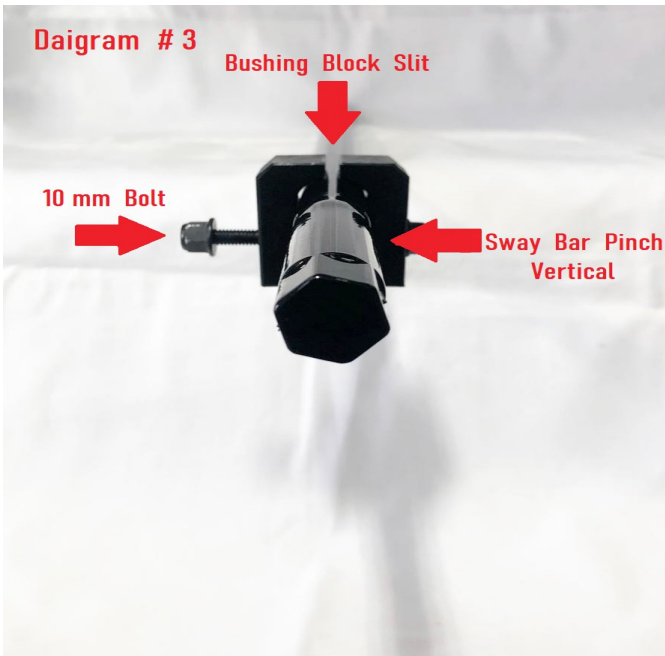


Diagram #4

