



Factory Five Racing, Inc.

Part Number: 15462




Revision: I

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## Front Sway Bar

### INSTALLATION INSTRUCTIONS

-  Drill,  $\frac{3}{16}$ ",  $\frac{3}{8}$ ",  $\frac{1}{2}$ " drill bits,  $\frac{5}{16}$ " hex key,  $\frac{9}{16}$ ",  $\frac{3}{4}$ ",  $\frac{7}{8}$ ",  $\frac{15}{16}$ " wrenches,  $\frac{3}{4}$ " socket, ratchet, jack, jack stands, hack saw, ruler, marker
-  The sway bar assembly requires the Factory Five front lower control arms.
-  The rod ends and Female rod ends have been shortened at the factory for most applications but may require cutting more if wheel clearance or a high ride height is used.

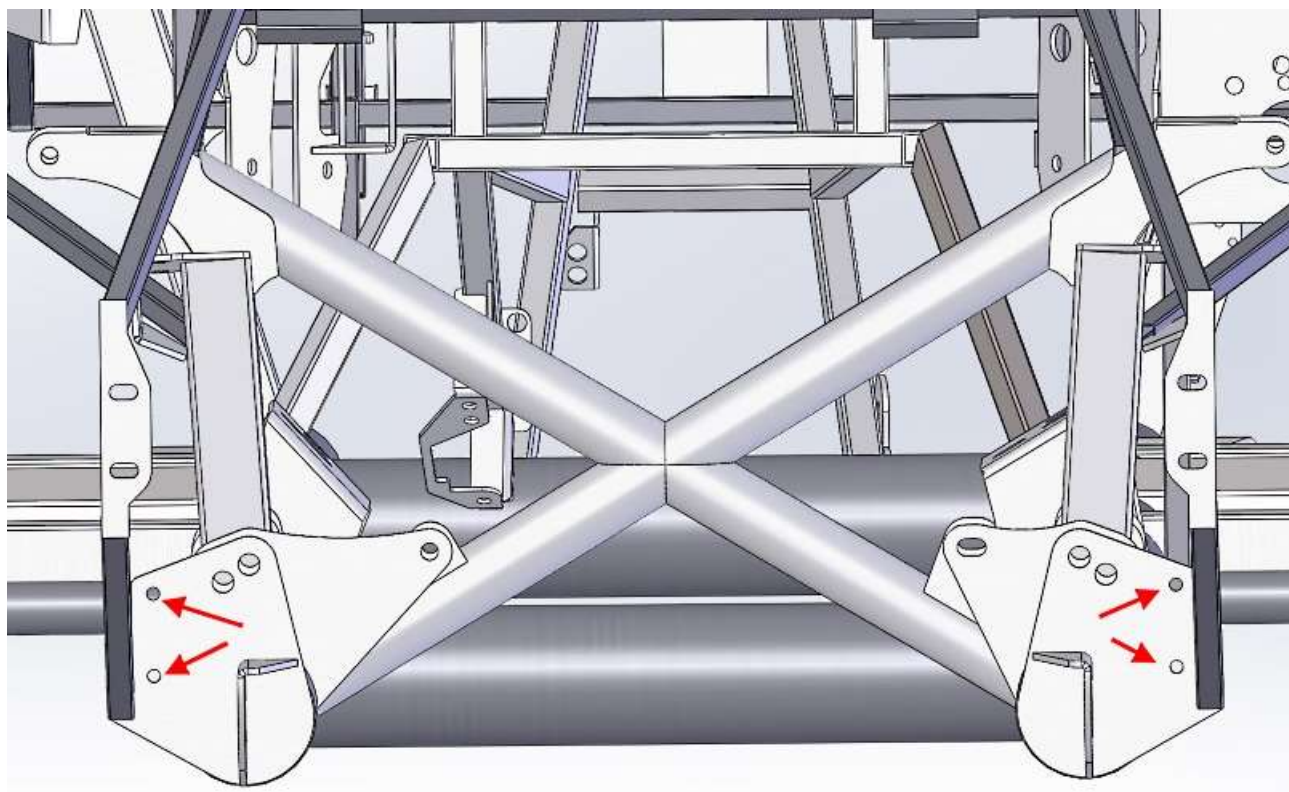
Paint or coat the swaybar mount plates.



If necessary the minimum length the rod ends and female rod ends can end up are so the threads are  $\frac{1}{2}$ " long.



Raise the front of the car and put on jack stands.







Push the bushings onto the swaybar.



Position the swaybar on the car above the lower radiator mount tubes and lower radiator hose.





Attach the swaybar bracket to the top mount plate holes using a  $\frac{5}{16}$ " hex key and  $\frac{9}{16}$ " wrench.



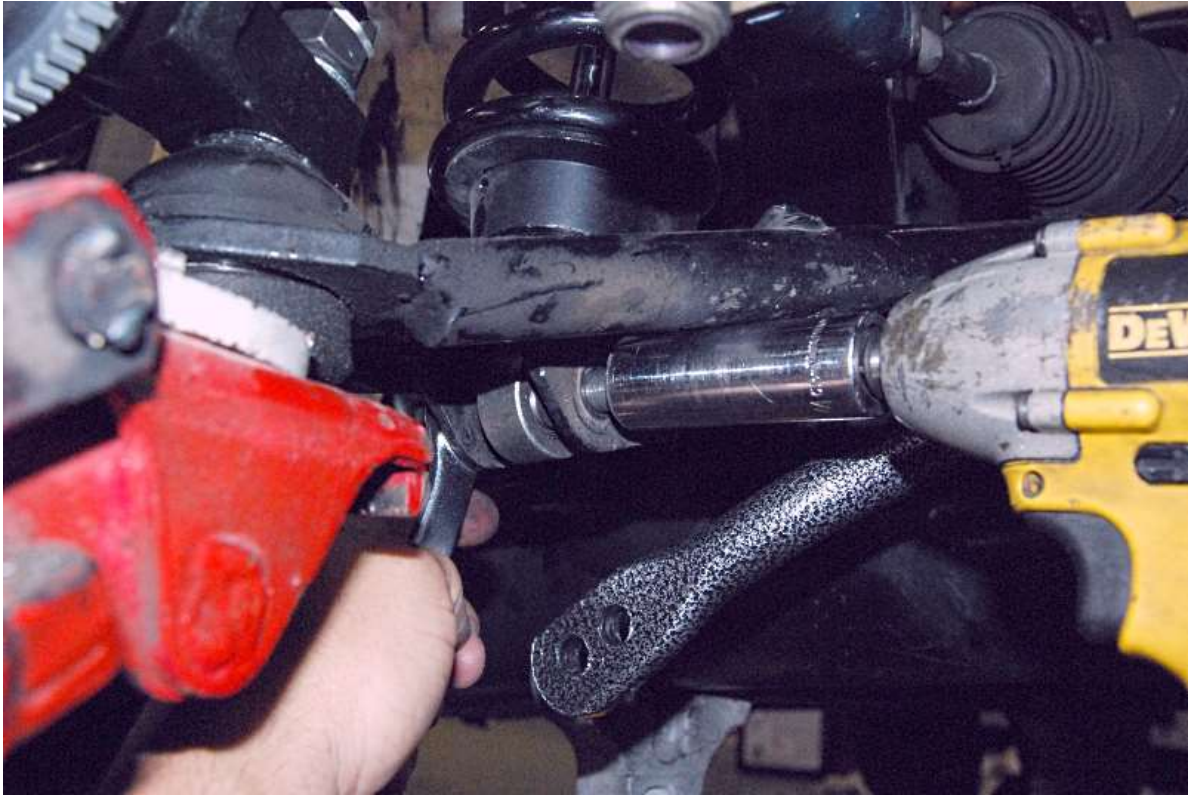
Attach the lower swaybar bracket mounting bolts using a  $\frac{5}{16}$ " hex key and  $\frac{9}{16}$ " wrench.





Place the jack under the lower control arm balljoint without hitting the grease fitting.





Remove the lower shock mount bolt.



Change the lower shock bolt to the longer 1/2"-13 x3.25" one included with the sway bar and run it from the front of the car towards the back.



Screw the male and female rod ends all the way onto each other so they are 90° from each other.



Place two  $\frac{1}{8}$ " spacers on the bolt followed by the female rod end.





Check the swaybar mount bolt fit in the spacer.



If it is too tight, put the bolt in a drill and run some sandpaper over the bolt.





As a starting point, start with the 2<sup>nd</sup> hole from the end of the bar. If after driving there is too much lean when going around corners, move the bolt to the 3<sup>rd</sup> hole from the end and retry.



Run the  $\frac{7}{16}$ " bolt through the swaybar, spacer and the rod end.



Unscrew the rod end a thread or two if necessary to easily pass the bolt through the rod end and not preload the suspension.

Torque the lower bolts to **54Nm (40 ft-lb)**.  
Repeat the process for the other side.

Lower the car off jack stands.



The sway bar should be horizontal or angled down slightly from the bushing to the end. If it is angled down more than 20°, shorten more of the rod ends.