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Sway bar for '73-87 ('91) GM truck with crossover steering instructions

<u>Quantity in kit</u>	<input checked="" type="checkbox"/>	<u>Part</u>
1		Sway bar
2		Sway bar links
2		Sway bar disconnect pin (threaded for Ubolt plate)
2		Lynch pin
2		1/2"-13 x 2-1/2" Gr. 8 bolt
4		1/2"-13 Top lock nut
4		1/2" SAE washer
2		1/2" Lock washer
2		3/4" OD x .120" wall stainless steel sleeve, 1.290"
1		Sway bar hold up bracket, RH
1		Sway bar hold up bracket, LH
2		Hold up bracket pin
2		Bar clamp

Looking down at the top of the sway bar



1. The holes in the sway bar may be slightly too small to pass the 1/2" bolts due to powder coat, use a 1/2" drill bit or file to open the holes up so a bolt will go through.
2. The sway bar link needs to be on the inboard/frame side of the sway bar. There are three holes in the end of the sway bar. The hole nearest the rear of the truck is for stock axle location, the middle hole for the axle moved forward 1", the furthest forward hole is for the axle moved 2" forward. This isn't critical, if your axle is moved a fraction of an inch just pick whichever is closest and you'll be fine. In use, the links should be roughly vertical.

Install a 3/4" OD x 1/2" ID sleeve into one eyelet of the sway bar link, it doesn't matter which eyelet you choose. Pass the 1/2"-13 x 2-1/2" bolt through the sleeve/link, then through the 1/2" lock washer, and finally through the sway bar. Install a 1/2" lock nut on the bolt, on the outside of the sway bar, but do not tighten it yet. Repeat on the other side.

The lock washer between the end link bushing and swaybar end serves as a misalignment spacer to let the link articulate further, this will make removing and reinstalling the sway bar much easier.



3. Remove the two leaf spring u-bolts on the LH/driver's side **only**, turn u-bolt plate 180 degrees so threaded hole is facing out away from frame, and re-torque nuts to 135 ft. lbs.
4. Install sway bar to frame using factory bushings and brackets, tighten the nuts to take most of the slack out but don't tighten them all the way at this point. The sway bar will be above your draglink.

If your sway bar bushings/brackets are missing or damaged they are available for purchase through ORD but the brackets are only available for the '73-80 generation. They work on the '81-91 GM square body trucks other than the bolt size; the '81-91 frames use a larger 7/16" mounting bolt. The '73-80 mounts can be easily modified to fit the '81-91 frame by enlarging the holes.

5. Center the sway bar, this is done most easily by measuring from the ends of the sway bar to the frame and matching it up side/side.



6. Tighten sway bar mount to frame bolts to 31 ft. lbs. for '73-80 trucks, 38 ft. lbs. for '81-91 trucks.

7. Remove and clean clamp bolts, apply red locking compound and install the clamps onto to the sway bar next to and touching each sway bar mount, on the inboard side. Torque to 14 ft. lbs.



8. Install sway bar disconnect pin into each u-bolt plate, torque to 130 ft. lbs. These pins are stainless steel and no protective coating is required.
9. THIS IS THE MOST IMPORTANT STEP

Put the truck on jack stands under the front axle, turn the steering wheel to full lock left, mock the sway bar up where it will be at ride height and cycle it 6" up from that point. There shouldn't be any contact between the sway bar and any part of the steering throughout that motion. Turn the steering wheel to full lock right and repeat cycling the sway bar to ensure that nothing hits.

Our intent is for everything to clear with the sway bar centered, but this is not critical. If it needs to be moved to one side or the other to clear, it isn't a problem. The length of the sway bar links can be adjusted and the sway bar mount to frame interface is slotted for adjustment as well, if necessary.

MAKE SURE THAT THE SWAY BAR CANNOT CONTACT THE STEERING UNDER ANY CONDITION THAT THE SWAY BAR IS IN BETWEEN RIDE HEIGHT UP AND 6" ABOVE RIDE HEIGHT.

10. Slide the bottom of each sway bar link over sway bar disconnect pin and retain them with supplied lynch pins. Something slippery sprayed here (like silicone spray or WD40) will help everything slide together easier.
11. Support the truck by jack stands under the frame (to let the front suspension droop out) and again check for clearance between full lock left and full lock right. The length of the sway bar links can be adjusted and the sway bar mount to frame interface is slotted for adjustment as well, if necessary.

MAKE SURE THE SWAY BAR DOES NOT CONTACT THE STEERING IN ANY POSITION FROM RIDE HEIGHT TO FULL DROOP AND FULL LOCK LEFT TO FULL LOCK RIGHT.

12. If you're happy with which hole the sway bar link is mounted to, tighten that nut to 59 ft. lbs. The sway bar link does not need to be perfectly straight up and down to work right.
13. Install sway bar hold up pins to each sway bar bracket, using a washer on each side of the bracket and the supplied 1/2" lock nut. Clamp the pin in a vice and torque nut to 25 ft. lbs. These pins are stainless steel and don't require a protective coating.

Driver's side hold up bracket and pin



14. Remove the nut from top of the driver's side bumpstop that's right above the front axle, place the sway bar hold up bracket over the stud and replace the nut. Torque to 20 ft. lbs, repeat on the other side of the truck.

LH/Driver's side bracket shown



15. To disconnect the sway bar for offroad use, remove both lynch pins at the bottom of the sway bar links, remove both sway bar links from the disconnect pin at the bottom, swing sway bar up and slide sway bar links over hold up pins, then reinstall lynch pins.
16. To re-connect the bar, remove the end links from both hold up brackets and swing the bar down till you can install one end link over the axle pin. This is where it can be a little tricky, if the truck is not parked level it can be hard to get the second link to slide over the pin. Often, just pushing down or picking up on the end of the bumper can help level the body to the axle and allow you to slide the link over the axle pin.

As always, if you have any questions, feel free to contact us by phone, email or social media messaging. Thanks!