



The following photos and instructions are to install the
928 Motorsports, LLC.

Ultimate Front Sway Bar Kit



Questions? Call 920-485-0928
or send an e-mail to info@928motorsports.com



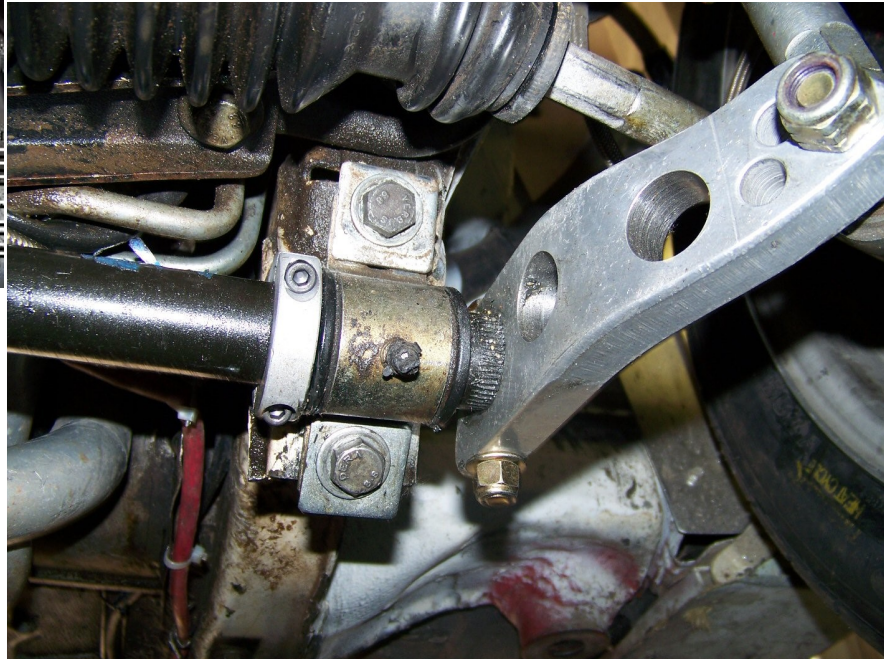
ULTIMATE SWAY BAR INSTALLATION OVERVIEW

- 1) Remove the stock front sway bar and sway bar drop links.
- 2) Remove the starter motor and replace it with a mini hi-torque starter. **This is available at 928 Motorsports if you do not already have one.**
- 3) It is recommended that you reinforce the sway bar mounts at this time. **Instructions are available for this at our website.**
- 4) Install the new sway bar and drop links as shown in the attached photographs. The new sway bar arms (enclosed) should be installed so that they curve out and up. Note that the bolts install from the outside-in, the nuts are on the inside of the sway bar arms. This allows greater tire and wheel clearance.
- 5) Add the new drop-link-mounts to the lower shock mounts as shown by the attached photographs, and connect the drop links.
- 6) Grease the new polyurethane sway bar bushings.



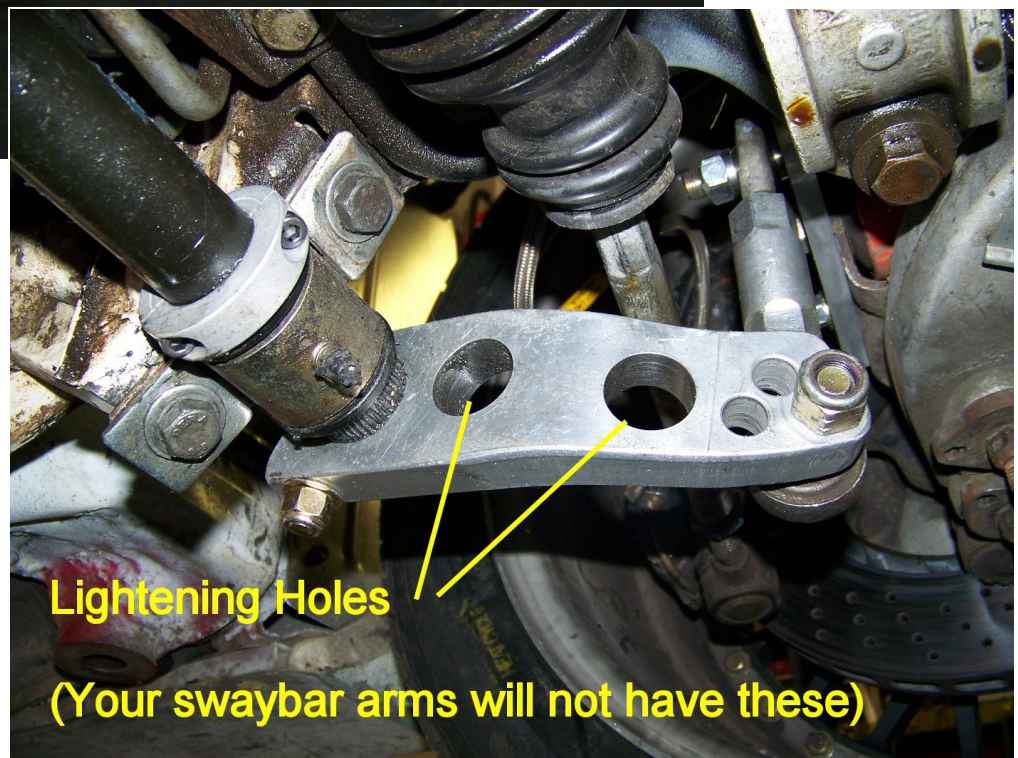
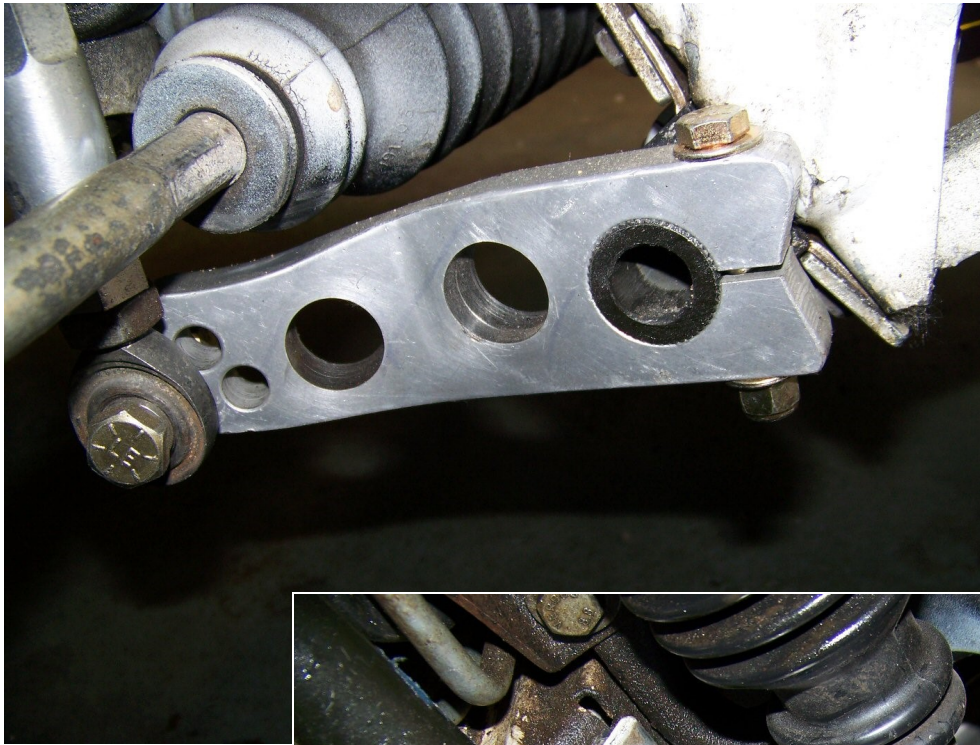


SWAY BAR INSTALLATION WITH POLYURETHANE BUSHINGS





SWAY BAR ARMS MOUNTING



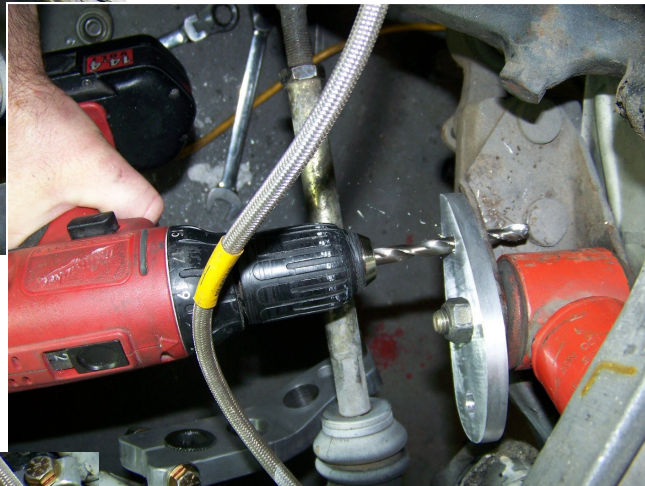


INSTALLING UPPER DROP LINK MOUNTS



Attach the drop link mount to the lower shock absorber mount as shown.

Use the hole in the drop link as a guide, and drill through the shock absorber mount for the bolt supplied.



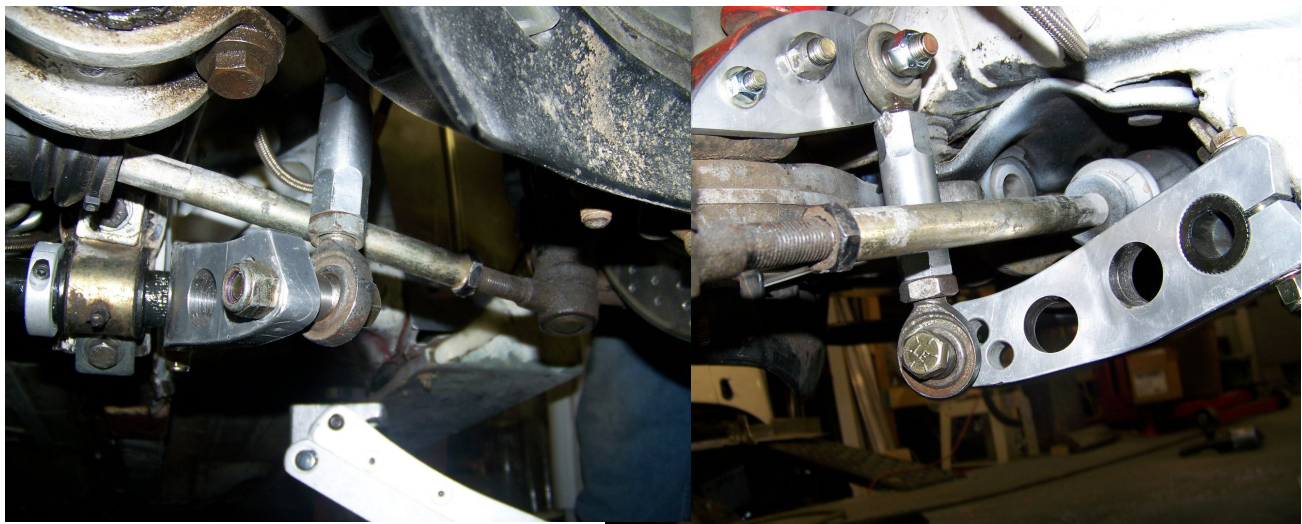
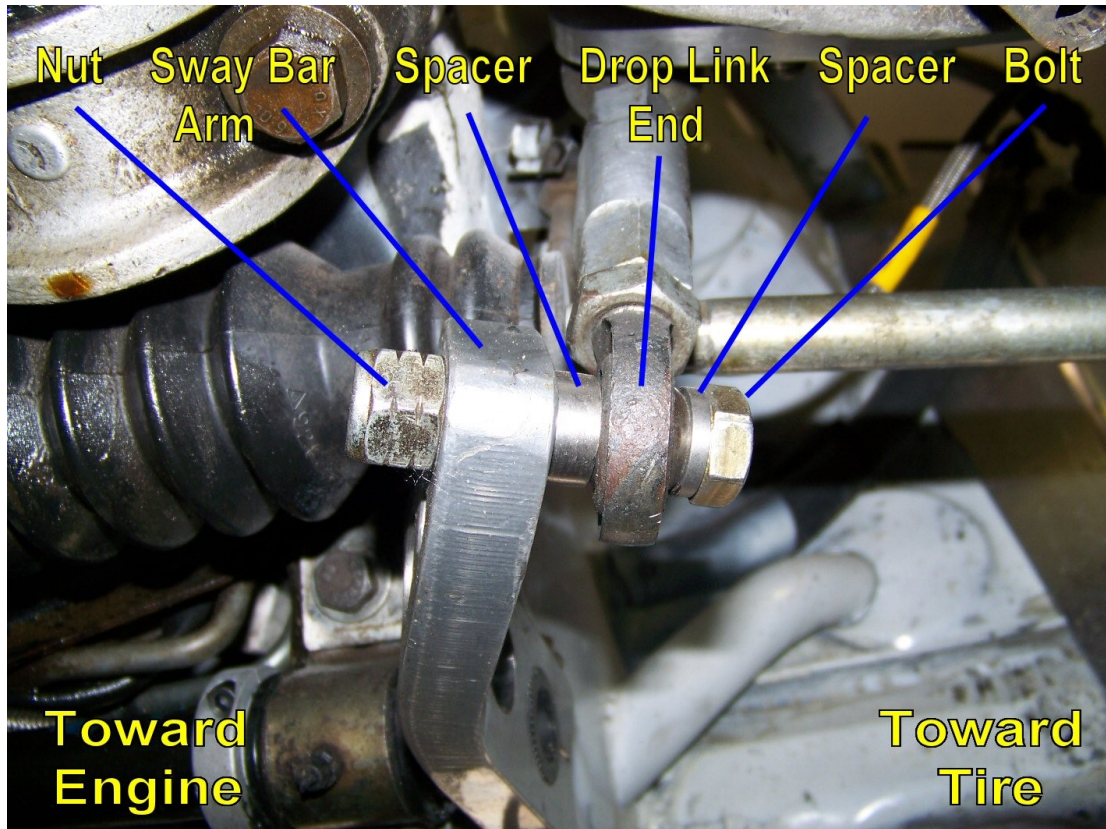


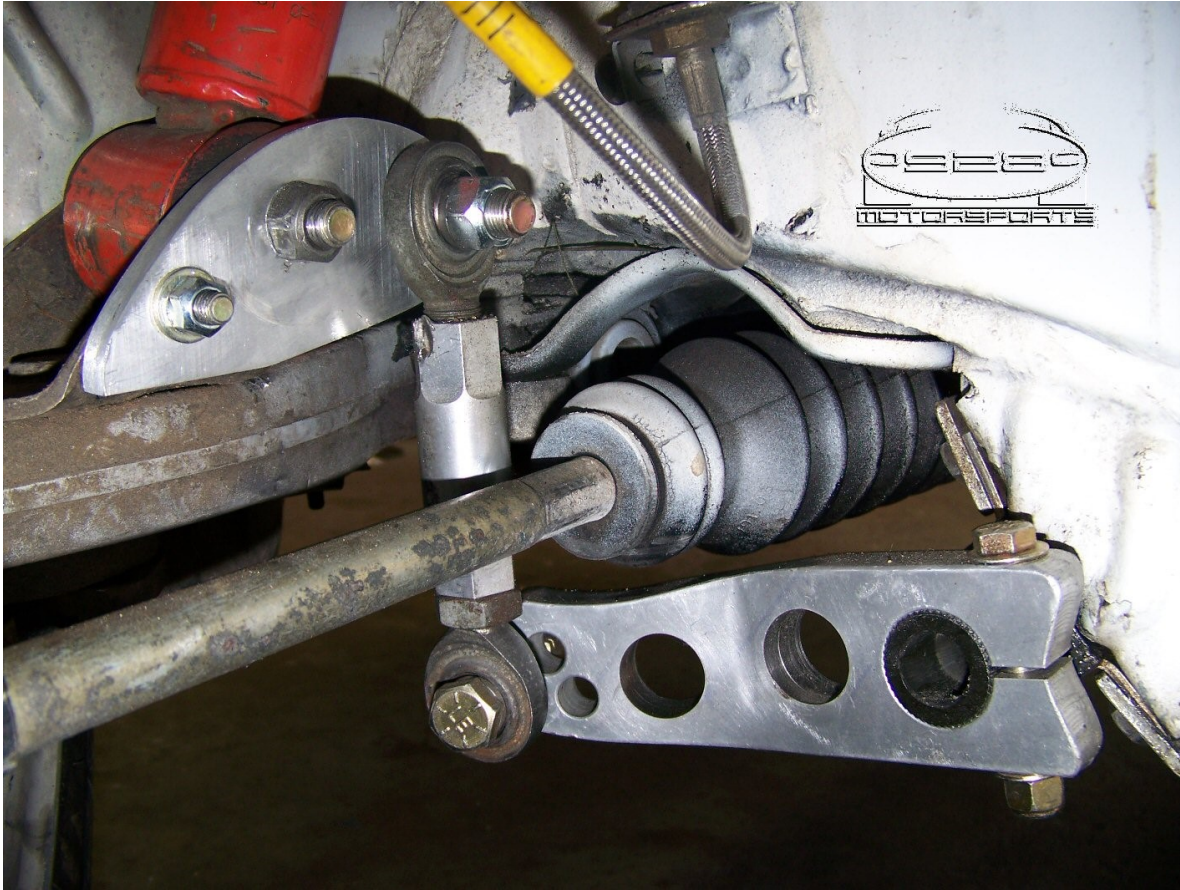
DROP LINK INSTALLATION I





DROP LINK INSTALLATION II





Initial Adjustment:

These drop links are a true turn-buckle style; left thread on one end, right thread on the other end. It is not necessary to disconnect the drop link from either end in order to adjust its length. You only loosen the jam nut, put a wrench on the barrel, (the center section of the drop link) and give it a turn. For most applications, you want to adjust your drop links for neutral steering. Lengthen or shorten the drop links until there is no pre-load on the sway bar when the vehicle is at rest. This will be a Neutral setup. Then snug up the jam nuts to hold it there.

Clearance Inspection: Before the car is driven, load the suspension by setting the car down on the ground and bouncing the front end up and down several times (open the hood and push up and down on the hood latch area). Then turn the steering wheel lock-to-lock and confirm there is wheel-to-sway bar clearance on both sides.