



82-02 F-Body Anti-Roll Bar Setup and Panhard Bar Installation (#34F-203)

1. Remove the stock panhard bar, panhard bar brace, and rear sway bar.
2. Install the pre-assembled TRZ anti-roll bar unit into the car using the stock mounting holes and stock hardware. Start all the bolts and tighten it all later. The driver side frame lip where the ARB mounts may need to be trimmed down to allow the ARB mount to sit flush.
3. Install the double-adjustable TRZ panhard bar using the supplied aluminum spacers and supplied hardware. The hole for the panhard bar on the rearend housing will need to be drilled to 5/8" diameter. The shorter aluminum spacers should be positioned in between the rearend and the rod-end and both sides of the panhard bar. The TRZ panhard bar mounts behind the original location, the large aluminum spacer goes in place of the original pan hard bar.
4. When welding the tabs onto the rearend, you must 1st center the rearend in the car while at ride height. Adjusting the panhard bar will move the rearend side to side, do this until it is centered then tighten up the jam nuts on the rod-end side. The anti-roll bar arms should be pointed on a slight downhill angle facing forward while the car is at ride height. Now you can **tack weld** the tabs to the rearend housings, keeping the adjusting links as close to vertical as possible. **Remove the rod ends from the rearend tabs**, and completely weld the tabs in place. Set the adjustable links at a neutral setting to start, and then adjust from there as needed (all with the car at full race weight w/ driver in the car). Adjustments, if needed, should be made to the passenger side link. **Shortening this link** may be necessary if the car is still rolling over to the passenger side on launch. Adjust until you have achieved a level launch or equal rear weights if using scales. Normally a half to a full turn of preload is needed with the car at full race weight.

***** NOTE: THIS IS NOT INTENDED FOR STREET DRIVING *****

