



Anti-Roll Bar Installation Instructions

1. Place car on jackstands, make sure the car is level, and have stands under the rearend housing to maintain rear ride height. Ignore this step if using a drive-on lift for installation.
2. This style anti-roll bar can be mounted in a variety of locations. The bar can be placed in front or behind the rearend housing, facing forward or backward.
3. The rod-ended links should be as close to vertical as possible, but a slight angle from front to rear is fine. The housing tabs can be mounted at any point on the axle tubes from the front, over and including the top to the rear.
4. On stock type suspension cars the ARB arms should be pointed slightly upward (about 5 - 10 degrees) while the car is at ride height.
5. The 1 5/8" cross member should be located square and level in relation to the cars chassis. It can be mounted between the framerrails or between the rear downbars of the roll cage. The material is 4130 chrome-moly and should be TIG welded for best results. The ARB should be as centered as possible on the cross member. We like to tie the crossmember into other parts of the chassis as well, like the rear cage downbars, or into the parachute mount, just to further strengthen the ARB setup.
6. Re-install your Anti-Roll Bar after final welding. Connect links to the rearend housing and preload it as needed. We usually preload our anti-roll bars by installing the links neutral at ride height (at full race weight) and then lengthening the passenger side link 1/2 to 3/4 turns.

