



APIKOL REAR SWAY BAR INSTALLATION INSTRUCTIONS



Only work underneath your vehicle after properly supporting it with adequate jack stands on a flat surface.
NEVER work under a vehicle only supported with a jack.

Estimated Installation Time: Approximately 3 hour

Tools Required:

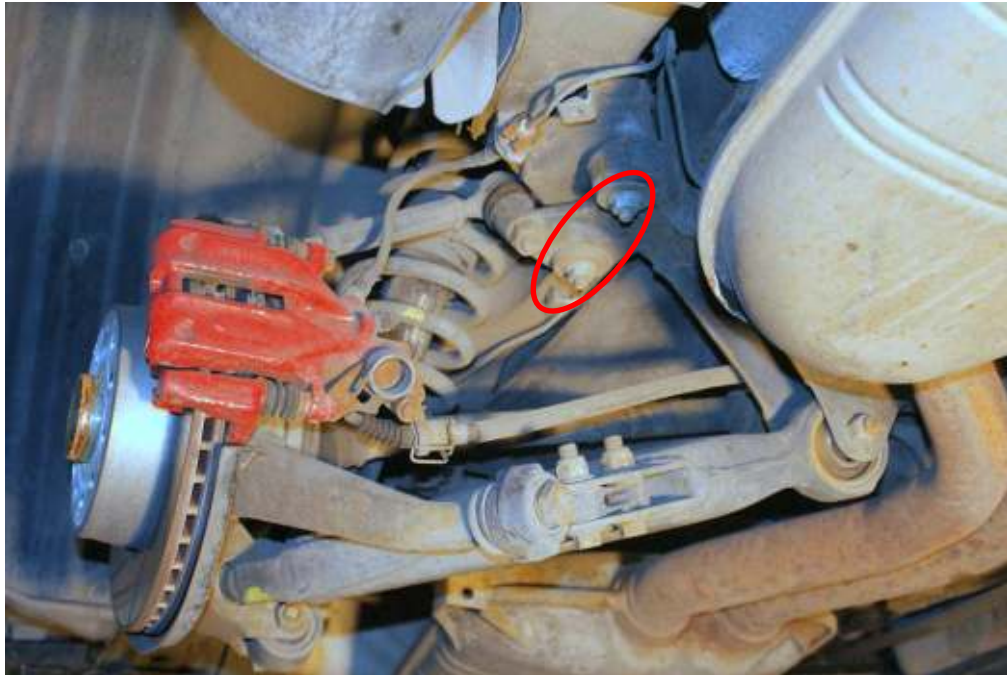
- 17mm Socket
- 19mm Socket
- 6mm allen wrench
- 12mm open-ended wrench
- 17mm box-end wrench
- 19mm box-end wrench
- Drift or punch (help remove the lower shock bolt)
- Hammer

Installation Instructions:

- 1) Having an extra set of hands to help position the sway bar when attaching it to the car is helpful, but not necessary. In addition, while the rear sway bar can be installed with the wheels on the car, access to some of the fasteners is much better with the rear wheels removed.
- 2) Jack the rear end of the car up and set it on jackstands to give yourself more room to work. With the rear of car lifted and secure, position the floor jack under the rear subframe (at the position marked in the photo below) and raise the jack to hold the subframe in place, but not lift the car off the jackstands.



3) Remove the two driver's side subframe nuts using a 17 mm socket.



4) Position the sway bar mounting plate as shown, and reinstall the subframe nuts. The two smaller threaded holes in the sway bar bracket should be offset to the passenger side.



5) Repeat Step 3 for the passenger side. Just like the driver's side, the small, threaded holes in the plate should be offset to the passenger side, as shown.



6) Make sure the rear subframe nuts are tight and remove the floor jack.

7) Locate the black sway bar bushings and install them onto the sway bar approximately the same distance apart as the sway bar brackets on the car. A little waterproof grease between the bar and the bushing will keep the sway bar from making noise when in use.

8) Carefully maneuver the sway bar over the exhaust such that the ends of the bar are pointing toward the front of the car.

9) Position the ends of the sway bar so that the ends are above the rear axles like shown in the picture below. Steps 8 and 9 are much easier with the help of a friend.



10) On the passenger side of the car, capture the black bushing with the bushing bracket, thread the 6 mm allen screws into the mounting plate, and tighten the screws by hand. You will tighten these later once everything else is installed but it is easier to leave them loose now so everything can move around. It is usually easier to do the passenger side first, because the other end of the sway bar is resting on the exhaust. If there are an extra set of hands to hold the bar in place while the allen screws are being threaded, it doesn't matter which side is mounted first.



11) Repeat step 10 on the driver side of the car.

12) Remove the lower shock bolt and nut on the driver side using a 19 mm socket and 19mm wrench. It helps to use the jack to keep the lower end of the shock from moving. This makes reassembly much easier. Remove the stock ABS wire shield, and note how the wire is held by the tangs on the back of the shield.

13) Position the keyed link bracket ahead of the rear axle as shown in the following photo. The link bracket is specific for each side of the car, so position as shown. The red circle in the following picture shows the location of the hole that needs to be drilled and tapped. Using the bracket, mark the spot on the strut for the hole to be drilled and tapped and follow the supplemental instructions at the end of this guide. **Make sure that you drill and tap this hole as the bracket could bend and break without using the extra mounting bolt.** Mount the link bracket using the new supplied 12mm shock bolt and nut along with the additional 8mm allen head screw into the hole you just drilled and tapped.



14) You can now put the rod ends into the aluminum turnbuckle. Be sure to use anti-seize to make sure they will come apart later. Adjust the length of the links to to about 6 inches - such that when the link is in place, it stands roughly vertical, and so that the rod ends are in the same plane.

In the next step, you decide how "stiff" you want the sway bar to be. The link mounting hole on the sway bar closest to the bar end would be equivalent to the "least stiff". The hole furthest from the bar end would be "most stiff". We would recommend starting at the "least stiff" setting and adjusting the bar to be stiffer from there if desired.

15) Use the photo on the next page for reference on steps 15, 16 and 17. With the bolt heads outboard (toward the brake disk) attach the sway bar to the sway bar links using the provided 17mm bolts, spacers, washers and nuts. Make sure that the link is on the inboard side of the sway bar and that you have one 4mm spacer on either side of the rod end. Also, see the exploded view at the end of the instruction set for proper assembly.

16) Now attach the other end of the links to the link bracket. You will have two 4mm spacers on one side and one 8mm spacer on the other side of the rod end. This will place the rod end in the middle of the bracket. We made the spacers like this so you could use one 4mm spacer on one side and one 8mm and one 4mm on the other to offset things slightly if needed for clearance. We have not run into this yet and would recommend that you keep the rod end in the middle of the bracket.

17) Attach the ABS heat shield as shown in the picture below. The shields are labeled left and right. Make sure the ABS wire is between the sway bar link and the hub, and that the tangs on the hub side of the shield hold the ABS wire firmly.

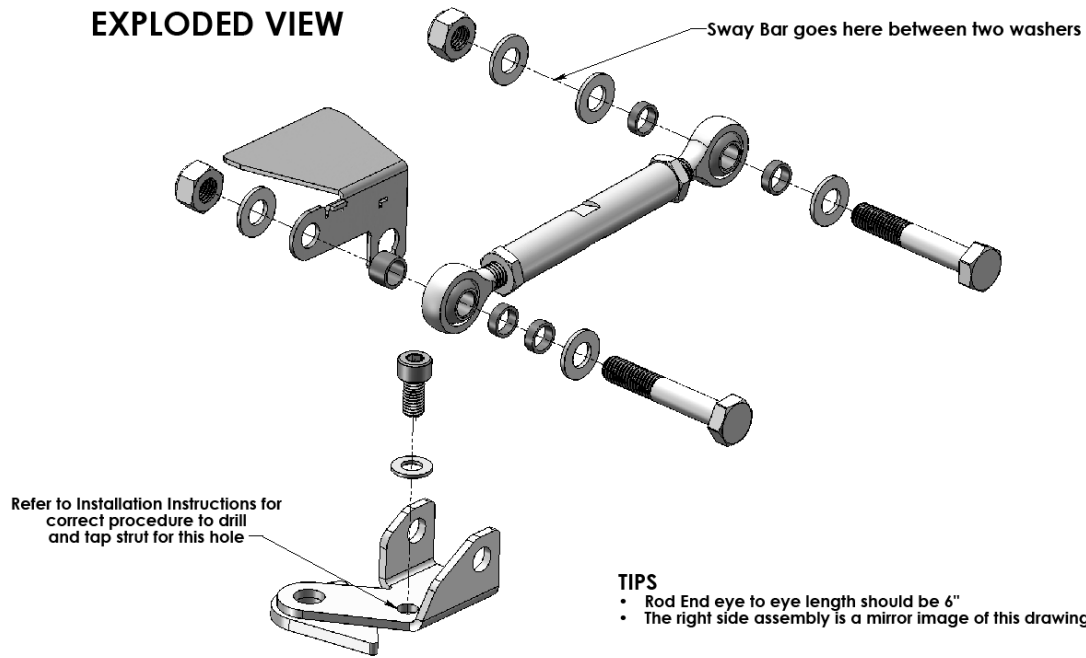


18) Repeat step 15 for the passenger side of the car. Make sure all link bolts and nuts are tight, including the 17 mm jam nuts on the links themselves - each link body has 12 mm flats to hold the body while the jam nuts are being tightened.

19) Tighten the 6 mm allen bolts on the bushing brackets installed in step 10. Double check that all fasteners are now tight.

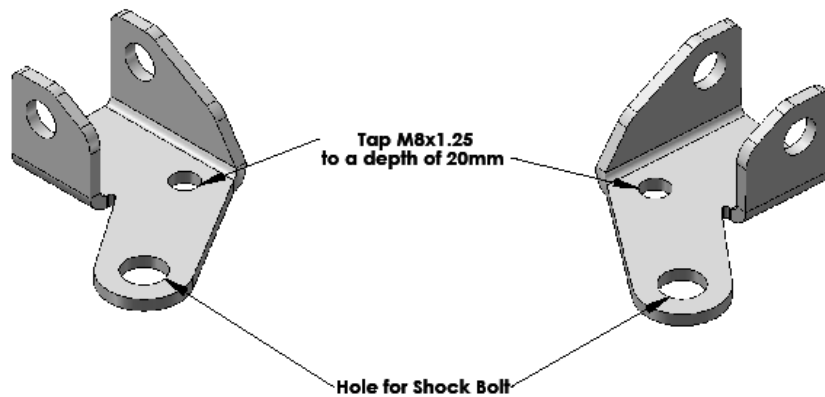
Drive the car carefully to test how both you and your car react to this addition to your rear suspension. Even on the "least stiff" sway bar setting, the car will be noticeably different in steering response and how the car behaves in turns.

EXPLODED VIEW



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- Drill and tap the specified hole if your car does not have the hole already
- Locate the hole by installing the bracket and center punching the hole. Drill with the bracket in place to make sure the location is correct.
- Use a 6.8mm (17/64") drill to a depth of 20mm (~3/4") (Either a 6.5mm or 7mm drill will work)
- Tap with M8x1.25 all the way to the bottom of the hole
- Use supplied 8mm bolt and washer to secure bracket