



79-04 Street Anti-Roll Bar

1. The car should be jacked up and placed on jack stands, or set up on a lift.
2. Remove the factory rear sway bar if still running one.
3. The mounting tab brackets for the linkage arms get installed first and need to be welded to the rear subframe below the upper control arms (**See picture 1** below). The tabs are welded to the mounting bracket and are offset to one side they should be installed on the rear subframe with the tabs closest to the center of the car (**See picture 2**). Prep the area of the subframe where the bracket will be welded and weld the tabs on. We recommend painting the bracket and area around the weld.
4. Install the 2 anti-roll bar mounting boxes on the rear axle using the u bolts with 3/8" lock washer and nuts. The left (driver side) box should be approximately 3 3/4" from the edge of the axle center section, the right (passenger side) should be 3 1/2" from the end of the center section (**See picture 3**). Leave these loose for now.
5. Pre-assemble the bar by installing the urethane bushings onto the bar followed by the billet caps (**See picture 4**).
6. Line the billet end caps up with the holes in the bottom of the anti-roll bar mounting boxes and using the socket cap bolts and 3/8" lock washers and nuts secure the anti-roll bar (**See picture 5**).
7. Apply anti-seize to the rod ends going into the aluminum links then connect the anti-roll bar arms to the tabs on the subframe using the links and 3/8" hardware. Some fine tuning of the anti-roll bar mount position can be done now to center it to the tabs on the subframe.
8. Go back and tighten all hardware that was left loose. Lower the car back onto the ground. Check air pressure in tires and make equal. Have driver sit in the car, remove the bolt from the lower driver side linkage arm, adjust the passenger side linkage so that the anti-roll bar arm is parallel with the ground then tighten jam nuts. Now adjust the driver side linkage so that the bolt holding it to the arm fits in easily. **UPR** believes preload should be put on the upper control arm and thus calls for a neutral setting on the anti-roll bar.



