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INSTRUCTIONS
SPRINT CAR and MODIFIED TORSION BARS

Sway-A-Way produces a full line of torsion bars for sprint car and dirt modifieds. Available in both solid and tubular forms, these torsion bars are manufactured with the utmost care. All popular lengths and diameters are available. Tubular torsion bars are made to match an equivalent solid bar rate.

INSTALLATION:

1. Unpackaged your new torsion bars. Always take care not to bang or scratch a torsion bar. The plastic end caps should be kept and put back on the ends when the bar is not being used. Note that there are numbers and arrows stamped on one end. One set of numbers are part numbers indicating length and diameter of the bar. The second set is a manufacturing date code. There are two arrows, one pointing clockwise, the other counter-clockwise, indicating the direction of twist. Always put the suspension arm on the end stamped with the number.
2. Check the condition of all bearings. Replace any that are worn. Worn out bearings can be the cause of premature bar failure by allowing the bar to rub against the inside of the torsion tube. Decide which corner of the car the bar will be installed in. Slide the bar into the torsion tube with the stamped end out. Note that one arrow will point in the direction of twist (arm rotation when the bar is being loaded) and the other will point in the opposite direction. Grind off the arrow that points in the opposite direction now. **THIS STEP IS VERY IMPORTANT!** Reversing torsion bar twist is a very common cause of loss of bar rate and sagging. Once a bar has been run **NEVER TWIST IN THE OPPOSITE DIRECTION**. Always install the bar with the arrow pointed in the direction of torsion bar twist when it is being loaded.
3. Grease the ends of the bar and install it in the car. Set the ride height or corner weights normally. Make sure that the torsion bar will move freely in the bearings. Tight bearings are a cause of erratic ride heights. All torsion bars may take an initial set when first run. This should be more than about 5% of the total angle of twist. It's a good idea to run the car on a track that works the suspension before racing. One good warm up session is usually enough. Installation is complete.

Pre Stressed Torsion Bars

For the best performance, consider using our pre stressed torsion bars. They have been stressed at the factory in the direction of twist. This eliminates the sagging and loss of rate common in other manufacturers torsion bars. These torsion bars will hold ride height and maintain consistent rate from your first lap.

NOTE: RUST, SCRATCHES, DINGS, OR ANY OTHER DAMAGE TO THE SURFACE OF THE TORSION BAR WILL CAUSE PREMATURE FAILURE.