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SWAY-A-WAY Porsche front torsion Bar Installation Instructions

Note: Sway-A-Way torsion bars are manufactured for high performance applications and are made in different spring rates or diameters. Different spring rates will change the way a car handles. Torsion bar rates should generally be changed in the front and rear at the same time to balance the car. Please see our web site for more technical information.

REMOVAL OF STOCK BARS:

1. Raise vehicle and place safety stands under body. Remove wheels and tires. Disconnect and remove brakes.
2. Remove tie rod end strut nut and separate tie rod end from steering arm. Unscrew adjusting screw from torsion bar adjusting lever and remove lever. Remove ball joint retaining bolt and bottom of strut assembly and push control arm down to separate strut assembly from ball joint.
3. Remove rear control arm mounting bolt at suspension cross member. Remove two bolts securing front control arm mount to body. Slide control arm with torsion bar out of control arm.

CAUTION: If both control arms are being removed, reinstall rear control arm mounting bolt in suspension cross member before removing opposite side.

4. Inspect front and rear A-arm bushings for wear. If they are worn they must be replaced. Worn bushings will allow the control arm to rub on the torsion bar and will cause the torsion bar to break. Replacement plastic bushings are available through the same dealer who sold you these torsion bars. Ask for front A-arm, front and rear, bushings, for 1969 and later, models. The part numbers are PB-012F and PB-012R. **PLEASE NOTE: SWAY-A-WAY WILL NOT WARRANTY BARS BROKEN DUE TO WORN A-ARM BUSHINGS.**

INSTALLATION OF SWAY-A-WAY TORSION BARS:

1. Grease entire torsion bar and install in control arm. Place control arm in proper position in vehicle and tighten mountain bolts (front to rear).
2. Install strut assembly on ball joint and tighten retaining bolt. Push down on control arm until it contacts stops and install torsion bar seal and adjusting lever.
3. Slide adjusting lever against torsion bar until it reaches stop. Grease adjusting bolt threads and install in lever. Make sure closing cover is correctly seated against adjusting lever. Install control arm protective cover. Install wheel and tire, lower vehicle and check riding height and wheel alignment. Installation is complete.

TIGHTENING SPECIFICATIONS

Application

	<i>Ft. Lbs. (mkg)</i>
Strut assembly-to-ball joint securing bolt	47 (6.5)
Pressure plate allen head bolts	34 (4.7)
Front control arm mount	34 (4.7)
Control arm & suspension crossmember mounting bolt	65 (9.0)
Steering gear bolts	34 (4.7)
Ball joint-to-control arm grooved nut	108 (14.9)
Front protective clamp allen head bolt	32 (4.4)
Suspension protective cover-to-body bolts	34 (4.7)
Suspension protective cover-to-crossmember bolts	11 (1.5)
Tie rod end strut nut	32 (4.4)

