

1979-1985 RX-7 - ADJUSTABLE REAR SWAY BAR PN 14102

INSTALLATION INSTRUCTIONS

1. Raise the rear of the car and support it on jackstands. DO NOT work under a car which is supported only by a floor jack.
2. Remove the brackets which attach the endlink bolts to the chassis. The endlink bolts and upper bushings must be replaced, which is not possible with the brackets installed on the car.
3. Remove the support clips which attach the stock sway bar to the rear axle assembly.
4. Withdraw the sway bar and link assembly from the car and remove the link bolts, bushings, washers, spacer tubes, and brackets.
5. Using one stock washer, one special extra-length link bolt, and one urethane bushing (provided) per side, re-install the brackets in the chassis. Tighten the bracket bolts and nuts to 27-32 ft-lbs.
6. Install the sway bar on the rear axle assembly using the special urethane bushings and stock support clips. Apply a small amount of the supplied grease to the inside of the pivot bushings. Use approximately 1/4 of the packet for each bushing. If required, additional grease packets (PN 14299) are available from Racing Beat. Note: Ensure that the tabs are fully engaged in the slots when tightening the bolts. Failure to do so may result in damage to the support clips and inadequate support of the sway bar. Tighten the bolts to 23-28 ft-lbs.

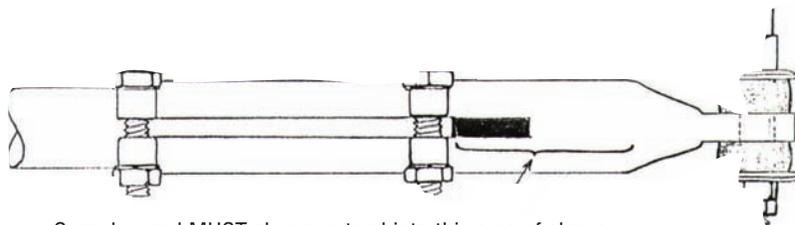
Note: The rear bar has a "right" and a "left" side and must not be installed backwards. When positioned correctly, the center section of the bar will angle downwards as it passes behind the differential case.

You may find that installation of the support clips is easier if you temporarily install one clip without engaging the tab in the slot. This will allow you to more easily position the other side. Make sure that you re-position the first side so the clip is correctly installed.

7. Place the adjustable bar ends on the sway bar. Do not tighten the adjustable sleeves on the bar ends until the bar is installed in the car and the endlink bolts are attached.
8. Always set the adjustable sleeves at the same length on each side of the bar. The sway bar **MUST ALWAYS** extend into the sleeves beyond the sleeve bolt closest to the link bolt (See figure below). Never, under any circumstances, drive with the sleeves extended beyond this point! **THIS COULD RESULT IN BOTH SLEEVE FAILURE AND A SUDDEN CHANGE IN VEHICLE BALANCE DURING CORNERING. TIGHTEN THE SLEEVE BOLTS TO 9-12 FT-LBS.**
9. Set the sleeves in the full soft position—longest arms—initially. This will make the car understeer somewhat. After test driving, adjust the arm lengths until the desired handling characteristics are achieved.
10. Using the supplied spacer tubes and urethane bushings assemble the links on the sway bar sleeve as shown below. Note: Seat each urethane bushing into the sway bar sleeve end). Tighten the link nuts to 5 ft-lbs or until 1/8" of thread is visible beyond the end of the lock nut. This requires re-tightening after initial driving as the urethane bushings become fully seated.

Note: On some chassis it may be necessary to trim away the "lip" on the urethane upper link bushings. If the raised bushing lips do not seat into the opening in the upper chassis mount, using a utility knife carefully trim away the lips.

WE STRONGLY RECOMMEND RE-CHECKING THE TORQUE ON ALL COMPONENTS AFTER THE INITIAL CHECK DRIVE.



Sway bar end **MUST** always extend into this area of sleeve.