



Rear Sway Bar

ASB-R-347, ASB-R-913

additional images on blog.vansteel.com

Parts List:

- 1 - Sway bar
- 2 - Sway bar endlinks
- 2 - Endlink bracket - threaded 2-hole
- 2 - Endlink bracket - 3-hole
- 4 - 5/16 x .75" bolt w/lock washer
- 2 - Frame mount bushings
- 1 - Grease packet
- 4 - Frame mount washers
- 1 - 5/16" frame mount bolt kit
 - includes nuts for frames without welded nuts or stripped nuts.
- 2 - U-bolts for 63-65 cars

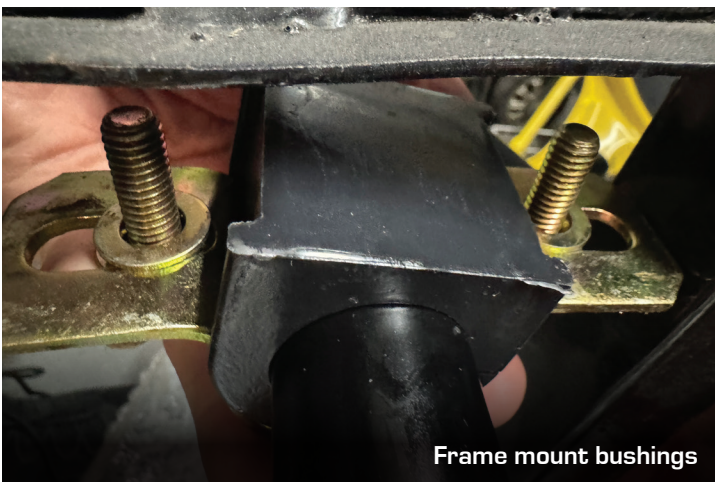
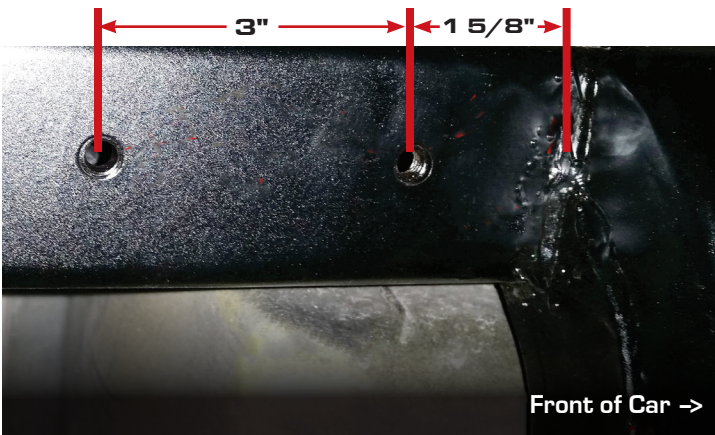
When putting a Corvette on jack stands or on a lift, you should always pop the hood and release the t-top locks (if you have them) along with pop open the doors. This will help relieve stress on the fiberglass.

63-65:

Holes will need to be drilled into the frame to drop the provided U-Bolt in place. You should start the most forward hole, 1-5/8" from the welded in cross member located just behind the differential cross member. The next hole should be 3" behind the first hole. *Continue to step 3.*

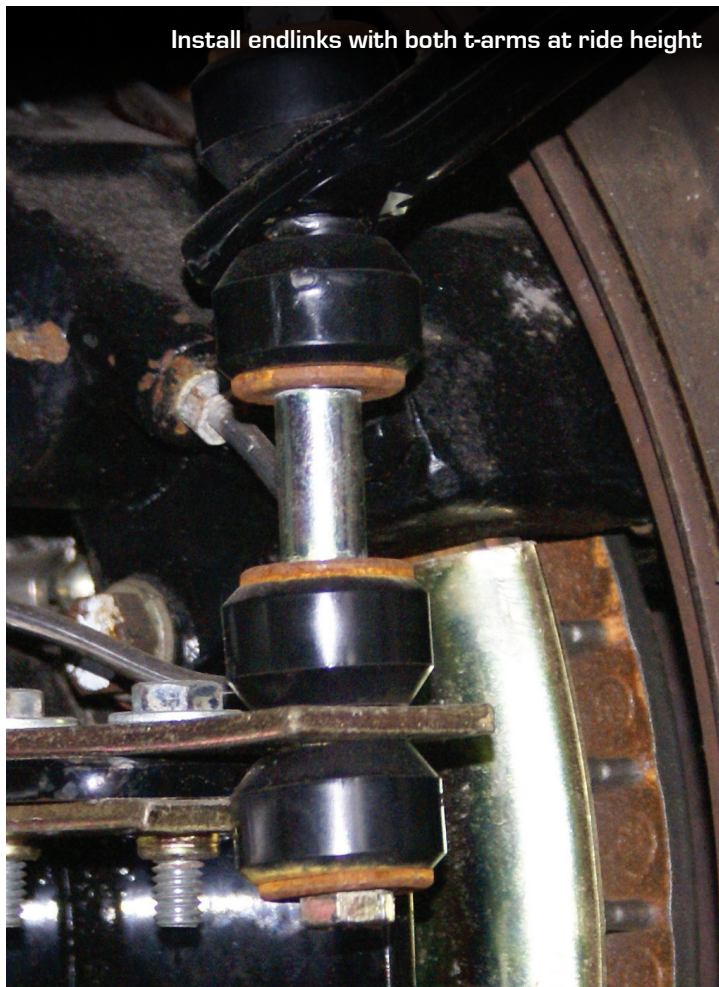
66-82:

1. If your car did not come with a rear sway bar, you will first need to find 2 holes just aft of the differential cross member on the kick up rail by the #4 body mount. Use a putty knife or flat head screw driver to scrap at the frame rail to find them. (1963-65 cars will not have these holes)
2. Once the holes are found, we recommend running a 5/16-18 tap through the holes to clean the threads.
3. Install the new polyurethane bushings onto the sway bar.
4. Install the frame mount bushing brackets.
5. Install the flat washer between the frame and the frame mount bracket on all 4 bolts. This should allow the sway bar to move freely once the bolts are torqued to spec.

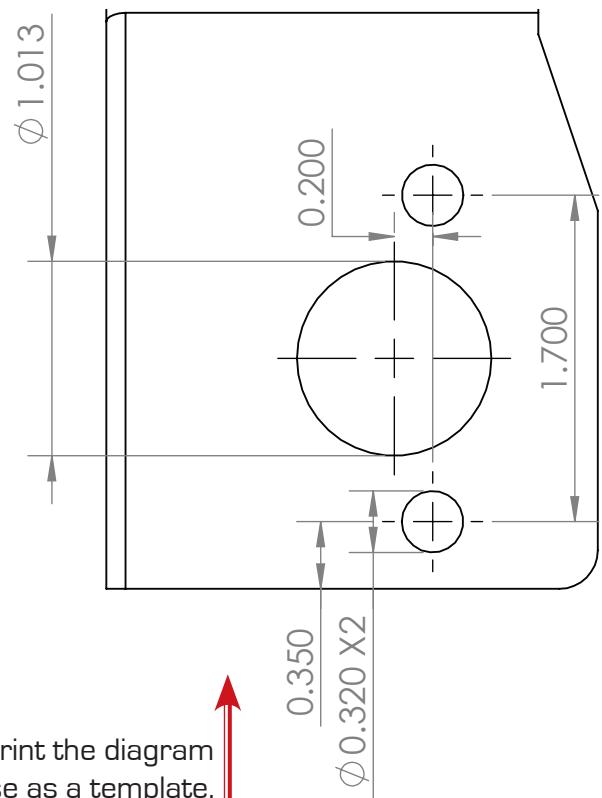


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6. Raise the bar to the frame and adjust the bushings left or right to line up with the frame rails. The bar has a raised center section to clear the factory spare tire tub. Torque the 5/16" bolts to 30 ft/lbs.
7. In your kit you have (2) 2 threaded hole plates and (2) 3 hole plates. These plates get sandwiched in between the top part of the trailing arm spring bolt pocket. If your trailing arms do not have holes for the plates, you will need to drill them for the plates (see bottom of page).
8. Install the end link bushing kit (See Figure 3). You may need to lift the rear wheel in order to start the nut on the threads. Be careful that you do not come off of the jack stands/lift. We find it easier to install the end links once the car is on the ground after it has been moved so the suspension is at ride height.
9. Tighten the nut up so you see about a 1/4" - 1/2" of thread or as the bushings begin to show yield.



If your t-arms do not have sway bar holes, you can print the diagram above at 100% and use as a template.