



Front Sway Bar

ASB-F-856, ASB-F-760, ASB-F-761

Parts List:

- 1 - Sway Bar
- 2 - sway bar endlinks
- 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.

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.

1. Take note of how the bushings, washers and sleeve are sequenced and remove the original end links located at the end of the sway bar.
2. Remove the frame mount brackets and bushing. Do one side at a time. Be sure to support the center of the sway bar with your hand or jack.
3. Lubricate the new poly bushings with silicone grease and install onto the sway bar.
4. Install the frame mount bushing brackets over the bushings
5. Raise the bar to the frame and adjust the bushings left or right to line up with the frame rails. The tips of the sway bar should face upward and the dip in the bar should go down to clear the radiator.
6. Install the flat washer between the frame and the frame mount brackets on all 4 bolts. This should allow the sway bar to move freely when you rotate it. There may be minor resistance. The bar should not be too tight or too loose. Torque the 5/16" bolts to 30 ft lbs.
7. It's best to have the wheels on ramps or four post lift to install the end links. The sway bar links do not lineup properly if installing with the suspension in the air.
 - If installing with suspension unloaded: You may need to lift the front control arm in order to start the nut on the threads. Be careful that you do not come off the jack stands/lift. Pulling down on the bar will also help as well.
8. Tighten the nut up so you see about 1/4"-1/2" of thread. The bushings should slightly bellow and the sway bar should be fairly parallel to the ground.

