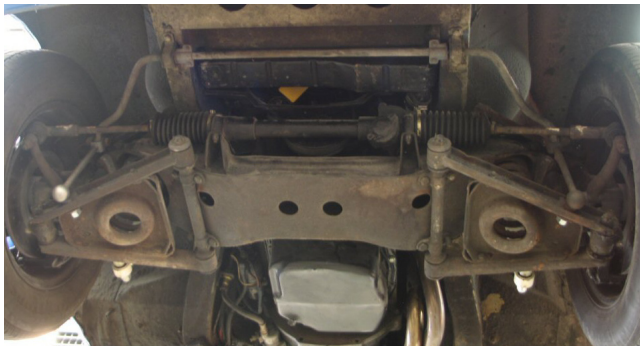
Adjustable Hollow Anti-Sway Bar Installation Instructions

For 1962-1980 MG MGB

PART # 454-962

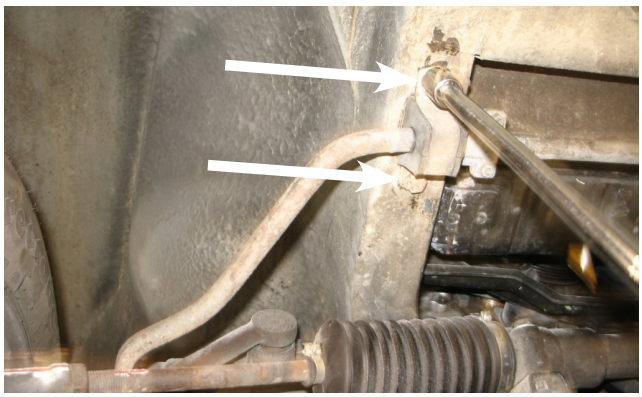
Tools required: A jack and jack stands, 5/16in allen drive socket, 1/2in socket, short extension, ratchet, ft-lb torque wrench, 1/2in combination wrench, two 9/16in combination wrenches, a 3/4in combination wrench, rubber gloves and a hammer.

1. Use a jack to lift the front wheels off of the ground. Support the vehicle with jack stands. Never work on or under a vehicle supported only by a jack - always use jack stands.



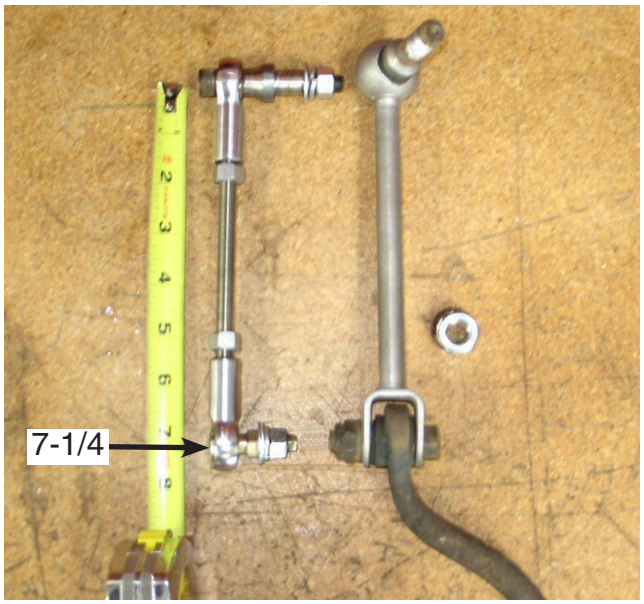
2. Using a 3/4in combination wrench, remove the nuts attaching the bottom of the front anti-sway bar end links to the a-arms. Then pull the stud of the end links out of the holes in the a-arms. You may need to wiggle the sway bar end link while tapping the lower stud of the sway bar link in order to free the lower sway bar link studs from their holes in the a-arms.

3. Using a 1/2in socket, short extension and a ratchet, remove the four four bolts that secure the factory anti-sway bar brackets to the vehicle. Then remove the factory anti-sway bar from the vehicle by lifting it upward while turning it towards the front of the vehicle, allowing the factory sway bar links to clear the steering arms as the bar is removed.

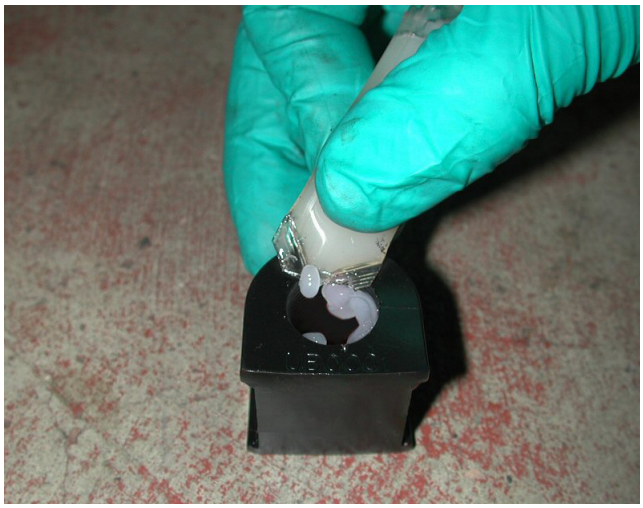


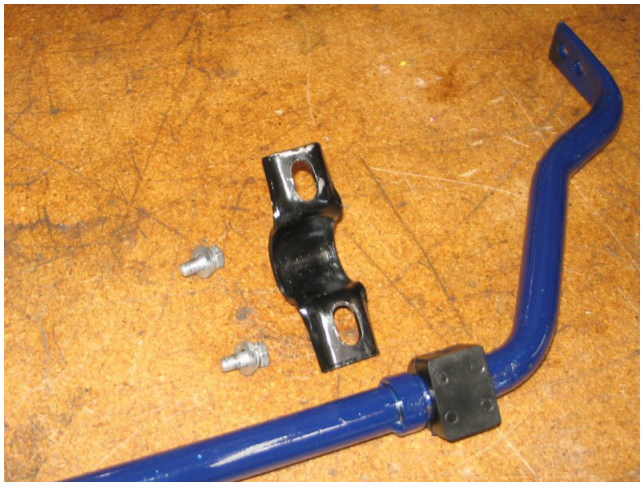
4. Gather the mounting hardware and the two anti-sway bar links provided with the new anti-sway bar. Line the items up on a work table. There should be two loosely assembled anti-sway bar links, two brackets, two polyurethane bushings, a tube of polyurethane bushing lube, four bolts, four lockwashers and four washers.

5. Line up one of the new anti-sway bar links with one of the factory anti-sway bar links still on the factory anti-sway bar. You may have to rotate the factory anti-sway bar link slightly to get it to lay flat. Adjust the new anti-sway bar link to match the length of the factory anti-sway bar link by evenly threading the top and bottom heim joint ends of the new anti-sway bar link on the threaded rod that makes up the center of the link. Adjust both new anti-sway bar links to this distance. If your car didn't come with a factory anti-sway bar links to use for reference, the stud to stud distance is about 7-1/4 (7.25) inches. **Do not tighten the nuts that lock the length adjustment yet.** The links will need to be rotated slightly during installation, so leave them loose for now.



6. Put on the rubber gloves. Apply polyurethane bushing lubricant from the supplied lubricant packet to the inside of the two new anti-sway bar bushings. The bushings have a slit cut on one side. Open each bushing with your fingers and slide them into place around the anti-sway bar. They will be located to the outside of the two locating loops that are welded to the anti-sway bar.



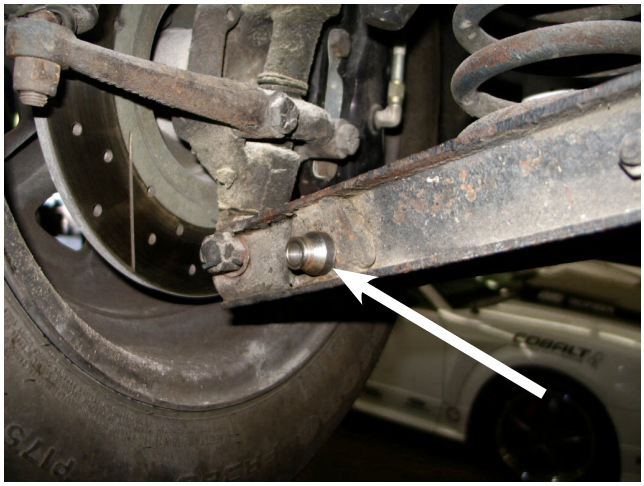


7. Slide a lockwasher over each of the four supplied anti-sway bar mounting bracket bolts. The slide a washer over the bolts and on top of the lockwashers.

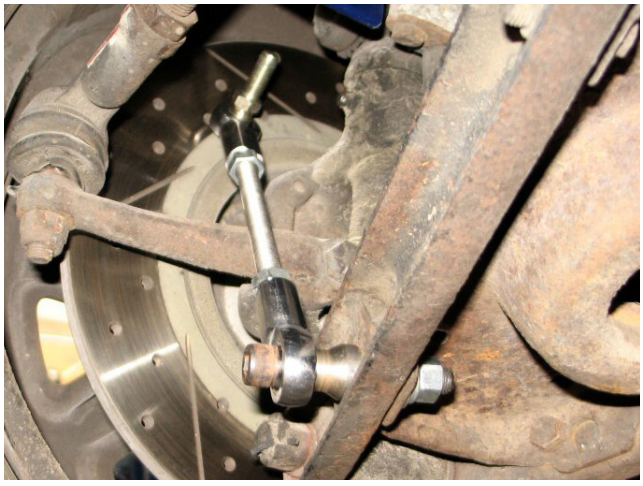
8. Use the four bolts and the two provided anti-sway bar brackets to install the new anti-sway bar onto the vehicle. Rotate the round end of the bushings on the anti-sway downward to match up the with round end of the anti-sway bar bushing brackets. Thread in the two forward mounting bolts and then use the 1/2in socket, short extension and the ratchet to push up while threading in the rearward two bolts. Be very careful not to crossthread these bolts! Then evenly tighten down the front and back bolts to allow the bushings to squeeze into place evenly. Make sure they are completely captured and not hanging out either side of the mounting brackets. **Leave the mounting bolts slightly loose**, as this will make it easier to rotate the bar into final position later. Note: You can lay the ends of the anti-sway bar on the tie rods temporarily to make it easier to handle the anti-sway bar while threading the bolts through the new brackets and into the vehicle.

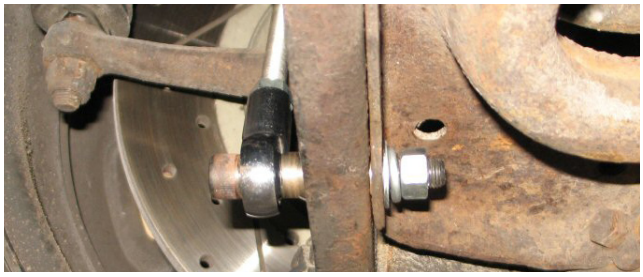
9. Remove the nut, lockwasher, washer and a-arm insert from the allen-socket headed bolt of one of the new sway bar links. Then remove the nut, two washers and lockwasher from the stud end of that new sway bar link.

10. Install the two provided inserts into the holes in the a-arms that used to hold the old anti-sway bar links. Note that the spring pan may have shifted when the old links were removed. If so, the insert will not sit flush against the a-arm. If so, you will have to tap the spring pan with a hammer while pushing on the insert with your finger in order to realign the spring pan with the corresponding hole in the a-arm, which will allow the insert to go in all the way and sit flush against the a-arm.

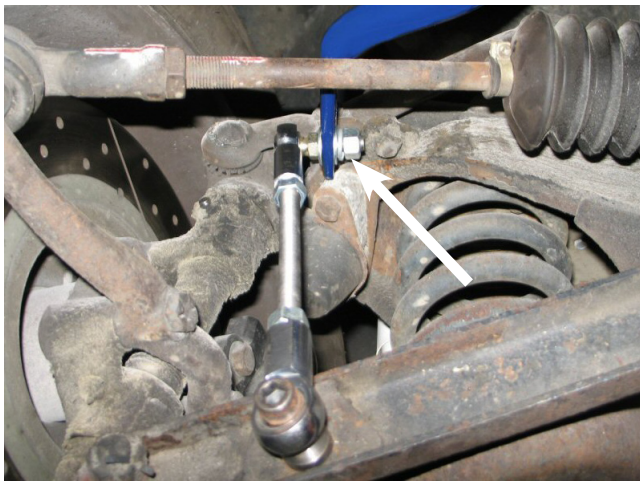


11. Install the sway bar link on the passenger side of the vehicle. The allen-headed bolt goes into the insert that was installed in the a-arm, entering from the front and pointing toward the rear of the vehicle. **The other end of the sway bar link should be next to the steering arm and behind the tie-rod end with the stud facing toward the center of the vehicle**. Next, thread on the washer, lockwasher and nut that were just removed onto allen-socket-headed bolt where it now sticks out under the spring pan. **Tighten the nut to 22 ft-lbs.**





12. Slide a washer over the stud at the upper end of the new anti-sway bar link. Push the stud into the rearmost hole of the anti-sway bar. Then slide another washer onto the stud, followed the lockwasher and nut removed in a previous step. You should have, from outside towards the center of the vehicle, the link stud, washer, anti-sway bar, washer, lockwasher and a nut. This rearmost hole position will give equivalent stiffness to having a solid 3/4in sway bar, but with a lighter bar and using sway bar links and bushings with much less “give” to them, allowing for faster response. The forward hole results in a bar that is 20% stiffer than the rearward hole’s setting. We recommend trying the rearward hole for street cars and the forward hole for autocross.



13. Use a 1/2in combination wrench on the upper anti-sway bar link stud and a 9/16" combination wrench on the nut to tighten the upper anti-sway bar link stud to **22 ft-lbs**. You'll want to be sure the lockwasher is fully compressed but not strip the threads of the upper link stud.

14. Repeat the link installation steps for the link on the driver's side of the vehicle. If the height of the upper link stud and the hole in the sway bar is different, you can evenly thread the upper link and sway bar link center in or out in order to adjust the length of the sway bar link to a length where the upper stud matches the height of the hole in the anti-sway bar. This will allow the link to be installed properly without applying any preload to the anti-sway bar. Use the 1/2in and 9/16 combination wrenches to tighten to **22 ft-lbs**.

15. With the anti-sway bar link lengths properly adjusted, use a 9/16in combination wrench to rotate the upper and lower heim joints of each anti-sway bar link to the center of its range of rotation. Then use two 9/16in combination wrenches to lock the links lengths in place by tightening the upper and lower nuts on the anti-sway bar links against the upper and lower heim joints. Then use one 9/16in combination wrench to confirm that the links can still be turned slightly on the ball joints of the heim joints and that the links are not going to bind as they turn during suspension movement.

16. Use a 1/2in socket, a short extension and the ratchet to tighten the four bolts that hold the two anti-sway bar bushing mounting brackets. Torque the bolts to **18 ft-lbs**. Make sure the lockwashers have been flattened.

17. Reinstall the wheels and snug the lug nuts. Remove the jack and jack stands. Torque the lug nuts to **60-65 ft lbs**. Enjoy your new adjustable MGB anti-sway bar!