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### INSTALLATION INSTRUCTIONS

QA1 P/N 52810, 52816, 52820, 52870, 52874, 52877, 52882, 52893, 52862 Front Sway Bar  
GM A, F & G Body Vehicles

### Tools and Supplies Required

- Floor Jack
- Jack Stands
- Ratchet & SAE or Metric Socket Set
- SAE or Metric Wrench Set
- Grease Gun

### Installation Instructions

1. Raise the vehicle and support with jack stands on a stable surface.
2. Examine how the OEM sway bar is installed. Make a note if the sway bar goes over the tie rods and/or any braces, how the bushing brackets are installed, as well as the order in which the bushings, spacers, and washers are arranged.
3. Remove the end-links from the vehicle.
4. Support the sway bar and then remove the bushing brackets from the frame.

**Caution: Sway bars are heavy steel parts that can cause injury if not supported during removal or installation.**

5. Remove the stock sway bar.
6. Apply the supplied grease to the QA1 sway bar chassis bushings where it will contact the sway bar. Note that the bushings have a split to ease installation. Install the bushings on the QA1 sway bar at the approximate chassis mount location.
7. The installation procedure is the reverse of the removal process. Install the sway bar and frame brackets. #52810 requires the reuse of the OEM bushing brackets with the supplied spacers between the bushings and the frame. **'64-'72 GM A-bodies and '67-'81 F-body applications include spacers plates that should be installed between the frame and bushings to allow the sway bar additional clearance. (Figure 1)** Torque the bushing bracket bolts to 22-25 lb. ft.



8. Compress the suspension by setting the vehicle on the ground before connecting the sway bar end links to the control arm. The new end link bushings having never been compressed can make the bolt appear to be too short. Further compression of the sway bar to control arm may be necessary to get the end link nut started.

9. Install the supplied end link kits the same way the OEM links were installed. Torque the end link bolts to 10-18 lb. ft. Tightening to a lower torque will reduce the response time of the sway bar (allowing more body roll), while higher torque values will stiffen the chassis and make the sway bar more responsive.
10. Check for any contact with the steering linkage, brake line or frame braces. Turn the wheel from full-lock left to full-lock right to verify sufficient clearance. Adjust the sway bar as needed.
11. Use caution on the first test drive until you are accustomed to the vehicles new response to steering inputs.



# QA1

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

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