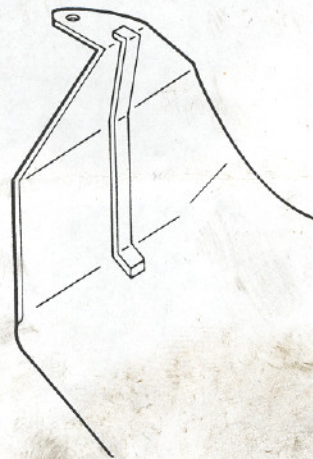



1. Read all instructions prior to starting work.
2. Block the rear wheels. Jack up the front of the car and place on jack stands. Remove the front wheels and gravel pan from under the engine.
3. Remove any front sway bar and brackets from the car.
4. There are two bolts on each side of the car holding the aluminum cross-member to the car frame. Remove the forward bolt of these two bolts on each side (the cross-member does not have to be supported). Place the bushing bases (D) here on each side and loosely thread the new longer bolts (BB) a few turns. Set the tall stand-off spacers (CC) on top of the bushing base and secure tightly into the original sway bar bracket holes using the allen bolts (AA). Now tighten the long bolts (BB) holding the bushing base and cross member. NOTE: On cars with power steering, the hydraulic line on the right side may have to be pushed to the center of the car.
5. Locate the position where the plastic blocks go on the A-arm (blocks #28 go to the top left side and bottom right side, and blocks #29 go to the top right side and bottom left side). This will put the center mounting hole about 5 1/2 inches from the inner arc of the A-arm. Mark this hole location and drill a 7/16-inch hole through both the top and bottom of the A-arm. Make sure that mounting holes are drilled at the same distance from the inner arcs on both left and right A-arms. Place the proper blocks in position and put a plate (X) on the outside of each, with the U-tab with the braced side on the outside toward the wheel. Secure tightly with bolts/washers/nuts (Y/G/F), but do not overtighten.
6. With the arms of the sway bar upward and toward the rear of the car, suspend the sway bar with just the two bushing clamps (E), bolts, washers, and nuts (F/G/H) so you can work without having to hold up the bar.
7. Assemble the drop links. Insert the rod end liners (S) into the rod ends (P); this may take the tap of a hammer. Thread the jam nuts (O) all the way up the drop links (N). On one of the drop links, thread the rod end (P) almost all the way up the shaft. (The other drop link will be completed later.) Do not tighten the jam nuts (O). Insert the two rubber bushings (L) into the drop link hoop and insert the metal bushing liners (K) into the rubber bushings (ArmorAll or soapy water will make this easier).
 Attach the hoop end of the drop links with the rubber bushings to the slider clamps (J) with the bolts/washers/nuts (F/G/M). Do not overtighten. Slip a slider clamp (J/Q) over each arm of the sway bar. On the one drop link that has the rod end, attach this end of the drop link to the U-tab with the bolt/washers nut (Q/R/T) and tighten.
8. For a starting position, place the slider clamps so the rearward edge of the slider is about 2 inches from the rear edge of the sway bar arm. Make sure the clamps are located at the same position on both arms and tighten. In order to reduce understeer (push), adjust the sway bar stiffness by moving the slider clamps toward the rear of the car (away from the sway bar). To reduce oversteer, move the slider clamps toward the front of the car, but not into the bend of the bar.
9. Center the sway bar and install the ~~clamps~~ clamps (C) over the sway bar next to the inside of the bushings. Tighten all nuts and bolts, except the jam nuts (O).
10. Replace the wheels and set the car on the ground. Drop link adjustment is done to remove any preload on the sway bar that would cause different handling characteristics between left-hand and right-hand corners. Adjustment is best done with someone in the driver's seat. Drive the car back and forth a few hundred feet to settle the suspension, and come to a smooth, slow stop. There is no preload when the bottom drop link bolt (T) can slide freely from side to side. On the link without the rod end, thread the rod end on the link until the attachment bolt easily slips through the U-tab and drop link. Then tighten the bolt/washers/nuts(Q/R/T). Tighten both jam nuts (O). Double-check that all nuts and bolts are properly tightened. Before replacing the gravel pan, each side must be bent one inch to clear the bushing base. The aluminum pan bends very easily.



Weltmeister™

INSTRUCTIONS FOR INSTALLING 944 FRONT SWAY BAR

193 Commercial Street, Sunnyvale, CA 94086-5202 • (408) 736-9020 • Fax (408) 736-9013

- A. Sway bar
- B. Bushing
- C.  clamp
- D. Bushing base
- E. Bushing clamp
- F. Nut 3/8" nylock
- G. Washer 3/8"
- H. Bolt 3/8" x 1 1/2"
- J. Slider clamp
- K. Metal bushing liners
- L. Rubber bushings
- M. Bolt 3/8" x 1 3/4"
- N. Drop link
- O. Jam nut
- P. Rod end
- Q. Nut 5/16" nylock
- R. Washer 5/16"
- S. Rod end liners
- T. Bolt 5/16" x 1 3/4"
- U. J-tab
- V. Plastic block
- W. Plastic block
- X. Washer plate
- Y. Bolt 3/8" x 2 1/4"
- AA. Bolt allen 8mm x 80mm
- BB. Bolt 12mm x 90 mm
- CC. Stand-off spacers
- DD. Washer 12mm

