



INSTALLATION INSTRUCTIONS

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50095 FRONT ASB 70-73 DATSUN 240Z

Congratulations! You were selective enough to choose a SUSPENSION TECHNIQUES PRODUCT. We have spent many hours developing our line of products so that you will receive maximum performance with minimum difficulty during installation.

- Note: Confirm that all of the hardware listed in the parts list is in the kit. **Do not** begin installation if any part is missing. Read the instructions thoroughly before beginning this installation.
- Warning:** **DO NOT** work under a vehicle supported by only a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.
- Warning:** **DO NOT** drive vehicle until all work has been completed and checked. Torque all hardware to values specified.
- Reminder: Proper use of safety equipment and eye/face/hand protection is absolutely necessary when using these tools to perform procedures!
- Note: It is very helpful to have an assistant available during installation.

RECOMMENDED TOOLS:

- Properly rated floor jack, support stands, and wheel chocks
- Ratcheting socket wrench and Metric socket set
- Torque Wrench: 0-75 ft. lb. range
- Safety Glasses
- Rags and cleaning solvent

KIT INSTALLATION

1. Open the hardware kit and remove all of the contents. Refer to the part list (Page 2) to verify that all parts are present.
2. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the FRONT wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).
3. Using a properly rated floor jack, lift the REAR wheels of the vehicle off the ground. Place support stands, rated for the vehicle's weight, and in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.
4. It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage! Make sure that the supports stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.
5. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check that they properly and securely contact the chassis as described above. Check for possible interference with any lines, wires, cables, or other easily damaged components.

- Note the installed position of the original front Anti-Sway Bar (ASB) and all of its related hardware. Remove the original Anti-Sway Bar(ASB) by removing the pivot bushing brackets and end-link hardware, and clean the mounting surfaces on the front suspension. The original pivot bushing brackets and end-link hardware will **NOT** be reused.

η Hold the new *Suspension Techniques* Anti-Sway Bar (ASB) up to the vehicle to confirm its orientation. The Anti-Sway Bar (ASB) is a direct replacement part and should be oriented similar to the original part.

- Thoroughly lubricate the inside of the new polyurethane bushings using the lubricant provided. Locate the bushings on the *Suspension Techniques* Anti-Sway Bar (ASB) so that they will align with the mounting locations. Rotate the bushings slightly too evenly spread the lubricant.

WD-40™ is recommended to help remove excess lubricant.

- Position your new *Suspension Techniques* Anti-Sway Bar (ASB) on the vehicle in the original location and secure it with the pivot bushing brackets and hardware provided. Tighten and torque the hardware to approximately 18 lb-ft using torque wrench.

Before tightening the pivot bushing and end-link hardware, align the Anti-Sway Bar (ASB) so it's centered.

- Assemble the end-link hardware to the Anti-Sway Bar (ASB) as shown in the diagram below. Tighten the end-link bolts just until the grommets begin to bulge, but **do not** crush them.
- Check that all components and fasteners have been properly installed, tightened and torqued.
- Check brake hoses, steering and other components for any possible interference.
- Lift vehicle and remove support stands. Carefully lower vehicle to ground.
- Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.
- Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

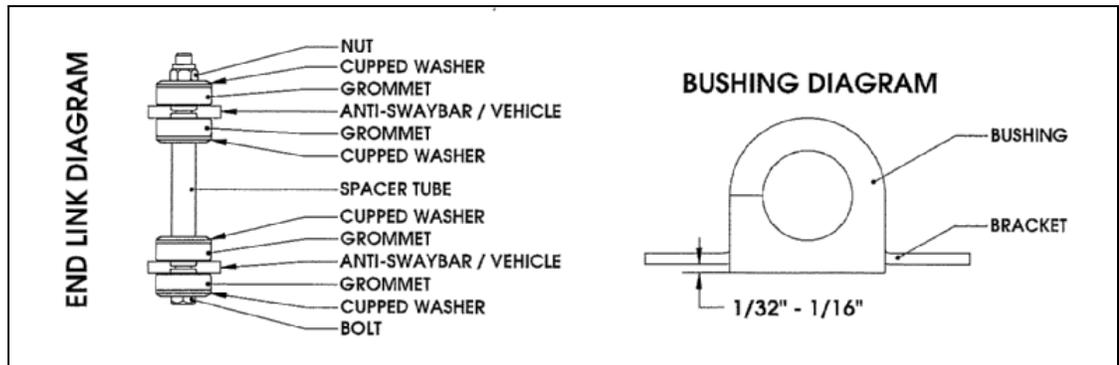
PARTS LIST FOR ANTI-SWAY BAR KIT

PART No.	DESCRIPTION	QTY.
50095-300	Front Anti-sway Bar	1
113005	Urethane Pivot Bushing 1"	2
113000	End-link Grommet	8
114030	Bushing Bracket	2
112134	3/8-16 x 6 inch HHCS	2
110255	3/8-16 Locknut	2
112502	Cup Washer Large	8
112004	M8-1.25 x 25mm HHCS	4
110204	5/16 inch SAE Flat Washer	4
112410	Spacer Tube ½" x 1.75"	2
55000-10	Grease Pack	1

! SUSPENSION TECHNIQUES INSTALLATION TIPS

LUBRICATION

Pre-lubricating the inside of the bushing before its installed is important because the lubrication will greatly reduce noise and it will increase bushing life. Suspension Techniques recommends you use Molybdenum disulfide. This will help protect the inside surface of the bushing and will last longer than most types of grease. Thoroughly lubricate the inside of the bushing with this grease.



BUSHING INSTALLATION

Make sure an amount of 1/32" to 1/16" of the bushing is showing when you install it onto the bracket. See the diagram above. If the bushing is showing more than 1/16" than use a sander or a sheet of coarse grit sand paper to shave it down to the proper height. In most applications when installing the new bushings on your Suspension Techniques Anti-Sway Bar(ASB) you may refer to your original equipment Anti-Sway Bar(ASB) to locate the proper location.

END LINK INSTALLATION

It is not required that you use lubricant on the end links since there is no rotational movement. The Suspension Techniques end links are comprise of grommets, cupped washers, a spacer tube, bolt, and lock nut, these assembled components create the end link. See END LINK DIAGRAM above.