

Hellwig PRODUCTS.com

559-734-7451 800-367-5480 FAX 559-734-7460

INSTALLATION INSTRUCTIONS 7896 REAR STABILIZER BAR Ford F-150 4"-6" Lift

Thank you for purchasing a quality Hellwig Product.

PLEASE READ THIS INSTRUCTION SHEET COMPLETELY BEFORE STARTING YOUR INSTALLATION

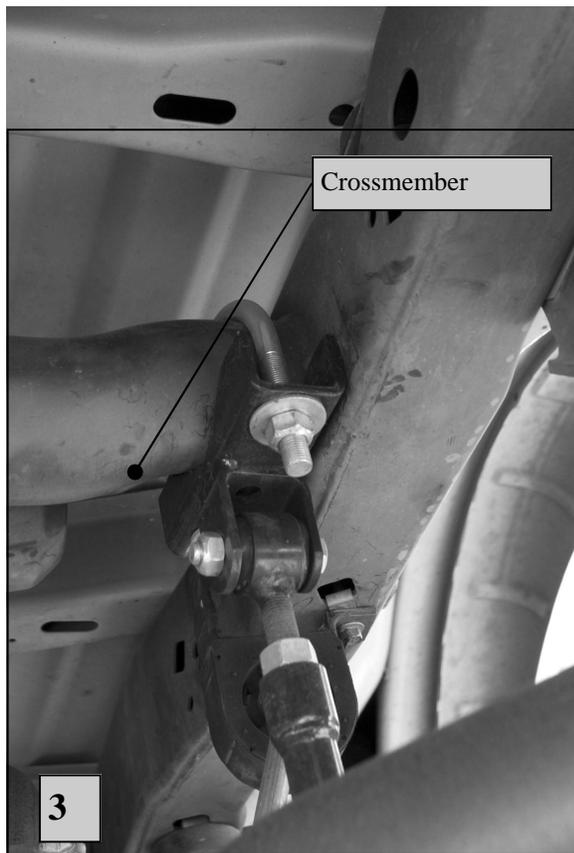
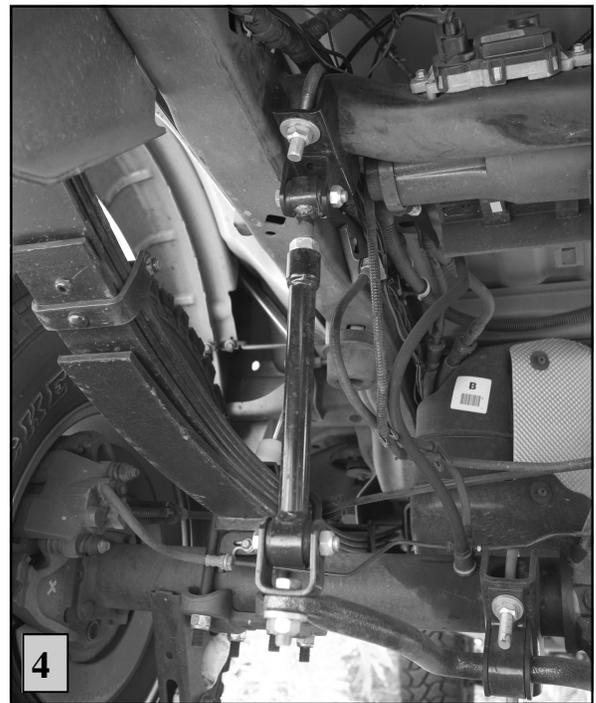
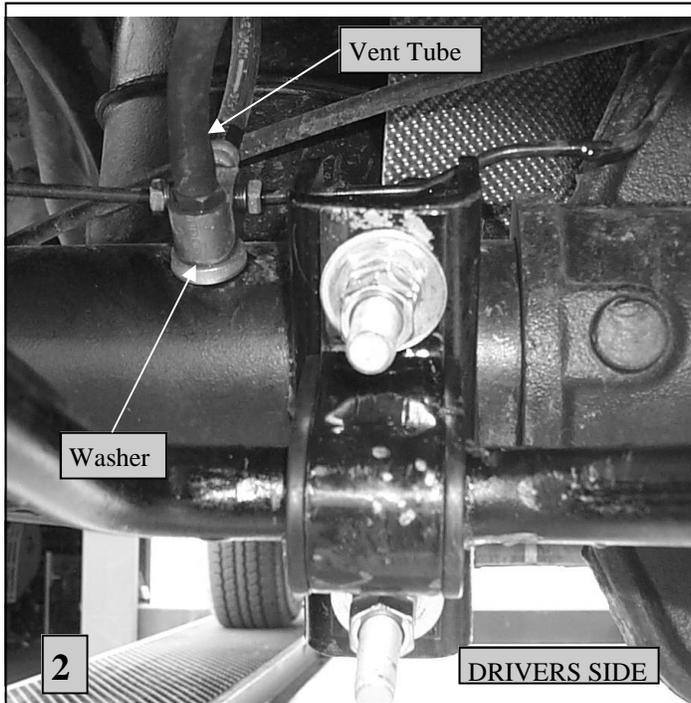


SAFETY: BEFORE STARTING YOUR INSTALLATION, BE SURE TO SET PARKING BRAKE AND CHOCK TIRES.

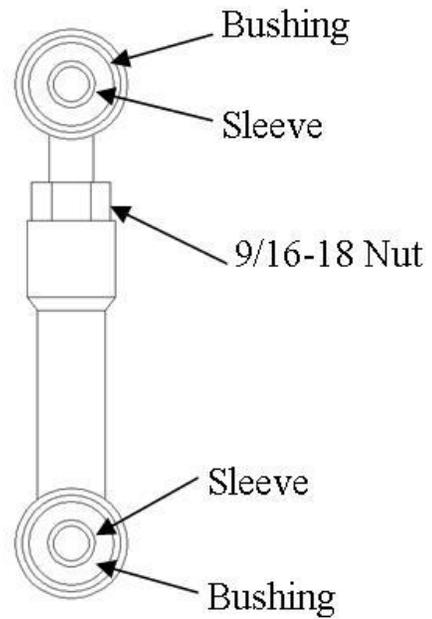
NOTE: TO EASE INSTALLATION AND TO PROPERLY ADJUST THE BAR, THE WEIGHT OF THE VEHICLE MUST BE ON THE SUSPENSION, AS IF DRIVING DOWN THE ROAD. DO NOT RAISE VEHICLE BY THE FRAME.

NOTE: THIS SWAY BAR IS DESIGNED TO MOUNT ON THE REAR OF THE DIFFERENTIAL WITH THE ARMS TO WARDS THE REAR OF THE VEHICLE.

NOTE: THIS KIT INCLUDES LOCK NUTS WHICH REQUIRES TIGHTENING WITH A WRENCH AFTER BEING STARTED BY HAND.



End Link Assembly



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1. Install the D-shaped poly bushings on the flat areas of the sway bar. Between the hump and the arms of the sway bar. When the sway bar is mounted the hump should tilt slightly downward.
2. Disconnect vent tube and remove bolt. Place thick washer under brake tee as shown in picture (2). Reinstall bolt and connect vent tube.
3. Position the U-bolts on the axle tubes just inside of the shock mounts. The threads should be pointing downward. **Make sure that the U-bolts are under any brake lines, wires or hoses on the axle to avoid pinching or crushing when the U-bolts are tightened.**
4. Install the U-plates over the D-bushings on the sway bar. Install the saddle brackets on the U-bolts that are on axle tubes. Attach the U-plates to the U-bolts using the 1/2" hex nuts and the flat washers that are provided. **Leave loose at this time to allow for adjustment.**
5. Rotate the sway bar on the axle tubes and adjust side to side so that the sway bar is as centered as possible. Check and make sure the sway bar has enough clearance around the differential housing.
6. Assemble the pivot bushings and sleeves into the ends of the end links.
7. Locate the tubular crossmember above the spare tire just inside the frame rails. See picture three (3). Position the shorter set of U-bolts on the crossmember with the legs pointing down. Install the saddle brackets with the welded U-shaped clevis on the crossmember using 1/2" locknuts and flatwashers. **Make sure the U-bolts are under any lines or wires to avoid pinching or crushing when tightened. Leave loose at this time to allow for adjustment later.**
8. Assemble end links by inserting bushings first and then inner sleeve into outer sleeve of end link. **Fully lubricate bushings before installation.** Install 9/16" nut on threaded section of end link before assembling the two halves together as shown. **IMPORTANT NOTE - The end link threads are NOT powder coated so that the end links can be threaded together. To prevent corrosion, it is advised to lightly coat the exposed threads with black spray paint after adjusting to desired length.**
9. Attach the end link assemblies to the upper clevis brackets using 7/16 X 2 1/4" bolt. **Leave loose at this time to allow for adjustment later.**
10. Attach clevis to sway bar using 1/2 X 1-1/2" bolt, washer and locknut as shown in picture (4). Tighten bolts to 50 ft-lb.
11. Attach end link to clevis on sway bar using 7/16 X 2 1/4" bolt. **Leave loose at this time to allow for adjustment later.**
12. Rotate the U-bolts on the axle and the tubular crossmember to align the sway bar to be level with the frame and that the end links are straight up and down as possible. **Recheck the axle and crossmember U-bolts make sure that there are no wires, hoses or brake lines underneath to avoid pinching or crushing when tightened.**
13. With the sway bar properly aligned, ensure that all the vehicle components have the proper clearance, and no wires or hoses will be crushed or pinched when tightened.
14. Tighten axle and frame crossmember U-bolts to 50 ft-lb.
15. Tighten end link bolts to 35 ft-lb. Tighten adjustment nut on end links firmly to lock the threaded end links together.
16. Double nut the axle U-bolts and tighten to lock nuts in place.
17. Bounce the vehicle, check for clearance on all undercarriage components; exhaust, wires, shocks, brake and fuel lines. Test drive the vehicle and recheck for clearance and installation alignment.
18. After one week of driving recheck your installation recheck on a monthly regular basis thereafter.

**ATTENTION INSTALLER: BE SURE THAT THE CUSTOMER RECEIVES THIS INSTRUCTION SHEET,
ALL IMPORTANT NOTE CARDS AND THE WARRANTY FORM**