



INSTALLATION INSTRUCTIONS

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50227 FRONT ANTI-SWAYBAR 05-UP TOYOTA SCION TC

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
- Combination wrench set
- Ratcheting socket wrench and socket sets
- Safety Glasses
- Air Ratchet

KIT INSTALLATION

1. This installation of the front Anti-Sway Bar requires the sub-frame to be un-bolted and slightly lowered. Someone should not attempt it without the proper tools and some experience in installations of this type. We recommend that a qualified mechanic or repair facility perform the installation.
 2. Open the hardware kit and remove all of the contents. Refer to the part list (Page 3) to verify that all parts are present.
 3. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the REAR wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).
 4. Using a properly rated floor jack, lift the front 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.
- ! 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.

END LINK / ANTI-SWAY BAR BUSHING REMOVAL

1. Using a 17mm wrench, remove the end links from the ends of the original equipment Anti-Sway Bar (Photo 1). Locate and remove the bushing brackets as well. Using a 12mm wrench, remove the bushing brackets. There are two mounting bolts. Note the position of the Anti-Sway Bar in the vehicle, prior to removal, to ease in the installation of your new Suspension Techniques Anti-Sway Bar.
2. A number of areas here will need to be un-bolted to be able to get to the front original equipment Anti-Sway Bar. In order to remove the Anti-Sway Bar, there are two major components that need to be unbolted first on both sides of the vehicle.

FRONT STRUT / FRONT SPINDLE DISASSEMBLY

1. First, locate the front bottom strut mounts. These actually mount the front spindle assembly (Photo 2). Using a 22mm wrench, or an air-ratchet with a 22mm socket, un-bolt and remove the two mounting bolts. Two on each side. This disengages the front strut from the spindle assembly.
2. With jack stands underneath the sub-frame, once the mounting bolts for the strut mounts are removed, the spindle assembly will want to fall down (Photo 3) Adjust the jack stands, so that they completely support each spindle assembly, and adjust them so they lower and support each spindle assembly.
3. Un-bolt the connector plate. Two on each side. These plates have four mounting bolts to them (Photo 4).
4. Locate the mounting bolts on the sub-frame. With a jack stand underneath, (Photo 5), un-bolt and remove all mounting hardware that supports the sub-frame to the main frame of the vehicle (Photo 6). Once you have removed all main mounting hardware that mounts the sub-frame, the last two bolts to remove are located directly behind the front bottom struts (Photo 7). Remove these bolts completely.

The sub-frame should now be resting freely atop the jack stands. Adjusting the center jack stand downward, lower the sub-frame. It should pivot down, opening away from the frame of the vehicle. (Photo 8).

ANTI-SWAY BAR INSTALLATION

1. With the original equipment Anti-Sway Bar un-bolted, beginning on one end, begin to slide the Sway Bar out through the opening between the frame of the car and the sub-frame (Photo 9, 10, 11).
2. Thoroughly lubricate the inside of your new hyper thane bushings using a high-grade lithium or silicone-based grease with molybdenum disulfide (moly) (Photo 12). Place the bushings onto the new Anti-Sway Bar. Refer to the original equipment Anti-Sway Bar as to the proper bushing location. (See Fig. 1)
3. Position your new Suspension Techniques Anti-Sway Bar on the vehicle in the original equipment location and secure it with the bushing brackets and bolts (Photo 13, 14). Tighten the bolts to approximately 18 ft/lbs of torque.

END LINK INSTALLATION

1. Fasten the factory end links to the center holes in the ends of the new Suspension Techniques Anti-Sway Bar (Photo 15) Apply a thread locking compound onto the threads and tighten the nuts to 75 ft/lbs of torque.

SUB-FRAME RE-ATTACHMENT

1. Re-install all pertaining mounting hardware on the sub-frame. By using the jack stands, lift the sub-frame upward. Insert all mounting hardware and tightening to torque specs. (Photo 16)

CONNECTOR PLATE RE-ATTACHMENT

1. Re-install both connector plates and tighten (Photo 17)

SPINDLE TO STRUT RE-ATTACHMENT

1. Slide the spindle assembly upward, into the bottom of the strut saddle (Photo 18). Once you have started inside the strut saddle, (Photo 19), insert the mounting hardware into the mating holes. Using the 22mm wrench and an air ratchet, torque the hardware to specs (Photo 20).

FINALIZING THE INSTALLATION

2. Go over the entire installation procedure and make sure all the appropriate hardware is properly tight. Install the wheels and lower the vehicle. Installation is complete.
3. Check that all components and fasteners have been properly installed, tightened and torqued.
4. Check brake hoses, steering and other components for any possible interference.
5. Lift vehicle and remove support stands. Carefully lower vehicle to ground.
6. 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.
7. 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.
50227-200	FRONT ANTI-SWAYBAR	1
113210	PIVOT BUSHINGS	2
114020	BRACKET BUSHING	2
55000-10	GREASE PACK	1

INSTALLATION

Make sure a maximum of 1/32" to 1/16" of the bushing showing when you install it into the bracket. See the diagram below. If the bushing is showing more than 1/16" then use a belt sander or a sheet of coarse grit sand paper to shave it down to the proper height. In most applications you may refer to your original equipment anti-swaybar to locate the proper place the new bushing belongs on your new Anti-swaybar.

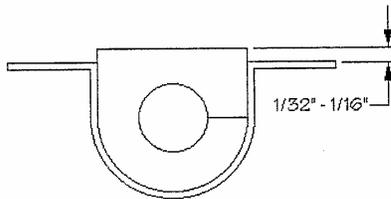


FIG.1

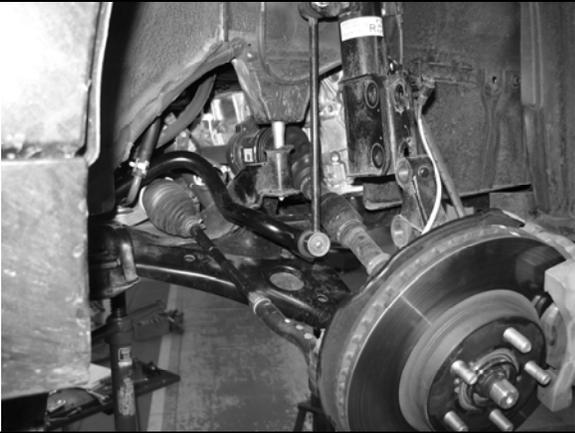


PHOTO 1



PHOTO 4



PHOTO 2



PHOTO 5

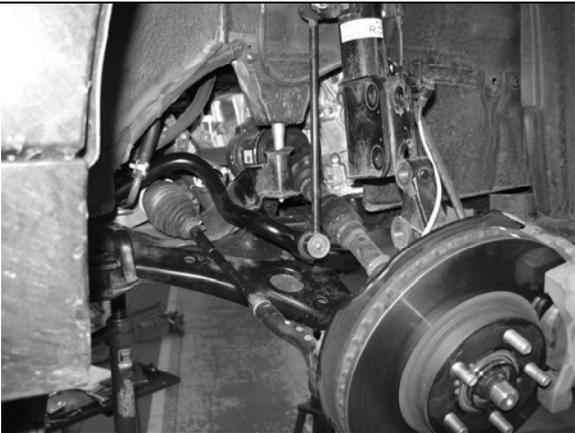


PHOTO 3



PHOTO 6



PHOTO 7



PHOTO 10



PHOTO 8



PHOTO 11



PHOTO 9



PHOTO 12



PHOTO 13



PHOTO 16



PHOTO 14



PHOTO 17



PHOTO 15



PHOTO 18



PHOTO 19



PHOTO 20