



**INSTALLATION
INSTRUCTIONS**



Part # 12099120



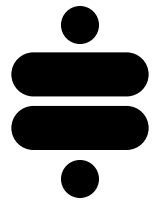
Front Sway Bar

1964-1966 Mustang w/Stock Arms





**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing Ridetech!

Road Map

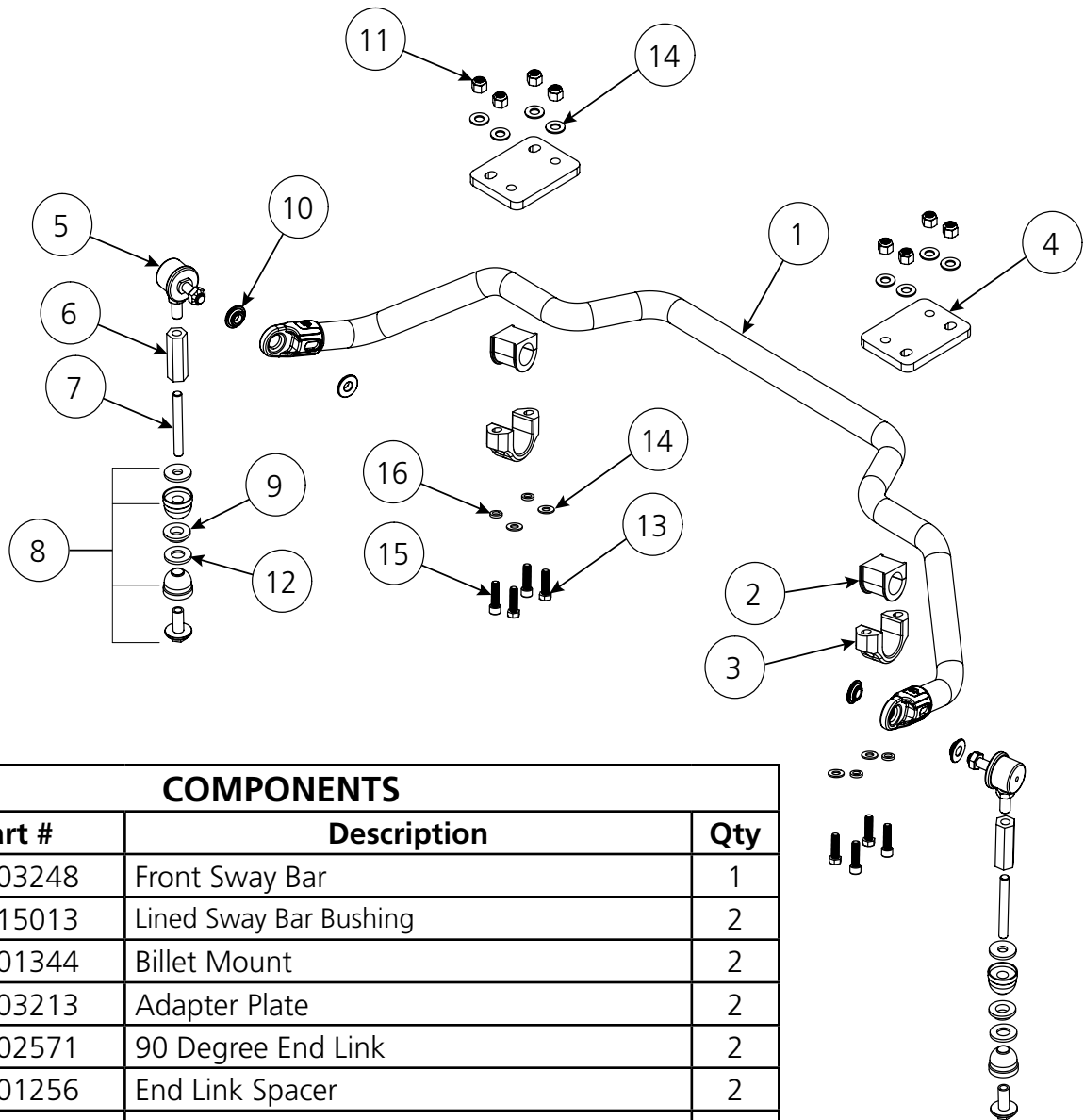
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NOTE:

This sway bar is designed to be compatible with OEM control arms.

**The bushings in this kit contain an anti-friction lining.
No lubrication is required.**

EXPLODED VIEWS AND PARTS LISTING



COMPONENTS			
Item #	Part #	Description	Qty
1	90003248	Front Sway Bar	1
2	70015013	Lined Sway Bar Bushing	2
3	90001344	Billet Mount	2
4	90003213	Adapter Plate	2
5	90002571	90 Degree End Link	2
6	90001256	End Link Spacer	2
7	99375008	3/8-16 x 3" Fully Threaded Stud	2
8	90002930	End Link Kit	2
9	90003249	T-Bushing - Lower	2
10	90001258	T-Bushing - Upper	4
HARDWARE KIT: 99010162			
11	99372001	3/8-16 GR8 NYLOK NUT	8
12	99623001	5/8 SAE GR8 FLAT WASHER	2
13	99371005	3/8-16 X 1.25" HEX BOLT GR8	4
14	99373002	3/8 SAE GR8 FLAT WASHER	12
15	99371018	3/8-16 X 1.25" SHCS	4
16	99373020	3/8" x 5/8" OD FLAT WASHER	4

Sway Bar Mounting

1. Raise the vehicle to a safe and comfortable working height and remove the existing sway bar.

2. Open each sway bar bushing at the split and slide over the bar (Figure 1).

Position a bushing at each end of the bar at the approximate locations shown in Figure 2.

3. Slide a billet bushing strap over each bushing (Figure 3).

4. This kit includes an adapter plate for attaching the sway bar to the frame. The adapter plate mounts to the frame using the slotted holes in the plate, and the original holes in the frame. The two round holes in the adapter plate should be offset towards the engine. See Figure 4.



Figure 1

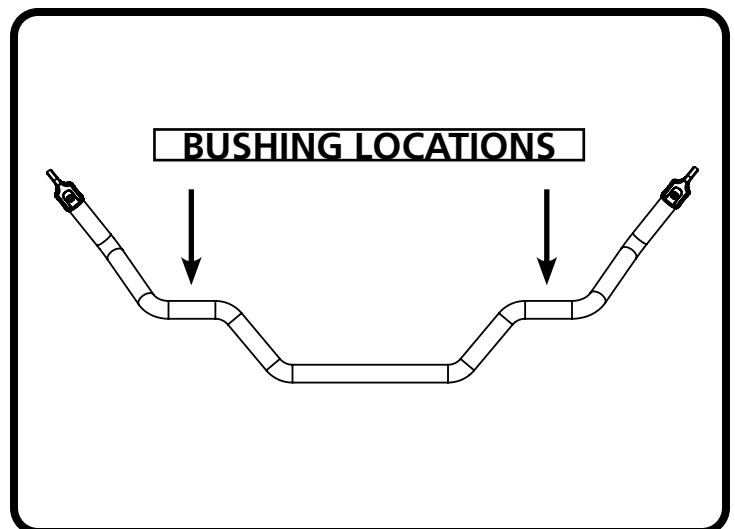


Figure 2

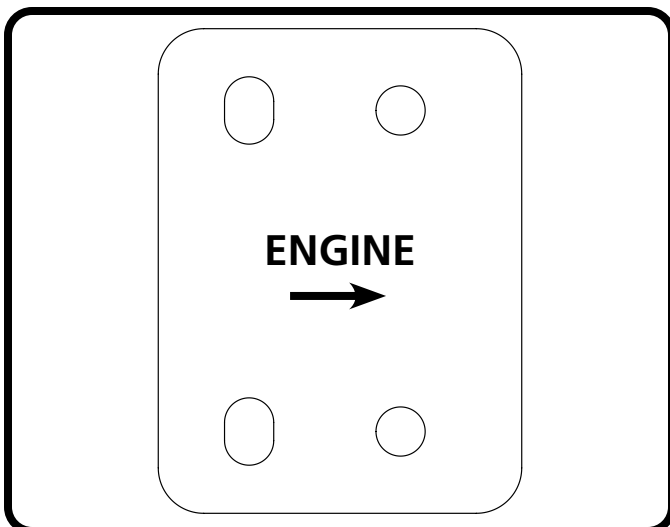


Figure 4



Figure 3

Sway Bar Mounting

5. Align the slotted holes in the adapter plate with the original mounting holes in the frame. Install a 3/8" flat washer on (2) 3/8"-16 x 1 1/4" hex bolts. Insert a bolt/washer through each slotted hole and OEM mounting hole (Figure 5). Install a 3/8" flat washer on the threads followed by a 3/8"-16 nylok nut.

Repeat on the opposite side.

Torque the hardware to **30 ft-lbs.**

6. Position the sway bar in the car and align the billet mounts with the holes in the adapter plates. The sway bar arms will be bending upward with the center of the bar toward the ground. Install a 3/8" x 5/8" OD flat washer on (4) 3/8"-16 x 1 1/4" socket head bolts and insert into each of the 4 billet mount holes (Figure 6). Install a 3/8" flat washer on the threads followed by a 3/8"-16 nylok nut.

DO NOT tighten the hardware yet. It will be left partially loose until the end links are installed.

7. Attach the end link to the lower control arm using Figure 7 as a reference. Insert the SMALL diameter of the 5/8" ID T-bushing into the stock sway bar hole of the lower control arm. The 5/8" washer goes on the bottom side of the control arm. Tighten the end link barrel nut until it is flush with the end of the bolt, and then tighten it 2 more complete turns.



Figure 5



Figure 6

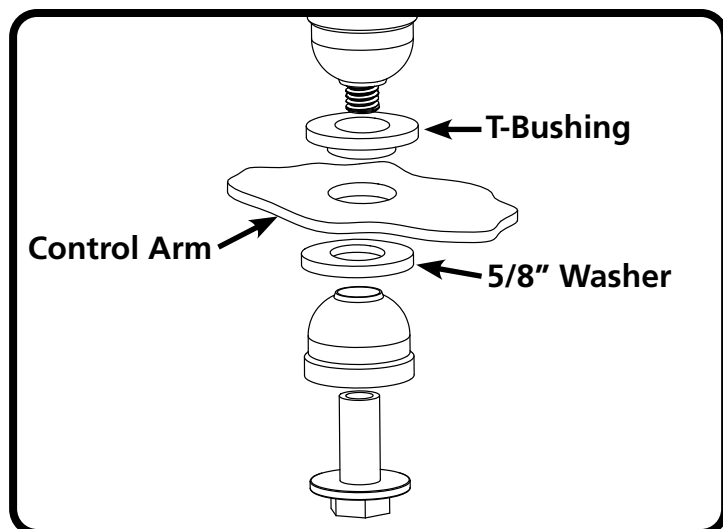


Figure 7

End Link Installation

8. Install a T-bushing on the 90 degree end link stud. The T-bushings are installed with the large diameter against the shoulder of the end link (Figure 8).

9. Insert the 90 degree end link w/T-bushing into the sway bar end (Figure 9). The end link stud should be pointing toward the wheel.

Install a 2nd T-bushing with the small diameter inserted into the swaybar. Install the included nut and torque to **37 ft-lbs**.

Repeat steps 7-9 on the opposite side.

10. You may now tighten the bolts for the billet mounting straps. Torque to **30 ft-lbs**.

11. Check the sway bar and end link clearance through the full range of suspension travel to ensure that the end links do not bind.



Figure 8



Figure 9



Figure 10