



Installation Instructions

Thank you for purchasing this anti-sway bar kit. Please read through these instructions before installation.

Rear Anti-Sway Bar for Monaco chassis

part #1209-145
2-1/8" diameter

**This kit requires Source Engineering rear control arm part number TRA-1004.*



INTRODUCTION

Thank you for purchasing this anti-sway bar kit. This kit is designed to improve the handling characteristics of your vehicle by reducing the body roll and balancing the weight transfer during cornering. The anti-sway bar kit is engineered for long life and trouble-free performance.

All the hardware needed for installation is included in this kit. Refer to the PARTS LIST in these instructions to identify the parts.

SUGGESTED TOOLS

The following tools are suggested to complete the installation procedures:

- General hand tools

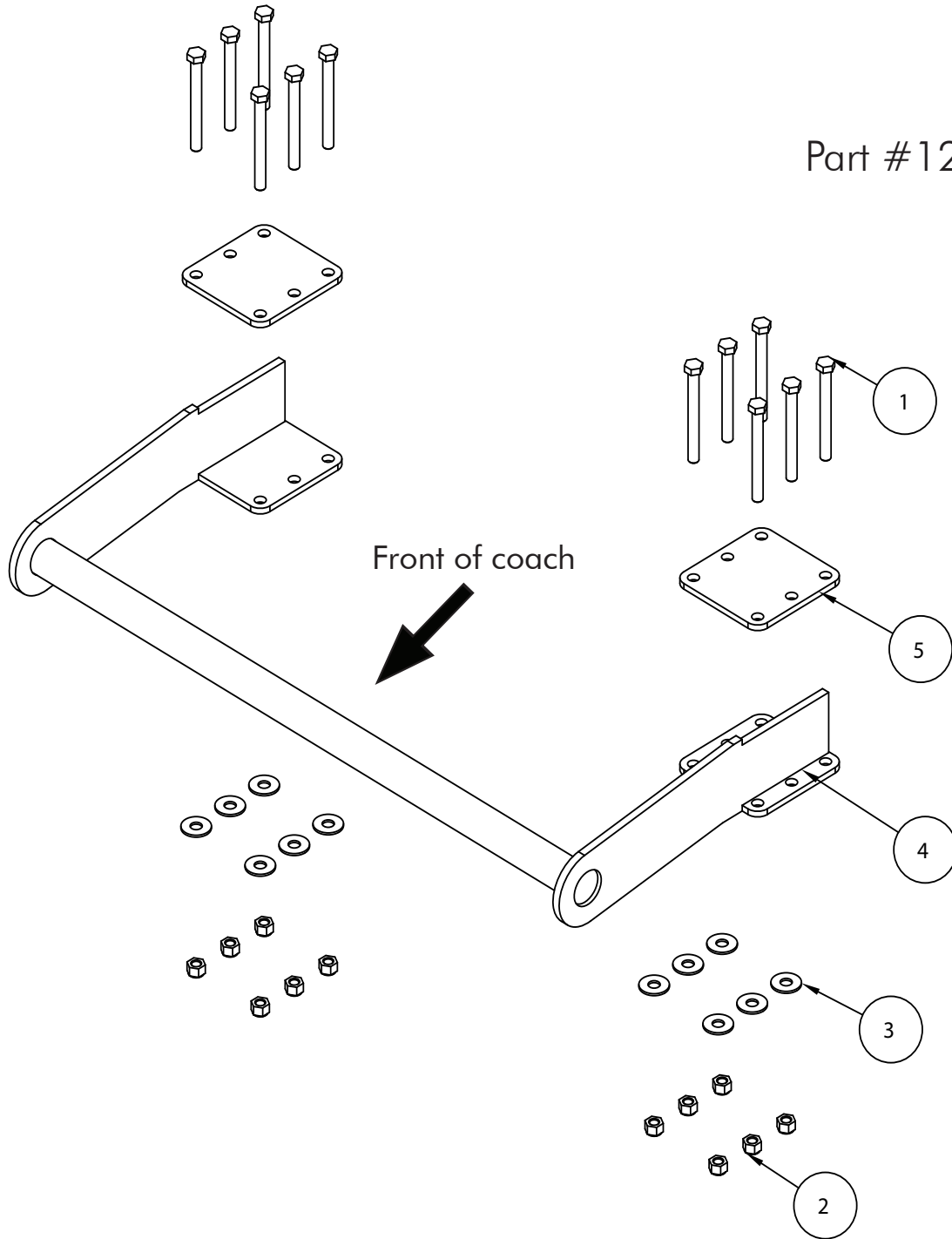
WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.

- If raising the vehicle to install the anti-sway bar, always support the vehicle with jack stands at both frame rails or at the rear axle before working underneath. Ensure that the jack stands are securely positioned, and are rated at or above the weight of the vehicle.
- The installer must read the instructions and use all bolts and parts supplied. Use only the parts supplied by ROADMASTER to install this kit.
- Minor modifications are sometimes necessary due to slight vehicle variations, even for the same year, make and model.
- Regardless of year, make and model, a wide range of options for specific applications may or may not interfere with the installation. It is the installer's responsibility to make certain that equipment is not damaged once the suspension solution travels through the full range of motion. Failure to ensure adequate clearance could result in non-warranty property damage, personal injury or even death.
- If running changes were made by the manufacturer after this kit was designed, there may be weldments, braces, gussets, or other structural items which interfere with the installation. It is the installer's responsibility to allow for these running changes without sacrificing the structural integrity of the anti-sway bar. Failure to securely fasten the anti-sway bar could result in property damage, personal injury or even death.
- ROADMASTER will not be responsible for any damage or injury resulting from any modification or alteration.
- Check ALL the fasteners for tightness before and after road testing the vehicle.
- Do not use this document for custom fabrication, as it may not show all parts or structural components.
- Do not use an air impact wrench when re-installing bolts, as stripped threads may result.
- This anti-sway bar is only warranted for the original installation. Installing a used anti-sway bar on another vehicle is not recommended and will void the warranty.

PARTS LIST

Part #1209-145



ITEM	QTY	DESCRIPTION	PART #
1.....	12.....	5/8-11 x 6 1/2" BOLT - GRADE 8	350454-00
2.....	12.....	5/8-11 NYLON INSERT LOCK NUT - GRADE 8.....	350263-20
3.....	12.....	5/8" HARDENED WASHER	350731-00
4.....	1.....	ANTI-SWAY BAR.....	580563-00
5.....	2.....	CLAMP PLATE	A-006353

INSTALLATION

The following instructions must be followed in the order listed to ensure a proper installation and to preserve the ROADMASTER warranty.

1. Place the anti-sway bar under the coach.

With the assistance of a second person, place the anti-sway bar under the coach so that it sits just forward of the rear control arms, reaching toward the rear differential. Then, lift it onto multiple jack stands to hold it in place before proceeding. Note: Figure 1 is for visual representation of the placement of the jack stands only and is not a Monaco chassis.

2. Position the anti-sway bar.

To position the anti-sway bar properly, you will want to align the lower bolt plate so that the forward edge (Fig.2 — black arrow) is flush with the gusset of the Source Engineering control arm (Fig.3 — white arrow).

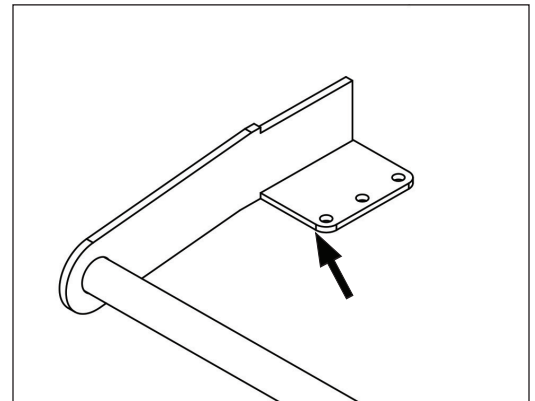
3. Locate the upper clamp plate.

On each side, lay the clamp plate on top of the control arm so that it lays flat so that the forward edge is flush with the Monaco control arm reinforcement plate (Fig.4).

Figure 1



Figure 2



continued on next page

Figure 4



Figure 3



INSTALLATION

4. Install the clamp plate bolts.

On each side, use the six supplied 5/8" x 6 1/2" bolts to bolt down through the upper clamp plate. Note: It may be necessary to move the upper clamp plate in order to install all of the bolts. Just ensure that it is returned to its position, as described in step 3 before installing the bolts through the lower clamp plate (Fig.5).

5. Tighten the bolts.

Using the diagram in Figure 6 as a guide, hand tighten the bolts first. Then, repeat the pattern to torque them to 140 ft-lbs. Test drive the vehicle.

Figure 5



BOLT TORQUE REQUIREMENTS

STANDARD BOLTS			U-BOLTS	
Thread	Grade	Torque	Thread	Torque
3/8.....	5.....	30 lb-ft	3/8-24	35 lb-ft
7/16.....	5.....	50 lb-ft	1/2-20	70 lb-ft
1/2.....	5.....	75 lb-ft	5/8-18	140 lb-ft
5/8.....	5.....	140 lb-ft	3/4-16	250 lb-ft
			7/8-14	400 lb-ft

Note: Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform. Also, these torque values are intended as general guidelines. Roadmaster does not warrant this information to be accurate for all applications and disclaims all liability for any claims or damages which may result from its use.

Figure 6

