



Installation Instructions

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

Rear Anti-Sway Bar Kit for the Ford E350

part #1139-198
1½" diameter



INTRODUCTION

Thank you for purchasing this anti-sway bar kit. This kit is designed to improve the handling characteristics of your Ford E350 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. For maximum suspension control, use this kit along with our front anti-sway bar kit.

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:

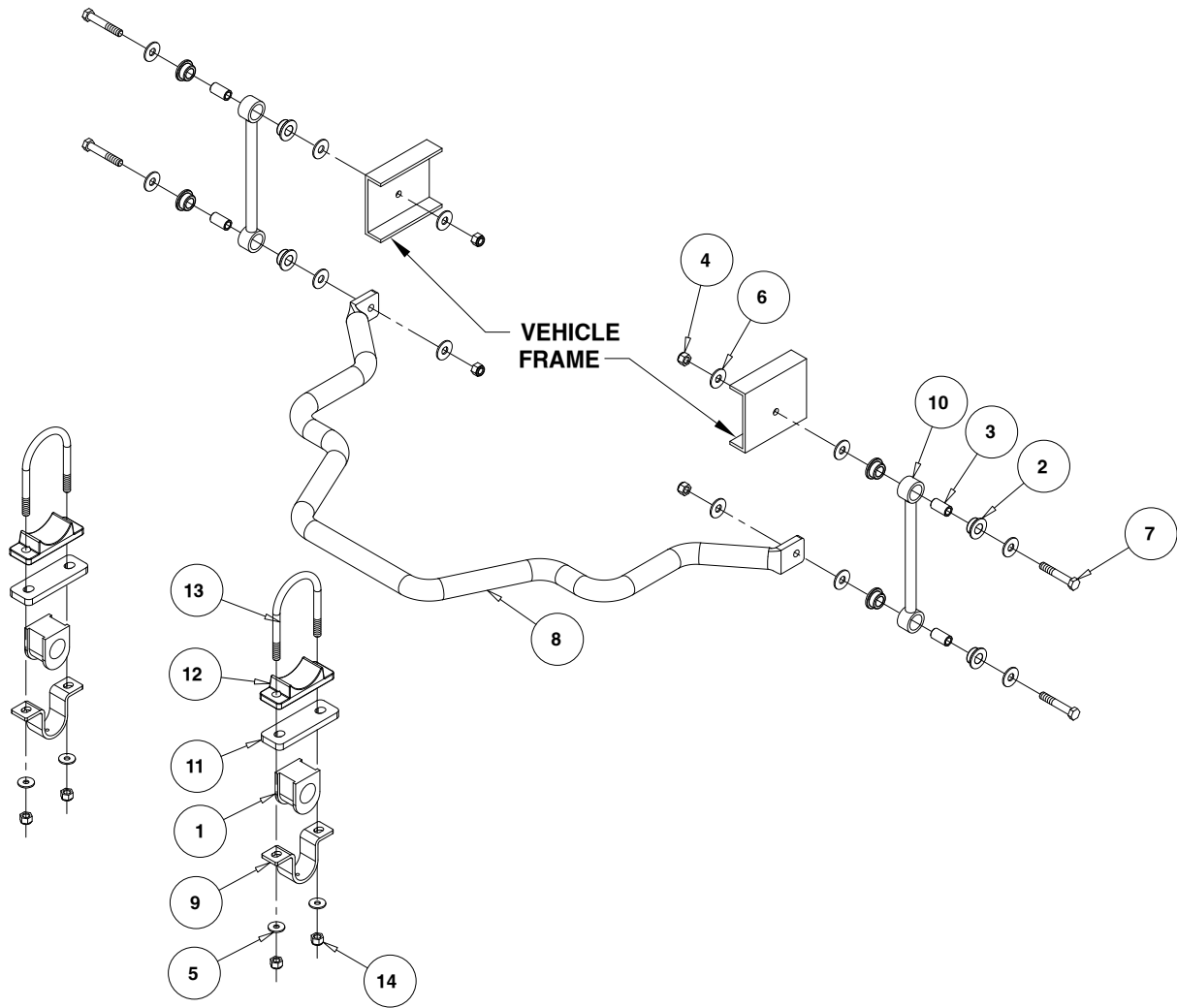
- Assorted wrenches
- Assorted sockets
- General hand tools
- Electric drill

⚠ 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



ITEM.....	QTY.....	DESCRIPTION	PART
1.....	2.....	BUSHING	205217-10
2.....	8.....	BUSHING	205223-50
3.....	4.....	BUSHING SLEEVE	205522-00
4.....	4.....	1/2-13 NYLON INSERT LOCK NUT	350735-00
5.....	4.....	1/2" SAE FLAT WASHER	350308-20
6.....	12.....	1/2" FLAT WASHER	350308-00
7.....	4.....	1/2-13 x 3" BOLT - GRADE 8	350706-00
8.....	1.....	ANTI-SWAY BAR.....	580010-00
9.....	2.....	BUSHING CLAMP	B141
10.....	2.....	END LINK	B451
11.....	2.....	SPACER	B405
12.....	2.....	CAST AXLE BRACKET	480013
13.....	2.....	U-BOLT	357359-00
14.....	4.....	1/2-20 NYLON INSERT LOCK NUT	350736-00
15.....	1.....	THREADLOCKER	200544-00
16.....	1.....	AQUALUBE	400011-30

INSTALLATION

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

Note: for motorhomes with factory rear anti-sway bars, this kit will replace that unit but will not use the U bolts or cast axle brackets for the installation. It will simply bolt into place on the existing mounts.

1. Locate the U-bolts to the axle tube.

Gently pry the brake line away from the axle tube to allow clearance for the U-bolts. Install the U-bolts and axle brackets. HINT: two large rubber bands, stretched over the axle tube, are helpful in holding the axle clamps together while the anti-sway bar is being installed (Figures 1 and 2).

WARNING

The brake line will need to be pried away from the axle tubes. DO NOT clamp over the brake line. Also DO NOT kink brake line. If brake line is clamped, or kinked, the vehicle brakes may fail. Failure to follow these instructions can result in property damage, personal injury or even death.

2. If you are working on a motorhome that has a factory rear anti-sway bar, start by removing the factory anti-sway bar completely, including removing the end links. Install the split bushings and clamps to the sway bar and bolt them back in place using the factory hardware. Then, proceed to step 6 in these instructions. For all other vehicles, proceed to step 3.

3. Put the split bushings onto the anti-sway bar.

Using the lubricant provided, grease the inside of the split bushings. Place the bushings onto the center section of the anti-sway bar. Push the large-size U-bolts over the bushings.

4. With the bar under the vehicle, lift the center section into place.

Align the bushings and u-brackets with the U-bolt assembly on the axle tube. Lift the anti-sway bar into position.

5. Put 1/2" locknuts onto U-bolts.

Put washers and fine thread locknuts onto U-bolts and run them up. DO NOT tighten locknuts at this time.

6. Connect the endlink to the bar.

Assemble the poly hat bushings, sleeves, and washers as illustrated (Figure 3). Attach end links to the outside of the bar. Using the longer bolts provided, assemble the lower link bolts, Just finger tight for now.

Figure 1

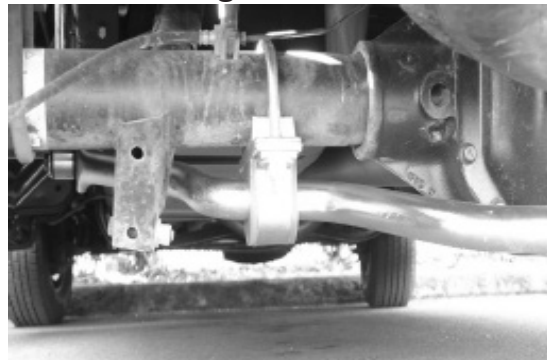


Figure 2



Figure 3



INSTALLATION

7. Mount the endlink to the frame rail.

Note: the endlink mounts to the frame in a different location than the factory link.

Mark the endlink bolt location about 4.5" from the bottom of frame rail. The (front to back) vertical location is set where the endlink is straight up and down. (This is done with the vehicle at normal ride height.) Drill a 17/32" hole in this spot.

Note: check inside frame rail for possible interference before drilling.

Assemble the endlinks, referring to the parts list for proper order. Mount the endlink to the frame using the supplied shorter bolt and the washers with the larger center hole on the outside of endlink (Figure 4). Use the washer with the smaller center hole on the inside of the frame rail. Secure in place using the nut provided (Figure 5). Tighten the upper and lower link bolts to 45-55 ft.-lbs.

8. Tighten the U-bolts.
Now, go back and tighten the U-bolts to 65ft.-lbs.
9. After road testing, re-check all fasteners for proper tightness.

Figure 4

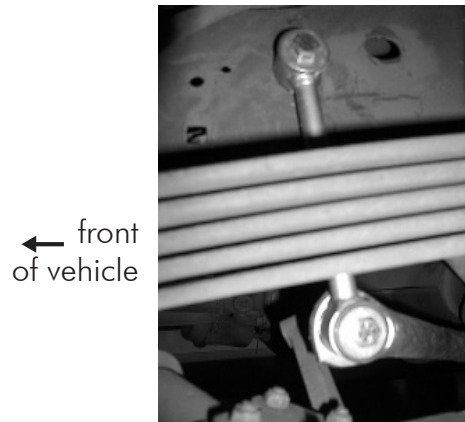
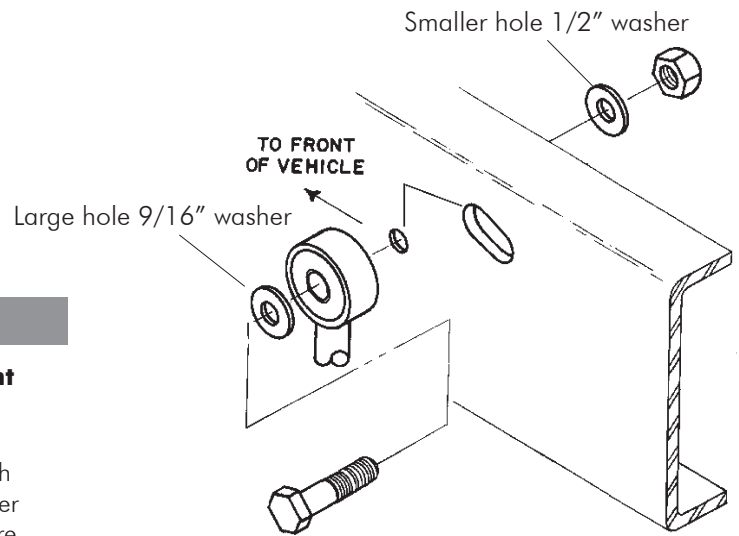


Figure 5



WARNING

The anti-sway bar is not a load-bearing component

Do not tow or hoist the vehicle using the anti-sway bar or its mounting brackets as attachment points. The anti-sway bar is not designed to carry the weight of the vehicle and may collapse, which will damage the anti-sway bar components, the suspension, or other components. The vehicle will detach or fall, which may cause severe personal injury.

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

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.