



# Installation Instructions

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

## Front Anti-Sway Bar Kit for the Ford E350 and E450 Bus, Van, and RV

part #1139-115  
1-3/8" diameter



## 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. For maximum suspension control, use this kit along with a rear 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:

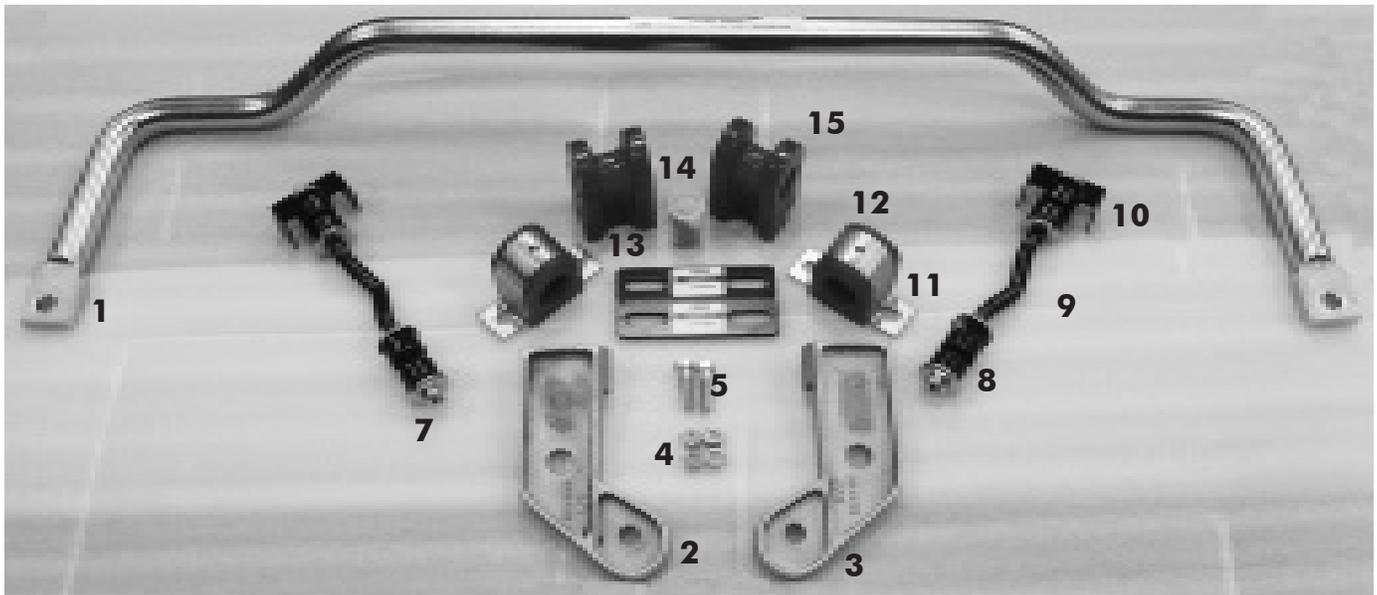
- 11/16", 14mm, and 30mm wrenches
- 11/16" and 14mm sockets
- Socket wrench
- Lug wrench
- Floor jack: 5 ton
- Four jack stands

### 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 #1139-115

Part #	Description	Qty	Part #	Description	Qty
1. 580020-00	Sway bar	1	8. 205381-00	Grommet, link	8
2. 480011	Bracket, link- LH	1	9. B385	Endlink, 11" bent	2
3. 480012	Bracket, link- RH	1	10. B386	Endlink retaining bracket	2
4. 350277-20	Nut, jam 7/16", NC	2	11. B140	Bracket, saddle	2
5. 350074-00	Bolt, 7/16" x 1 1/2" NC	2	12. 205219-10	Bushing, poly	2
6. 350256-02	Locknut, 7/16"	6	13. B565	Spacer plate	2
7. 357434-00	Washer, cup	8	14. 400011-30	AquaLube grease	1
<b>* Not shown</b>			15. 205243-10	Bushing	2

# INSTALLATION

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

## WARNING

Figure 1

### 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.



1. Remove the front wheels (optional).
2. Use a floor jack to raise the vehicle.  
Put the vehicle in neutral. Loosen the lugnuts for the front wheels. Put a 5 ton or larger floor jack under the frame and raise the vehicle so that the tires are off the floor.
3. Put jack stands under the frame and remove the front wheels.  
Place the jack stands under the frame behind the front wheels. Remove the front wheels to gain better access to the front suspension. Push the side of the vehicle to make sure that the vehicle is stable.
4. Remove the bolts from the saddle brackets.  
Support the front of the anti-sway bar with tall jack stands so that it will not fall when the saddle brackets are removed.
5. Remove the original anti-sway bar assembly from the vehicle.  
Pull the anti-sway bar toward the front to remove the ends from the I-beams. The anti-sway bar weighs approximately 30 lbs. so be careful when removing it from the I-beams.  
*\*Note: For '09 and up models, use the supplied bushings (part 205243-10) and the factory clamps.\**
6. Remove the nut from each I-beam bolt.  
Use a 14mm box end wrench or socket to hold the bottom of the special bolt directly under the coil springs. Use a 30mm wrench to remove the nut from the special bolt. *Note: The special bolt can be tapped up to position the bracket, and then tapped down again.*
7. Install the clamping bolt assembly on each bracket.  
If the clamping bolts are not yet assembled, install the jam nuts on both of the clamping bolts included in the kit. Start the clamping bolts in the hole on the top of each bracket.
8. Position the link bracket on each I-beam.  
Install each link bracket assembly so that the I-beam bolt is through the hole in the link bracket. Position the bracket so that the clamping bolt is above the inboard lower flange of the trailing arm.
9. Install the nuts and tighten the fasteners.  
Hold the link bracket under each I-beam and loosely install the nut that was removed earlier from the special bolt. Use a 9/16" wrench to tighten the clamping bolts against the flange on the trailing arm. Tighten to approximately 10-15 ft.lbs. Tighten the jam nut against the bracket. Hold the special bolt with a 14mm wrench or socket. Use a 30mm wrench to tighten the nut on the special bolt to factory specs.
10. Install the new bushings on the anti-sway bar.  
Use the special grease included in the kit to lubricate the holes in the new bushings. Install the bushings over the anti-sway bar near the bends for the arms. Install the saddle brackets over the bushings on the anti-sway bar (Figure 1).

# INSTALLATION

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

11. Mount the anti-sway bar to the frame.

Support the ends of the anti-sway bar arms on the tie rods and install the bolts to hold the saddle bracket assemblies to the frame. Tighten the bolts to 25-30 ft./lbs.

*Note: On 2006 and newer models, a spacer plate (B565) may be needed to gain clearance around the radiator. This spacer should be bolted under the (B140) bushing clamp and bushing.*

12. Assemble the endlinks.

Start with the special offset endlink and add a cup washer and grommet to each end.

Do this for both endlinks. Insert one end into the hole in the cast link bracket on each side. Rotate the anti-sway bar to lift the ends and insert the top of the endlink into the anti-sway bar ends. Now, install a grommet, cup washer and nut on both the top and bottom of the endlinks.

The "bump" in the endlink should point to the rear of the chassis to provide clearance for tie rods. Tighten nuts to just snug until grommets do not spin. *Note: Do not overtighten the grommets.*

Finally, add the endlink retaining bracket to the bottom and secure it with the jam nut. Do not omit the bracket: this keeps the endlink facing the desired direction (Figure 2).

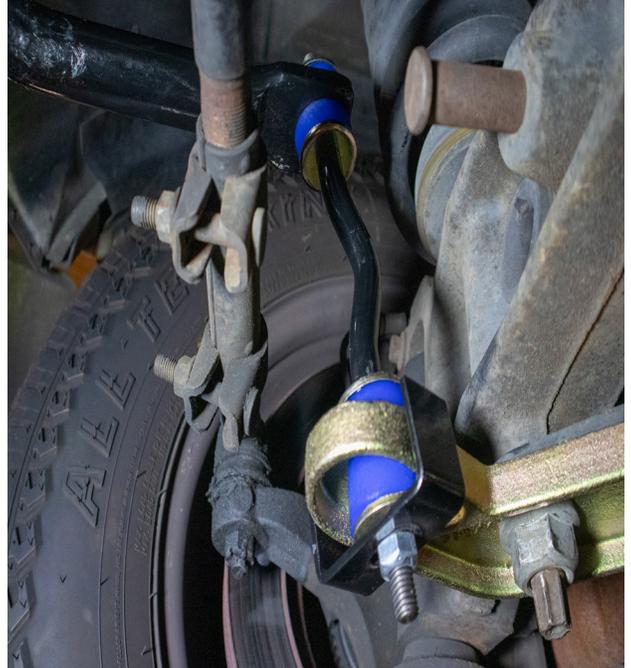
13. Tighten the remaining fasteners.

Tighten the axle clamps to the factory torque requirements.

14. Road test.

Test drive, listen for any unusual noises. Re-inspect installation.

**Figure 2**



## ! WARNING

After road testing, re-check all fasteners for proper tightness — if a fastener has worked loose or fallen off, re-tighten or replace it. Without all kit components properly tightened or in place, the anti-sway bar will not stabilize the vehicle at full capacity, which may cause reduced cornering ability or other reductions in vehicle handling or performance.

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