

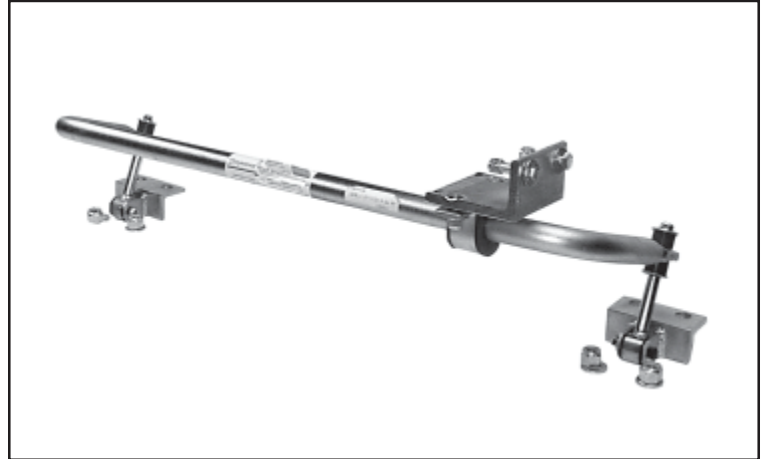


Installation Instructions

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

Rear Anti-Sway Bar Kit for the Freightliner XC Chassis through 1998

part #1209-105
1-1/2" diameter



INTRODUCTION

Thank you for purchasing this anti-sway bar kit. This kit is designed to improve the handling characteristics of your Freightliner 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. The sway bar mounts in front of the rear axle. The arms of the bar point to the rear of the chassis.

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 shop tool
- Drill bits
- Sockets: 7/16", 1/2"
- Center punch
- 1/2" drill
- Torque wrench

WARNING

- 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.
- 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.

WARNING

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

INSTALLATION

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

1. Apply the parking brake.

The following procedures can be done with the wheels of the vehicle on level ground.

2. Mark the location for the holes.

Hold the mount on the frame. The front of the bracket must touch the back of the trailing arm bracket. The bracket must be against the bottom of the frame rail. From the outboard side of the frame, use a center punch to mark the frame at the center of both holes of the mount bracket. Repeat this step for the other side of the vehicle.

Note: check inside the frame rail for possible interference before drilling. Some manufacturers route the airlines through this space. If so, evaluate installation.

3. Drill the holes in the frame.

Use a 1/2" drill to drill the holes in the vehicle frame. Drill the holes for the other mounting bracket on the other side of the vehicle.

4. Install the mounting hardware.

Insert the bolts through the bracket and frame. Install the washers and lock nuts. Tighten the lock nuts to 75 ft.-lbs. (Figure 1).

5. Install the spacer plates and clamp plate.

Align the holes of the spacers and clamp plate with the holes in the mount bracket. Install the bolts from below using the D-cut washers on the bottom, through the clamp plate and spacer. Install the upper washers and lock nuts. (Figure 1). Tighten the nuts to 35 ft.-lbs.

6. Use the front two axle bolts to attach the angle bracket (these bolts fasten the axle housing to the trailing arm).

Install the bracket over the tock axle bolt and nuts with the angle facing down (Figure 1). Using the supplied nuts and washers, tighten to 75 ft.-lbs.

RELOCATION OF THE HEIGHT CONTROL VALVE WILL BE NECESSARY. AFTER RELOCATING THE HEIGHT CONTROL VALVE, ADJUSTMENTS MUST BE MADE TO OBTAIN ORIGINAL RIDE HEIGHT.

7. Install the endlink assembly to the angle bracket.

Install the links to the angle brackets as shown in the illustration. Tighten to 25-30 ft.-lbs.

8. Weave the anti-sway bar into roughly the correct position under the frame brackets.

9. Install the saddle brackets and split bushings.

Lubricate the inside of the split bushings (Figure 2), and install on the anti-sway bar near the arms. Slide the saddle brackets over the split bushings.

Figure 1

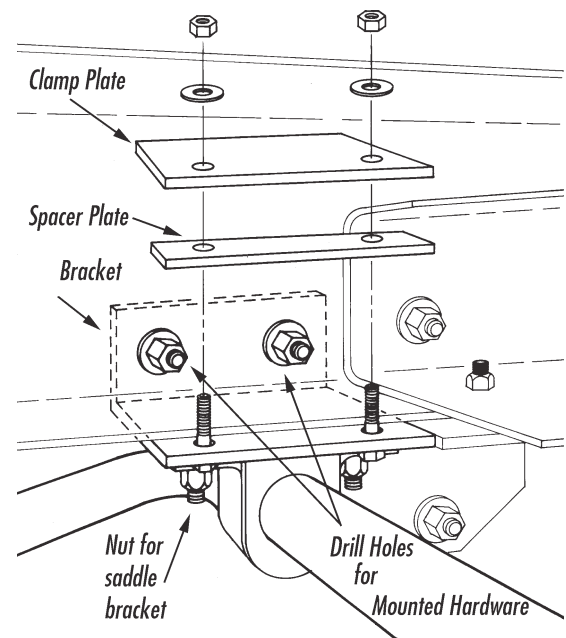
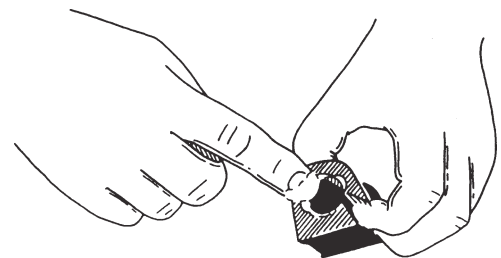


Figure 2



INSTALLATION

10. Install the anti-sway bar assembly to the frame mount brackets.

Lift the anti-sway bar and align the holes of the saddle brackets with the studs of the mounting bracket on the vehicle frame. Install the washers and nuts on the studs. Tighten the nuts to 45 ft.-lbs.

11. Connect the endlink to the anti-sway bar.

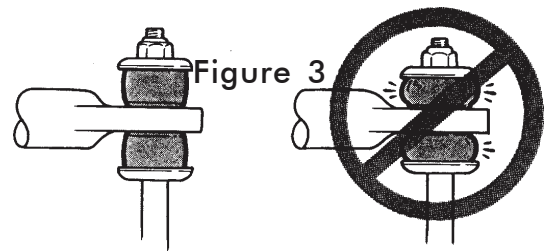
Rotate the anti-sway bar arms up and connect the endlink to the anti-sway bar. Install the sleeves, cup washers and grommets as shown. Tighten the nuts so that the grommets no longer spin.

CAUTION: Over-tightening the link nut will damage the grommets.

WARNING

Over-tightening the grommets may cause premature failure of the grommets and/or the end links. If the grommets fail, 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.



12. Test drive and re-inspect the installation.

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.

