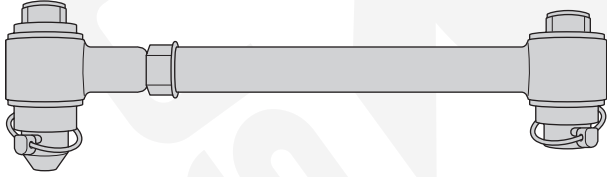
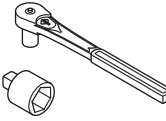


COMPONENTS

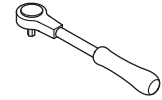
QTY: 2
QUICK DISCONNECT



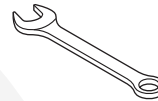
TOOLS REQUIRED



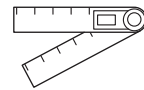
METRIC/STANDARD
SOCKET WRENCH SET



TORQUE
WRENCH



OPEN-
END WRENCHES



ANGLE
MEASURING TOOL

INSTALLATION NOTES

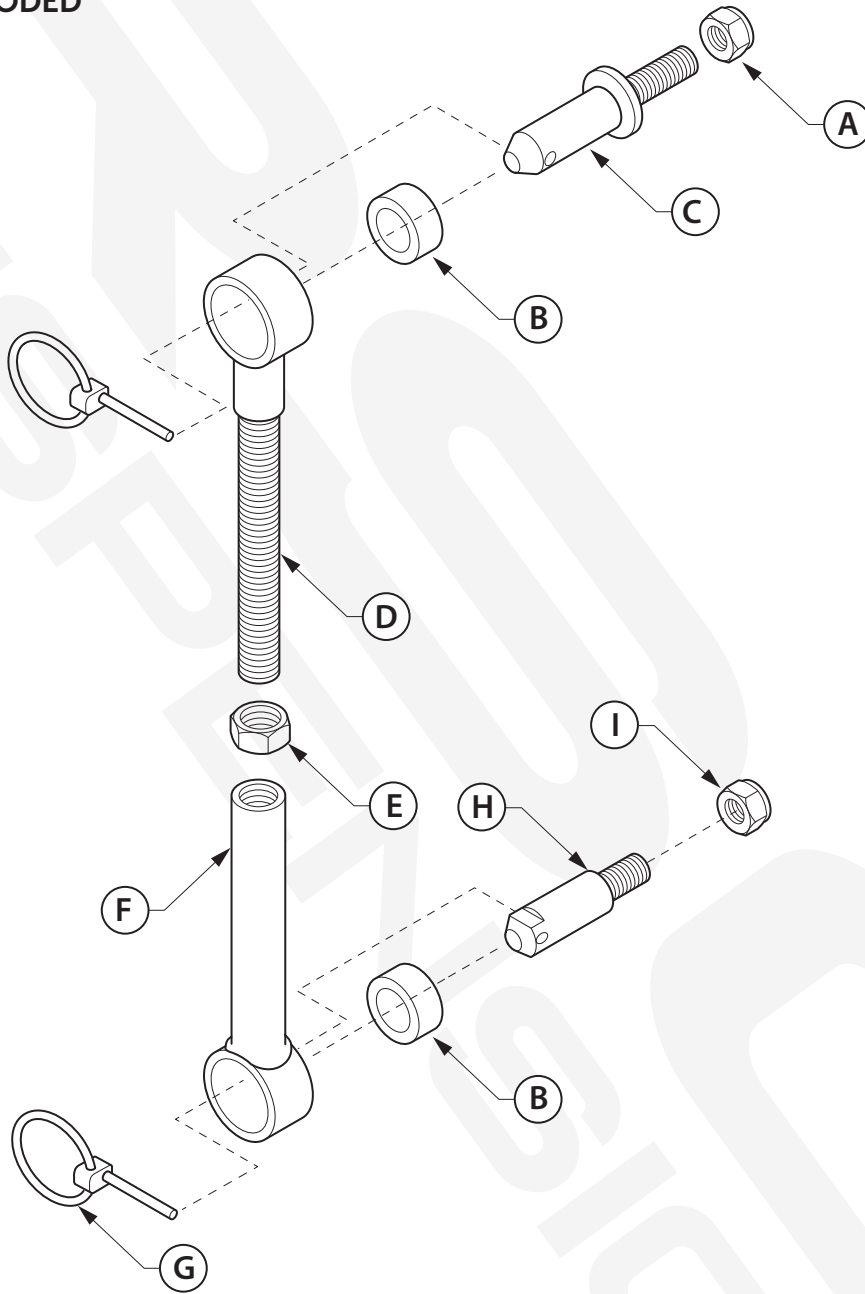
Remove all contents from the package and inspect for any damage. Also, verify that all components listed above are included before you begin installation. If anything is missing or damaged please contact us at customerservice@cyc-engineering.com

Read through entire installation manual and installation drawings to ensure that you understand all of the components before proceeding with installation.

Prior to installing, you'll want to adjust your Sway Bar End Links to get closer to the ideal sway bar angle. The vehicle will need to be raised to where the axle assembly is in the middle of its travel. Once there, rotate the Sway Bar Arms to where they are parallel with the ground.

Turn the Sway Bar Rod Ends to adjust the length of the End Links to match the distance between the mounting points on the Sway Bar Arms and the axle mount. If the End Link Rods are too long for your specific application, you may cut them to desired length. Cut an equal measurement from each end of the Sway Bar side end link Mount. Make sure not to cut them too short to ensure you can sufficiently thread on the Rod Ends.

COMPONENTS EXPLODED

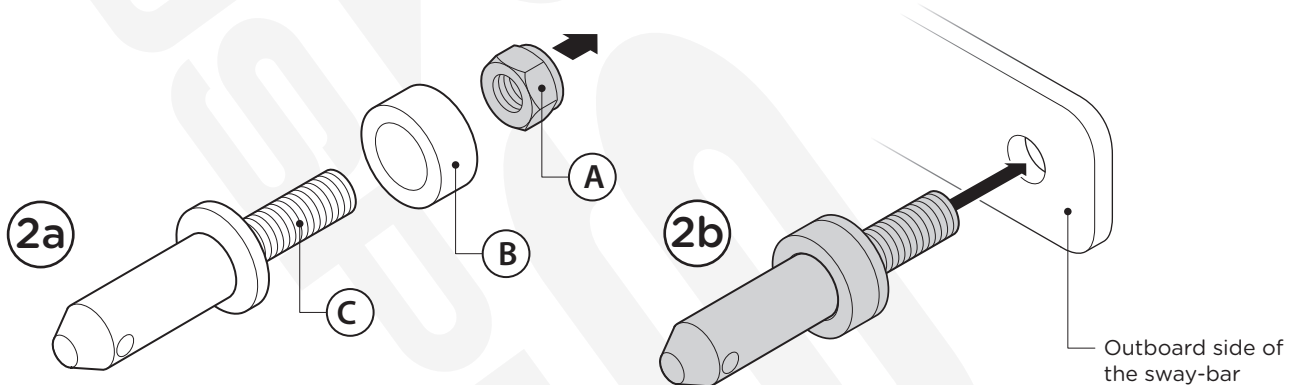


- A Nylon Nut
- B Offset Polyurethane Spacer
- C Upper Tapered Mounting Post (Long)
- D Upper Male Threaded End Assembly
- E 5/8" Jam Nut

- F Lower Female Threaded End Assembly
- G Click Pin
- H Lower Tapered Mounting Post
- I Nylock Nut

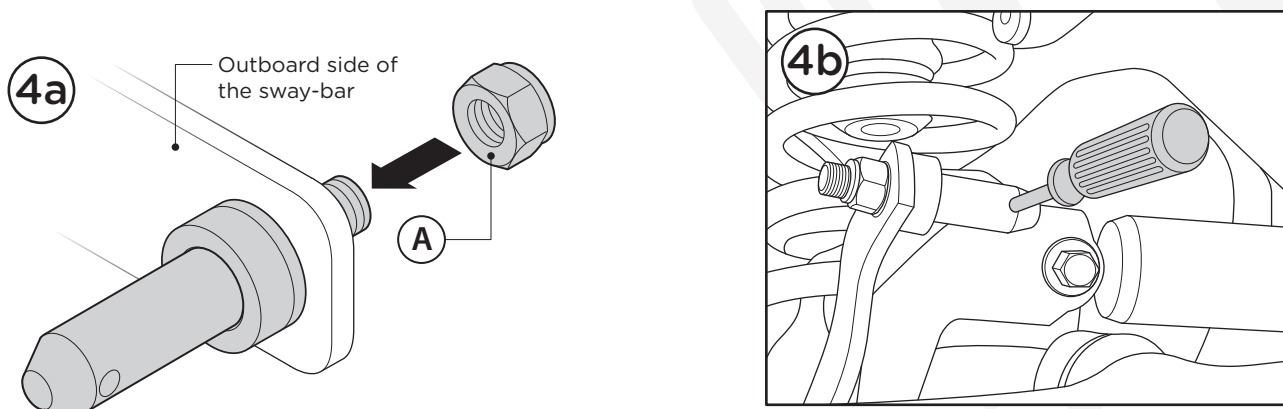
Install Upper Mounting Posts

1. Remove front swaybar drop links and mounting hardware per the factory service manual instructions for your vehicle.
2. Locate the long stainless steel 1/2" Upper Tapered Mounting Posts (C) with attached Offset Polyurethane Spacers (B). Remove the nut (2a) and mount the Upper Tapered Mounting Posts (C) on outboard side of the sway-bar, ensuring small Click Pin holes are horizontal or parallel with the ground (2b).



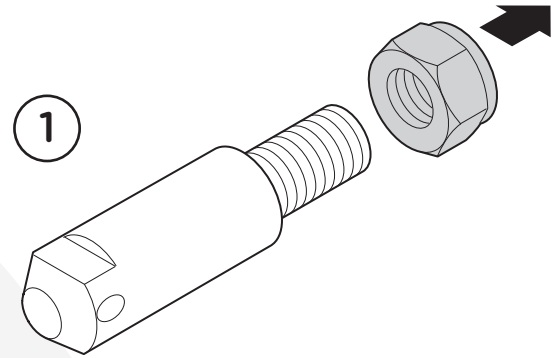
3. Apply medium strength threadlocker to the tip of mounting post threads.
4. Secure mounting posts to swaybar by installing 19mm Nylock Nuts (A) from the inboard side and tighten to 65 ft-lb. using a torque wrench.

HINT: A small Philips head screwdriver or punch inserted into the Click Pin hole will enable you to prevent the mounting post from rotating when tightening the nut.



Install Lower Mounting Posts

1. Remove the nut and insert stainless steel 18mm. Lower Tapered Mounting Posts into lower sway bar link holes on front axle. Position posts with tapered ends pointing inboard, ensuring small Click Pin holes are horizontal or parallel with the ground.
2. Apply medium strength threadlocker to the tip of mounting post threads.
3. Install 19mm Nylock Nuts (L) on outboard side of lower swaybar link brackets and tighten to 65 ft-lb. using a torque wrench.

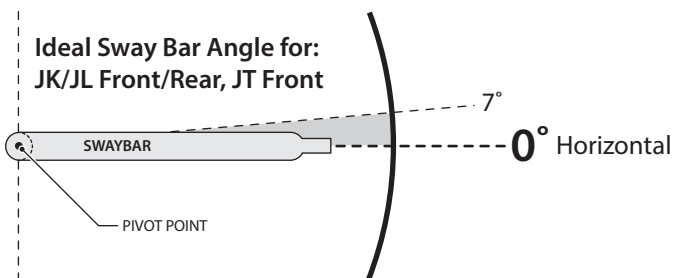


Set Quick Disconnect Lengths

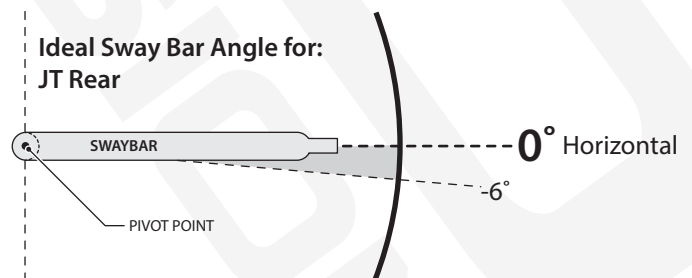
1. Determine the Ideal Sway bar Angle for your vehicle according to the following chart

Note: In some cases a rotary grinder may be necessary to slightly open up the sway bar hole to clear the bolt. This ensures a tight fit.

Side View



Side View



2. Adjust the length of your Quick Disconnects until swaybar is at the Ideal Angle or within Acceptable Range. Vehicle must be at normal ride height and located on level ground. Once adjusted, lay Quick Disconnects on a flat surface and tighten 19mm Jam Nuts (H) firmly against the Lower Ends (I).

Install Quick Disconnects

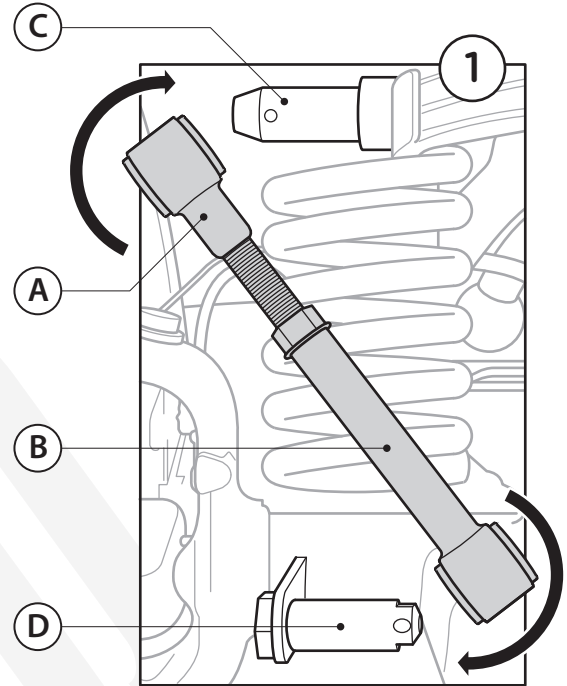
1. Angle Upper Ends (A) and Lower Ends (B) of Quick Disconnects and slide onto the Tapered Mounting Posts (C, D).

2. Insert Click Pins (J) as illustrated to secure.

When properly installed, the ring on the Click Pin will “snap” against the shaft of pin. When installed back-wards, the ring does not fit snugly against shaft.

IMPORTANT

Bushing cradles at both ends of Quick Disconnect must remain parallel with each other when Jam Nut is tightened.

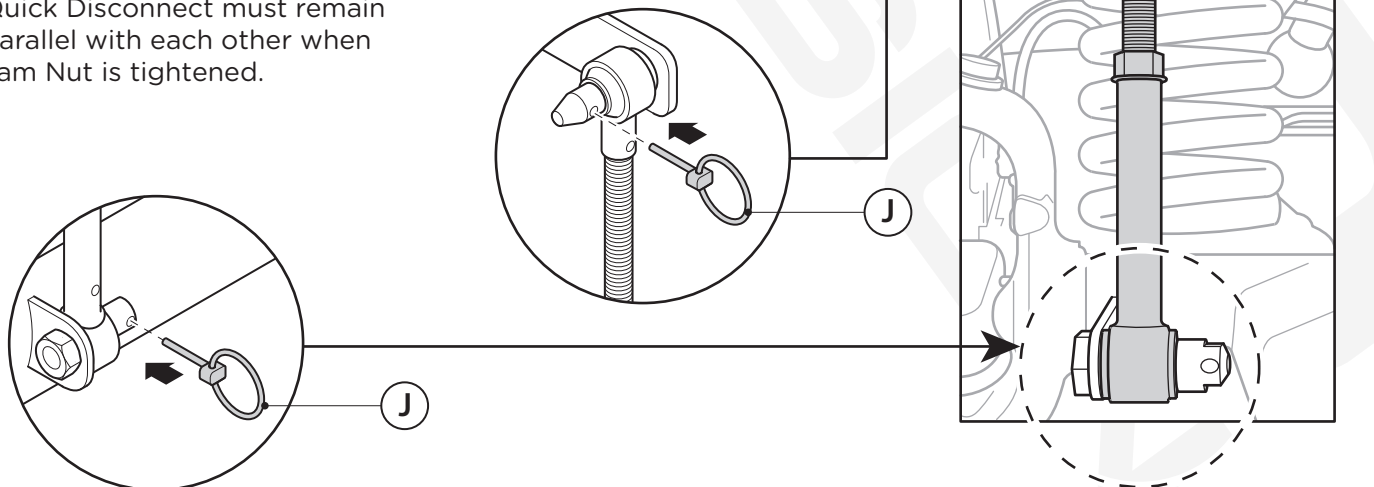


2. Insert Click Pins (J) as illustrated to secure.

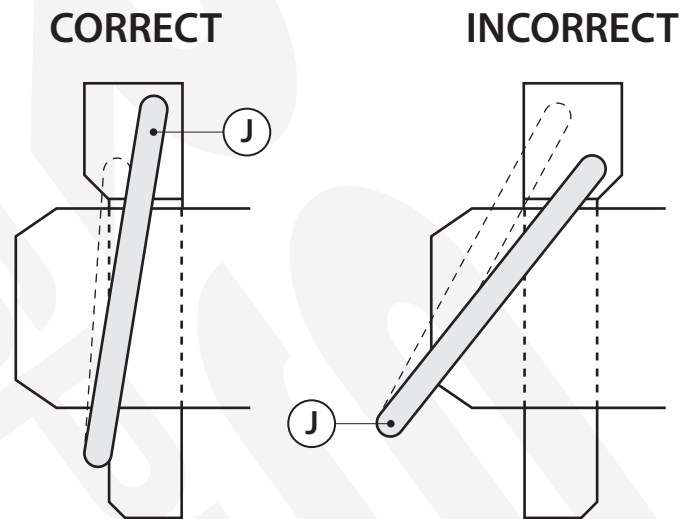
When properly installed, the ring on the Click Pin will “snap” against the shaft of pin. When installed back-wards, the ring does not fit snugly against shaft.

IMPORTANT

Bushing cradles at both ends of Quick Disconnect must remain parallel with each other when Jam Nut is tightened.



Click Pin Installation Reference



Remove & Store Quick Disconnects

1. Remove the Click Pins (J) from the Upper and Lower Mounting Posts.

Completely remove Quick Disconnects from vehicle and store safely inside vehicle. HINT:
To avoid losing Click Pins, reinstall them on mounting posts while Quick Disconnects are removed.

Using plastic wire ties, bungee cord or equivalent, secure the swaybar to the chassis in the horizontal position.

IMPORTANT

When disconnected, the swaybar must be secured in the horizontal position to pre-vent interference with the tires. Failure to secure the swaybar correctly can lead to severe tire damage.

POST INSTALLATION

Upon completion of installation and within 50 miles of driving the vehicle, it is necessary to check and ensure all hardware is properly torqued to factory specifications as noted in the factory service manual or as specified in these instructions.

IMPORTANT SAFETY INFORMATION

Modifying your vehicle to improve off-road performance may result in vehicle handling different than as factory equipped, including increased ride-height and/or chassis articulation; reduced lateral stability and higher risk of roll-over or other accident. Also, owner's choice of larger tire and wheel combinations may require additional braking force or increased stopping distances.

Some vehicles may require extended front brake hoses or other modifications to compensate for additional suspension travel. Brakelines must be secured and retain some slack throughout range of suspension travel. Check after installation of your new end links & use longer DOT approved brakelines if necessary.

Never disconnect sway bar when operating vehicle on public roads.

On-highway safety is enhanced by controlling body roll. Never disconnect swaybar when operating on public roads. When disconnected off-road, swaybar must be secured to prevent interference with other suspension components.