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Front and Rear Sway Bar Installation Instructions

Covers Part #8398

Kit contents:

- Front arm mount (2)
- Front link (2)
- Front sway bars
  - Small, silver, 1.4mm (softest)
  - Medium, black, 1.5mm (intermediate)
  - Large, grey, 1.6mm (stiffest)
- Left rear arm mount
- Right rear arm mount
- Rear link (2)
- Rear sway bars
  - Small, silver, 1.4mm (softest)
  - Medium, black, 1.5mm (intermediate)
  - Large, grey, 1.6mm (stiffest)
- Hollow balls (4)
- 3x6mm BCS (4)
- 2.5x6mm CS (4)
- 3x3mm GS (4)

Tools required:

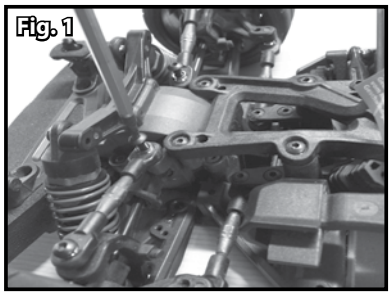
- 1.5mm hex wrench
- 2.0mm hex wrench

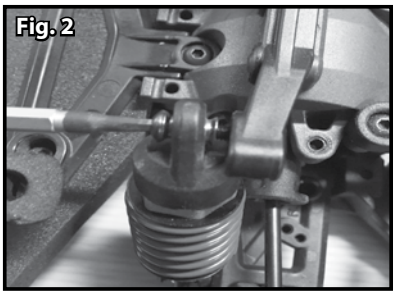
Front Sway Bar Installation

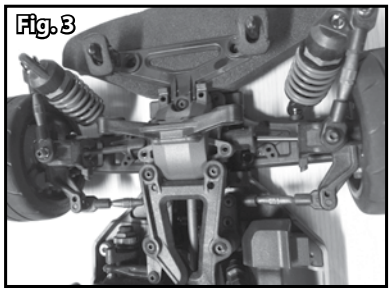
1. Remove the inner camber link screws and upper shock mount screws. Move the camber links and shocks out of the way (toward the wheels) (Fig. 1, 2. 3).
2. Install the front arm mount on the front suspension arm with the ball facing the rear of the vehicle. Secure to the arm with a 2.5x6 CS (Fig. 4). Repeat for the other side.
3. Snap a hollow ball into the top of the front link (Fig. 5). The link is symmetrical; the hollow ball can be installed into either end.
   Note: The "F" molded into the front link indicates that this link is to be used on the front of the vehicle only.
4. Snap the link onto the arm mount with the hollow ball adjustment collar facing the front of the vehicle (Fig. 6).
5. Install a sway bar. Set the sway bar into the groove located on the differential cover (Fig. 7).
6. Secure the sway bar to the differential cover using 3x6 BCS (2) (Fig. 8). Thread the screws into the holes until they touch the bar, and then back off slightly.
   Important: The sway bar must rotate freely and not bind.
7. Slide the adjustment collar of the hollow balls onto either end of the sway bar (Fig. 8).
8. Install 3x3 GS (2) in the adjustment collars of the hollow balls to secure the front links to the sway bar (Fig. 9).
   Important: Make sure that the exposed portion of the bar is the same on the left and right sides.
9. Re-install the camber links and shocks.
10. Confirm that the front links, hollow balls, and sway bar are not touching any other suspension components and are free to move.

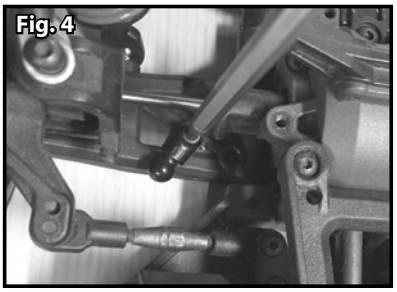
Rear Sway Bar Installation

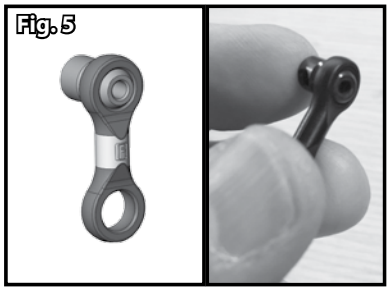
1. Remove the inner camber link screws and upper shock mount screws. Move the camber links and shocks out of the way (toward the wheels) (Fig. 10, 11, 12).
2. Install the rear arm mounts on the rear suspension arms with the ball facing the front and outside of the vehicle. **Note:** The arm mounts are labeled "RL" for the left side (driver side) and "RR" for the right side (passenger side). The mounts must be installed in the correct location for proper functioning of the rear sway bar. Secure to the arms with 2.5x6 CS (2) (Fig. 13).

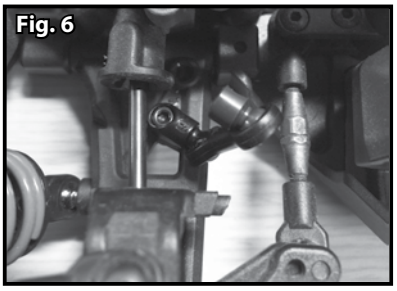


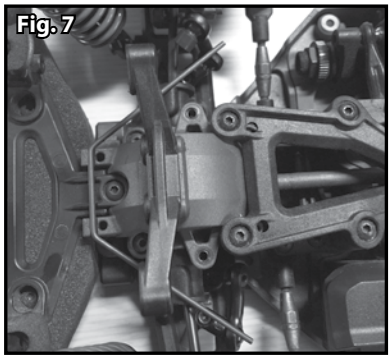


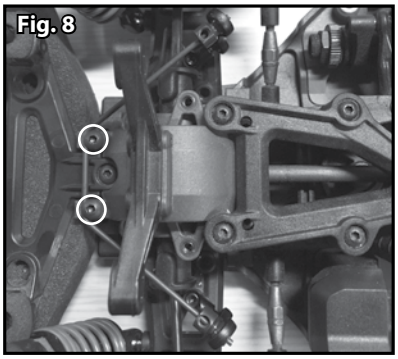


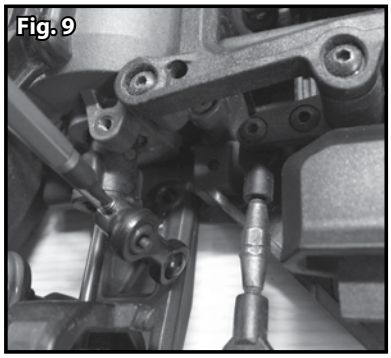


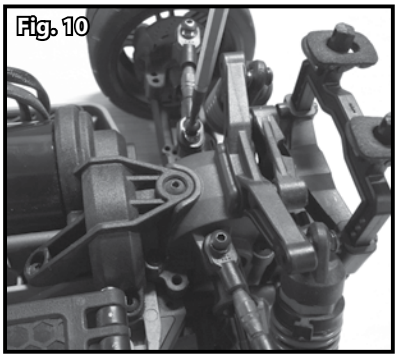












If you have questions or need technical assistance, call Traxxas at

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3. Snap a hollow ball into the top of the rear link (Fig. 14). The link is symmetrical; the hollow ball can be installed into either end.
   Note: The "R" molded into the rear link indicates that this link is to be used on the rear of the vehicle only.
4. Snap the link onto the arm mount with the hollow ball adjustment collar facing the rear of the vehicle (Fig. 15).
5. Install a sway bar. Set the sway bar into the groove located on the differential cover (Fig. 16).
6. Secure the sway bar to the differential cover using 3x6 BCS (2) (Fig. 17). Thread the screws into the holes until they touch the bar, and then back off slightly.
   Important: The sway bar must rotate freely and not bind.
7. Slide the adjustment collar of the hollow balls onto either end of the sway bar (Fig. 18).
8. Install 3x3 GS (2) in the adjustment collars of the hollow balls to secure the front links to the sway bar (Fig. 18).
   Important: Make sure that the exposed portion of the bar is the same on the left and right sides.
9. Re-install the camber links and shocks.
10. Confirm that the front links, hollow balls, and sway bar are not touching any other suspension components and are free to move.

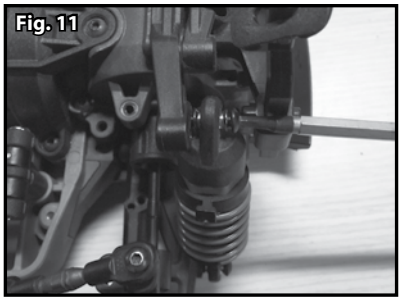
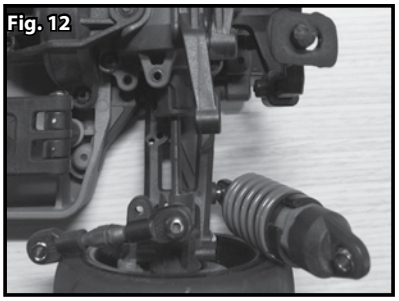


Fig. 11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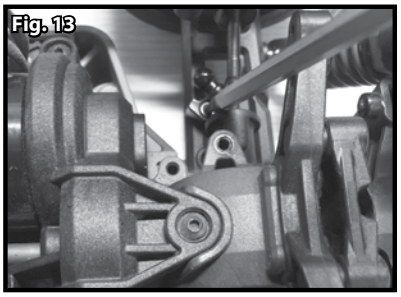
Fig. 13

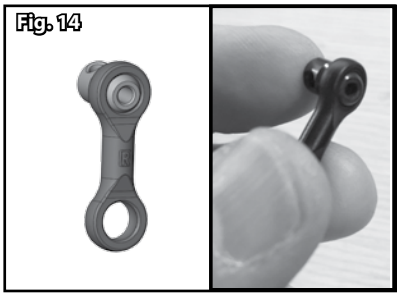
Fig. 14

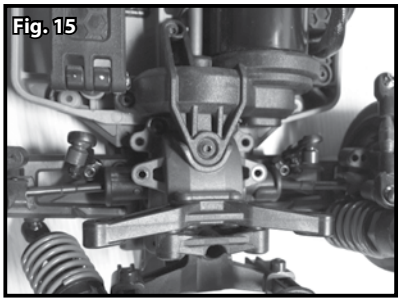
Fig. 15

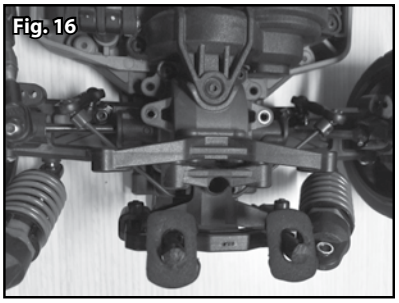
Fig. 16

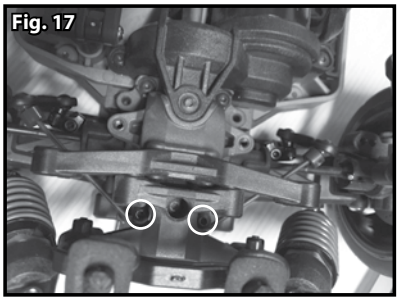
Fig. 17

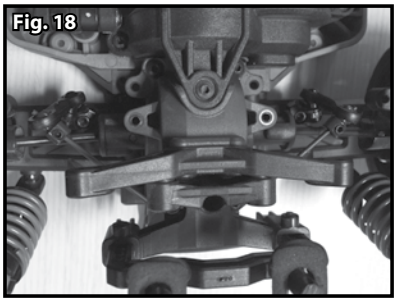
Fig. 18

Recommended Settings and Adjustments

- The sway bar set includes three different front and rear sway bars. The thicker sway bars are stiffer and will help reduce body roll in cornering.
- Always adjust the left and right sway bar links equally to prevent suspension tweak.
- The pivot point for the sway bar is the bulkhead mount on the differential cover. The hollow balls can be adjusted closer to or further away from the pivot point to change roll stiffness and fine tune the sway bar's response for different track conditions. Closer to the pivot point increases roll stiffness; further from the pivot point decreases roll stiffness.

Adjusting the Sway Bar

- Start with the softest settings (hollow balls flush with the ends of the sway bar). If your conditions require more roll resistance, move the hollow balls to expose more of the sway bar and increase the stiffness.
- If the vehicle is suffering from oversteer or understeer, you can adjust the front and rear sway bars separately to cure the handling problem. Stiffen the front sway bar or soften the rear sway bar to cure oversteer. Soften the front sway bar or stiffen the rear sway bar to cure understeer.
- Securing the sway bar links closer to the bulkhead mount (pivot point) of the bar will provide a firmer setting (for smoother surfaces) (Fig. 19 and Fig. 20).
- Securing the links further away from the bulkhead mount (pivot point) will soften the effect of the sway bar (for rougher surfaces) (Fig. 21 and Fig. 22).

For smooth surfaces with high traction:

- Try black or grey front and rear sway bars. Adjust linkage placement for stiffer response (closer to pivot point on sway bar).

For rough surfaces with low traction:

- Try silver front and rear sway bars. Adjust linkage placement for softer response (away from pivot point on sway bar).

To reduce understeer and increase steering (pushing in corners):

- Try silver front sway bar. Adjust front linkage placement for softer response (away from pivot point on sway bar).
- Try black or grey rear sway bars. Adjust linkage placement for stiffer response (closer to pivot point on sway bar).

To reduce oversteer and fishtailing (loose in corners):

- Try black or grey front sway bars. Adjust linkage placement for stiffer response (closer to pivot point on sway bar).
- Try silver rear sway bar. Adjust front linkage placement for softer response (away from pivot point on sway bar).

FIRMER

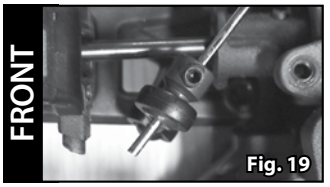

Fig. 19

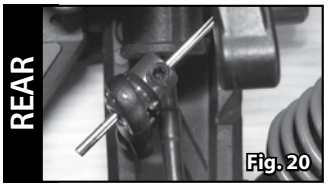

Fig. 20

SOFTER

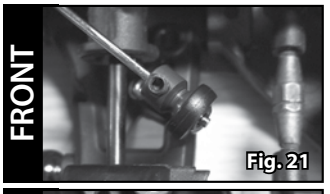

Fig. 21

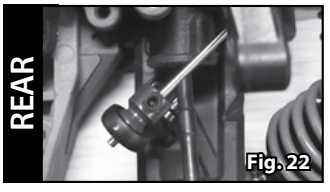

Fig. 22

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