

Installation instructions for TDS p/n 202170 1982-92 F-Body Greasable Rear Sway Bar Bushings

CAUTION: WHEN WORKING UNDER A CAR, ALWAYS BE AWARE THAT THERE IS A HEAVY VEHICLE ABOVE YOU. REGARDLESS OF LIFTING METHOD USED, THE REAR WHEELS SHOULD BE CHOCKED OR BLOCKED. TRANSMISSION IN PARK (IF AUTOMATIC) OR REVERSE (IF MANUAL) AND PARKING BRAKE SET. THE VEHICLE SHOULD BE ON A LEVEL SURFACE SUFFICIENT TO SUPPORT THE JACK AND JACK STANDS OR RAMP. A CONCRETE SURFACE IS PREFERABLE TO AN ASPHALT ONE. ASPHALT WILL SOFTEN WITH HEAT AND COULD ALLOW THE JACK, JACK STAND OR RAMP TO SETTLE. NEVER RELY SOLELY ON A HYDRAULIC JACK TO SUPPORT THE VEHICLE. LIFT THE VEHICLE WITH THE JACK, THEN USE JACK STANDS TO SUPPORT THE VEHICLE. REFER TO THE OWNER'S MANUAL FOR THE JACK STANDS OR RAMPS FOR FURTHER CAUTIONS AND INSTRUCTIONS. DO NOT USE THIS PRODUCT IN ANY WAY OTHER THAN DIRECTED OR ON ANY CAR OTHER THAN A 1982-92 F-BODY.

Kit contents:

- (2) Yellow-Zinc plated saddle brackets
- (2) Yellow-Zinc plated U-Bolts
- (2) Yellow-Zinc plated sway bar brackets
- (4) Zinc plated mounting nyloc-inert locking nuts
- (4) Zinc plated 7/16 SAE washers
- Installation Instructions
- "-23" includes a pair of modified 23mm Guldstrand Motorsports bushings
- "-24" includes a pair of modified 24mm Guldstrand Motorsports bushings
- "-CB" includes a pair of modified customer supplied bushings
- "-NB" includes no bushings

**GULDSTRAND
MOTORSPORTS**

Tools needed:

13 mm socket or wrench, large standard screwdriver or pry-bar.

Installation:

1. Verify the contents of the kit.
2. Spray the threads of the old nuts (item 1) with a thread lubricant such as KROIL or LPS-1. If heavily rusted, allow it to penetrate before attempting to remove the bolts.
3. Remove the 4 nuts with a 13mm socket wrench. If it is difficult spray again with thread lubricant and use a breaker bar.
4. Remove the old brackets and bushings. It may be necessary to pry the bracket free from the frame with a large standard screwdriver or pry-bar.
5. If there is rust scale on the sway bar in the bushing mount location, clean it off. The surface must be smooth and clean for the bar to rotate correctly in the bushing.
6. Lubricate the ID of the bushing with an even coating of the same grease you'll be using to lubricate them later using a grease gun.
7. Install the new U-bolts (item 1) onto the axle (item 2) and through the holes in the saddle brackets.
8. Twist open the new sway bar bushings and install them onto the sway bar with the slit facing forward.
9. Install the sway bar bushing retainer brackets onto the U-bolt. Make sure the ears on the ends of the bushing are captured by the bracket. Install the washer and nyloc-insert locknuts, threading them onto the ends of the U-bolt a few turns by hand. Make sure that none of the nuts are cross-threaded. Tighten the nuts and torque them to 20 ft.-lbs. (27 Nm).
10. Using a grease gun, lubricate the bushings with synthetic or marine-grade grease until grease pushes out the side of the bushing. Wipe off any excess grease and snap on the protective cap. TDS recommends Energy Suspension Formula 5 Pre-lube or VALVOLINE Synpower Synthetic Grease.

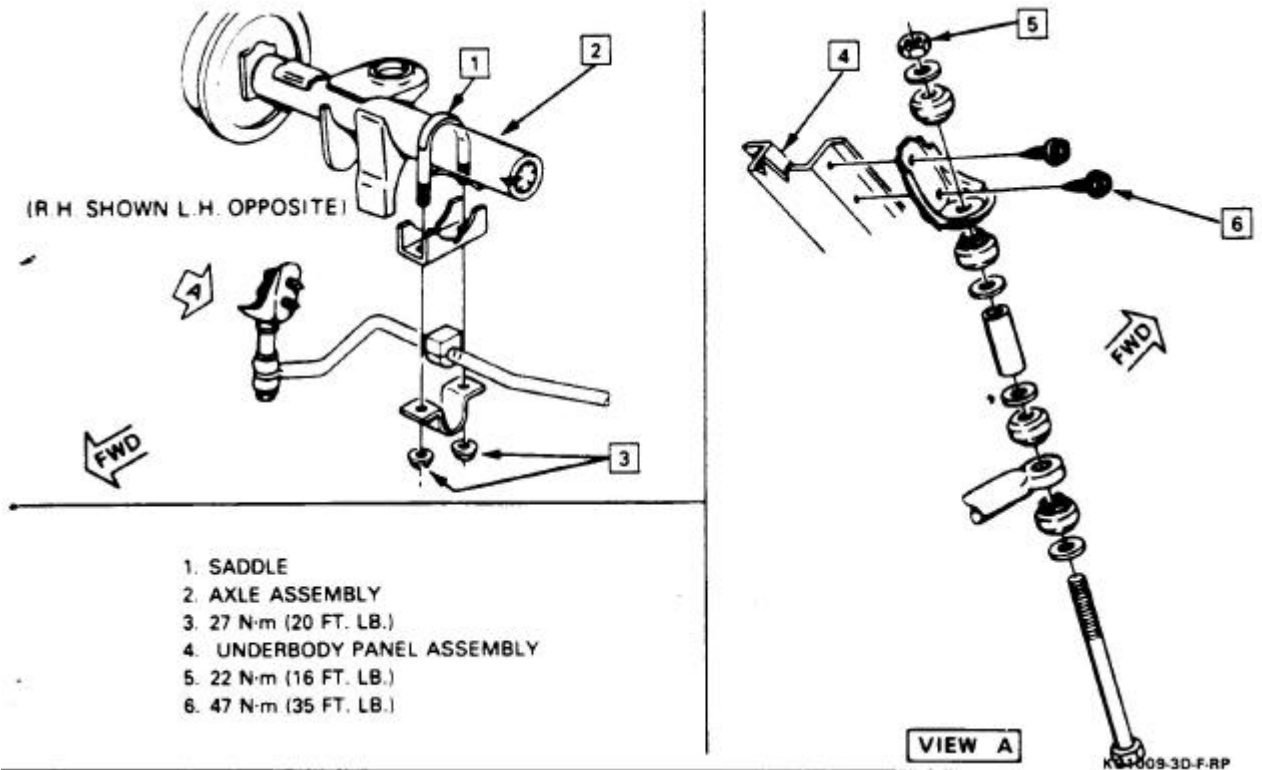


Figure 1

Additional items to consider:

View A of figure 1 above shows the sway bar end links. TDS p/n 207080 are GM 1LE sway bar end link kits that have been yellow-zinc plated for superior corrosion protection. It is common for them the nut (shown as item 5) to become rusted onto the bolt of the end link. The bushings provided in this kit are nylon and offer superior control compared to stock rubber bushings. If you are adding a rear sway bar to a vehicle that never had one stock from the factory there is another item you will need. The bracket shown being mounted with the two bolts (items 6) will need to be purchased and bolted to your vehicle. TDS stocks this as p/n 207190. The kit consists of the right & left sway bar end link mount brackets and the four mounting bolts.



p/n 202170
Descr: Greasable Rear Sway Bar Bushings
for 1982-92 F-Bodies
Qty: 1 kit



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