



Sway-A-Way
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MINI TRUCK TORSION BAR INSTALLATION INSTRUCTIONS
(For Toyota, Nissan, Isuzu, Mitsubishi, Mazda, Dodge and Luv)

NOTE: Sway-A-Way torsion bars must be installed by a qualified mechanic.

REMOVAL:

1. Check the box for one right torsion bar marked with an “R”, and one left torsion bar marked with an “L”, and the instruction sheet. The two bars are **NOT** interchangeable.
2. Measure and record the ride height of your vehicle at all four corners. This will give you a reference point for setting the ride height of the vehicle after installation.
3. Drive the vehicle onto a flat, clean cement or asphalt surface. Raise the vehicle and support it with safety stands. **DO NOT WORK UNDER A VEHICLE THAT IS NOT SUPPORTED WITH SAFETY STANDS.** The safety stands should be placed so that the front of the vehicle is supported from the frame. Do not support the front of the vehicle from the upper or lower control arms or from the tires or wheels.
4. Loosen and remove any jam nuts and back off the anchor arm bolt (or nut) counting each turn as you go. Keep going until there is no load on the anchor arm bolt. Write down the number of turns. Continue turning until the bolt can be removed. Remove the bolt, the anchor bar and the torsion bar. On Nissan 4WD models, the torque arm attaching bolts must be removed before the torsion bar can be removed.

INSTALLATION:

1. Grease the splines on each end of each torsion bar. Remove the stock dust boots from the old torsion bars and put them on the new bars. Install the left bar marked

with an “L” on the left (driver) side of the vehicle. Install the other bar marked “R” on the right side. If both ends of the torsion bar have the same spline, always put the end stamped with the numbers to the front of the car. For Nissan 4WD models, install and tighten the torque arm bolts to factory specifications. Some Toyota models have one index tooth cut out of the spline of each end. These should be lined up with the corresponding index tooth in the anchor arm and the front spring torque arm. Their location is usually marked with paint.

NOTE: DO NOT PUT A RIGHT TORSION BAR ON THE LEFT SIDE OR A LEFT BAR ON THE RIGHT. TO DO SO CAN CAUSE SAGGING OR BREAKAGE OF THE TORSION BAR THAT COULD CAUSE ACCIDENT OR INJURY.

2. Install the anchor arm, bolts and nuts. Tighten the bolt (or nut) until it just starts to load (twist) the torsion bar. Now twist the bolt about two-thirds the number of turns recorded in Step 4 above. Example: If you recorded 10 turns in step 4 above, then turn the adjusting bolt about 7 turns.
3. Lower the vehicle to the ground and drive it back and forth at least 10 feet. Check the ride height measurements recorded in Step 2 of REMOVAL. Adjust both sides equally up or down depending on the desired ride height. Tighten any lock nuts when finished. Installation is complete.

GENERAL INFORMATION: Take care not to scratch, ding or otherwise damage the outside surface of the torsion bar. Doing so may reduce the life of the torsion bar. These torsion bars are 20-30% stiffer than stock bars. Higher spring rates help reduce bottoming both on and off-road and also reduce body roll when cornering. Off road trucks can be lifted about 1 ¼” using these torsion bars. More lift may be obtained, but you may not be able to get factory wheel alignment. We recommend that the wheel alignment be checked if the ride height is changed more than ½”.

NOTE: DO NOT PUT A RIGHT TORSION BAR ON THE LEFT SIDE OR A LEFT BAR ON THE RIGHT. TO DO SO MAY CAUSE SAGGING OR BREAKAGE OF THE TORSION BAR THAT COULD CAUSE ACCIDENT OR INJURY.

2. Install the anchor arm, bolts, and nuts. Tighten the bolt (or nut) until it just starts to load (twist) the torsion bar. Now twist the bolt about two thirds the number of turns recorded in step 4 above, then turns. Example: If you recorded 10 turns in step 4 above, then turn the adjusting bolt about 7 turns.
3. Lower the vehicle to the ground and drive it back and forth at least 10 feet. Check the ride height measurements recorded in step 2 of REMOVAL. Adjust

both sides equally up or down depending on the desired ride height. Tighten any lock nuts when finished. Installation is complete.

GENERAL INFORMATION: Take care not to scratch, ding or otherwise damage the outside surface of the torsion bar. These torsion bars are 20-30% stiffer than stock bars. Higher spring rates help reduce bottoming both on and off-road and also reduce body roll when cornering. Off road trucks can be lifted about 1 1/4 " using these torsion bars. More lift may be obtained, but you may not be able to get factory wheel alignment. We recommend that the wheel alignment be checked if the ride height is changed more than 1/2".

