

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

1955-57 FRONT AND REAR ANTI-SWAY BARS

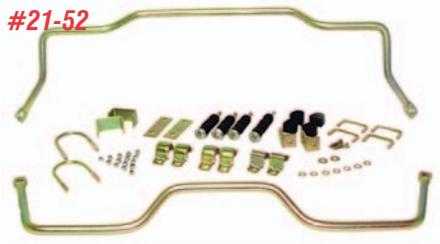


Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

An anti-sway bar is a bar that ties the frame to the suspension and limits how much the car will lean when in a turn. Other than radial tires, there is no better improvement you can make on a car that is going to be driven. The ADDCO front and rear anti-sway bars are 7/8" in diameter,

include urethane bushings and are black powder coated for durability. The anti-sway bar can be installed with simple hand tools in the garage.



Parts List:

- 21-79 Front Anti-Sway Bar ▲
- 21-52 Front & Rear Anti-Sway Bars Non-Wagon ▲
- 21-251 Front & Rear Anti-Sway Bars Wagon ▲
- 21-252 Rear Anti-Sway Bar Non-Wagon ▲
- 21-250 Rear Anti-Sway Bar Wagon ▲
- 21-66 Front Original Style Anti-Sway Bar ▲
- 21-65 Original Style 3/4" Front Anti-Sway Bar ▲

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

- | | |
|-----------------|--------------|
| Electric Drill | 9/16" Wrench |
| 3/8" Drill Bit | 1/2" Socket |
| 7/16" Drill Bit | 9/16" Socket |
| 1/2" Drill Bit | Ratchet |
| 1/2" Wrench | |

Time Frame:

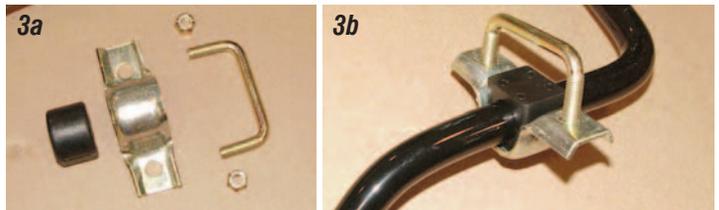
4 hours



Photo 1: The front anti-sway bar mounts to the bottom of the frame rails just in front of the engine crossmember.



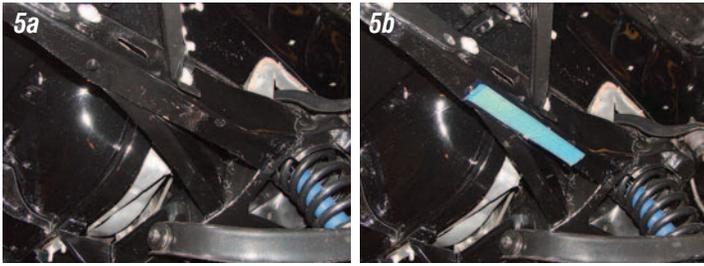
Photo 2: The anti-sway bar kit P/N 21-52 includes a powder coated front and rear anti-sway bar. The front anti-sway bar is slightly wider than the rear bar and has a wide offset in the center to clear the radiator core support.



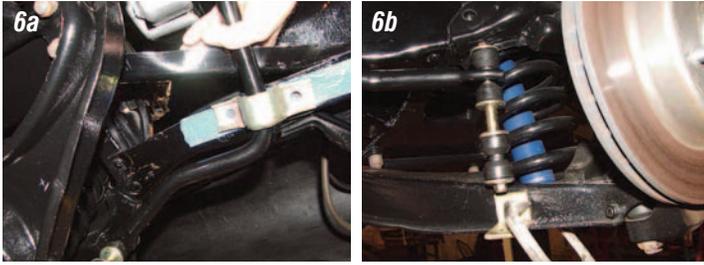
Photos 3a & 3b: The anti-sway bar is held to the bottom of the frame rails with square U-bolts and nuts, U-brackets and urethane bushings.



Photo 4: To locate the front anti-sway bar front to rear on the frame, the end links for the anti-sway bar must be installed on the bar.



Photos 5a & 5b: The anti-sway bar attaches to the bottom of the frame right in front of the lower control arms where the two sections of frame C-channel connect. Place a piece of tape on the bottom of the frame so that the location of the holes for the bracket can be marked.



Photos 6a & 6b: The end links are attached to the stock lower control arms with a bolt-on elbow bracket. If tubular lower control arms have been installed, they will have these brackets already welded in place. Center the anti-sway bar on the frame and mark the frame so that the end links are hanging straight down to the ground. If the anti-sway bar is too far forward the links will lean to the rear of the car. If the anti-sway bar is too far to the rear, the links will be lean to the front. If the end links are leaning either way they will be in a bind as the front end travels up and down and may break. It is important for the front tires to be on the ground with the suspension at ride height when marking the locations for the bolts.

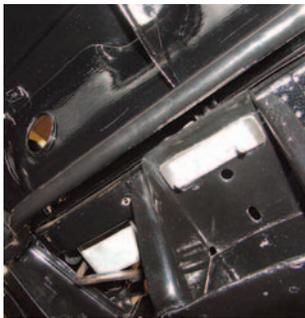
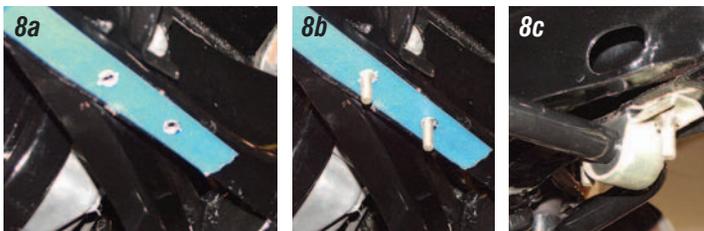
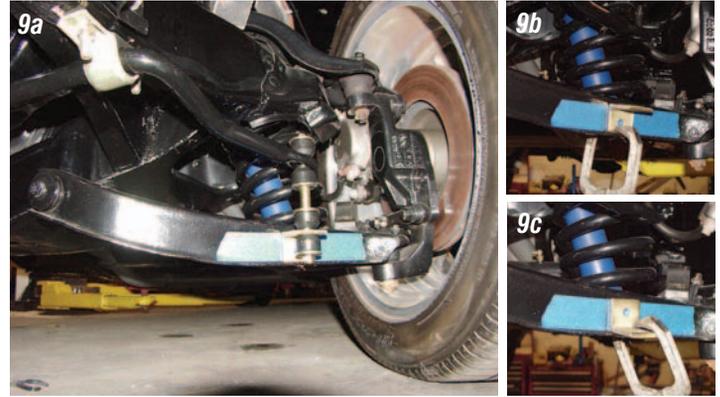


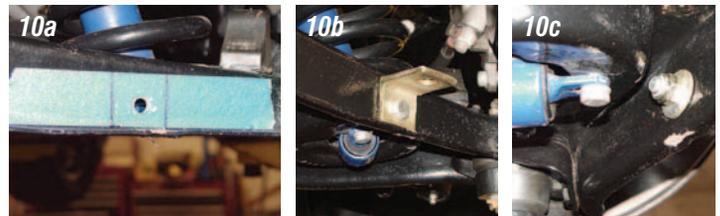
Photo 7: With the anti-sway bar in the proper location, the notched-out area in the center of the bar will clear the front mount for the radiator core support by about 3/4".



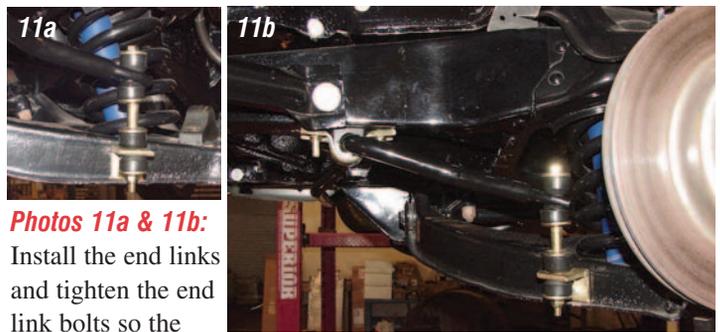
Photos 8a, 8b & 8c: With the frame marked, drill two 7/16" holes and install the square U-bolts. Next mount the anti-sway bar into place and tighten all four lock nuts.



Photos 9a, 9b & 9c: On our project car, the lower control arms are in the stock location so the lower control arm brackets will face up. If the car had lowering coil springs, the brackets would face down. By facing the brackets down there will be more room for travel for the end links between the bottom of the frame and the top of the link kit bolt. With the car in the ride height position (sitting on all four tires) mark the location where the hole will need to be drilled for the lower control arm bracket. Once again make sure the link kit is perfectly straight up and down.



Photos 10a, 10b & 10c: Drill a 3/8" hole in the lower control arm and using the supplied 3/8" bolt, flat washer and lock nut, bolt the bracket to the lower control arm.



Photos 11a & 11b: Install the end links and tighten the end link bolts so the there are about four threads showing through the head of the nuts.



Photo 12: The rear anti-sway bar has a deep offset in the center to wrap around the center section of the rear end housing.

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Photo 13: The rear anti-sway bar bolts to the rear end housing using a U-bolt and nuts, C-channel, urethane bushings and a U-clip. The rear anti-sway bar can be used on a stock rear end as well as a 10 or 12 bolt GM rear end or a Ford 9" with 3-1/8" axle tubes.



Photos 14a & 14b: Install the U-bolts, brackets, nuts, bushings and anti-sway bar onto the rear end housing allowing everything to hang loose at this time.

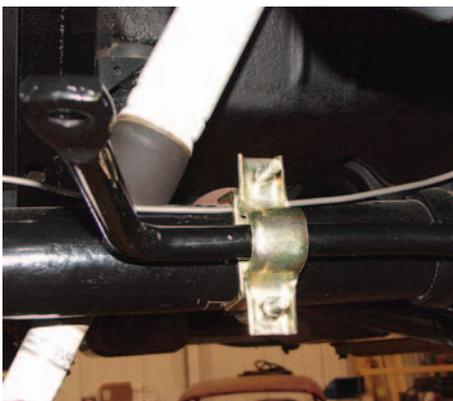


Photo 15: The anti-sway bar mounts to the axle housing facing to the rear of the car. Rotate the sway bar into place, install the C-channels between the axle tubes and the urethane bushings and tighten the four 9/16" lock nuts.

Photo 16: The end links for the rear anti sway are attached to the frame using a square U-bolt and bracket.



Photos 17a, 17b & 17c: Install the link kits and brackets onto the sway bar. With the car in the ride height position, place the mounting brackets on the bottom of the frame and mark the frame where the holes will need to be drilled.

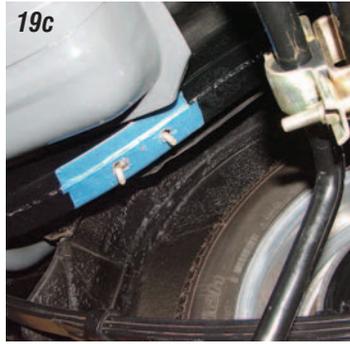


Photos 18a & 18b: With the frame marked, drill two 7/16" holes. The 7/16" holes will allow the 3/8" U-bolts to rotate into place.



Photos 19a, 19b & 19c: Before installing the U-bolts in the frame, install one of the lock nuts on one end of the U-bolt. This will keep you from losing the U-bolt up in the frame.

Feed the U-bolt up through one of the holes and out the other. With the U-bolts in place, remove the one lock nut.



Photos 20a & 20b:

There is a 1/4" plate that installs between the link bracket and the frame. Install the link kit bolt, washer and one urethane bushing on the bracket and bolt the bracket to the frame using the two 3/8" lock nuts.



Photos 21a & 21b: With the car in the ride height position connect the link kit to the anti-sway bar. Good luck and enjoy your sports-car like classic Chevy! ✓