

WARRANTY NOTICE:

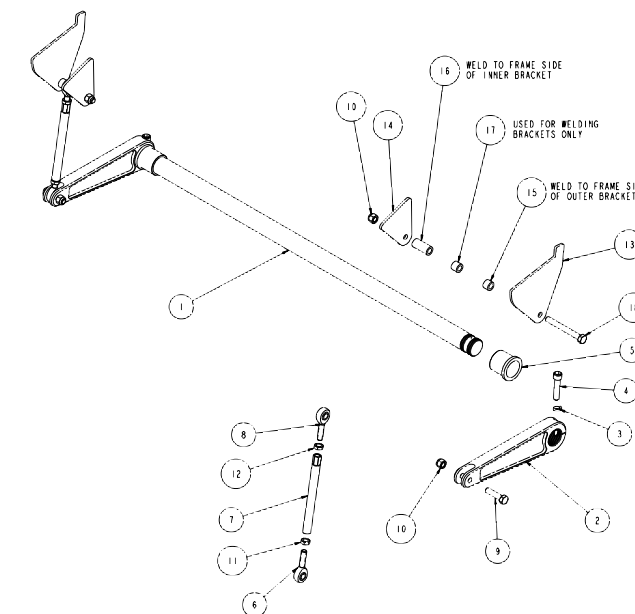
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INSTALLATION GUIDE



5806-M40

Anti-Roll Bar for Direct Fit FAB9™ Housing 1979-2004 Fox Chassis Mustang



Chris Alston's Chassisworks
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Description: 1-1/4" diameter solid anti-roll bar (splined), billet aluminum arms, adjuster links, weld-on frame brackets - For use with direct fit FAB9™ rear end housing; specific to Fox chassis Mustangs.

PARTS LIST

5806-M40 - Anti-Roll Bar for 1979-2004 Fox Chassis Mustang FAB9™

Kit ships as two individual packages.

300-2014 - arms, brackets and supporting hardware

300-2015 - anti-roll bar

300-2014 - Anti-Roll Bar 1-1/4" 48-Spline Arms and Bracket Components

Qty	Part Number	Description
2	1468	Anti-Roll 0° Arm 48-Spline 8.2" Center Length
2	210105	Frame Bracket Outer Anti-Roll Bar
2	210106	Frame Bracket Inner Anti-Roll Bar

300-2014.11 - Hardware Bag Components

Qty	Part Number	Description
2	1085	Adjuster Rod 6" Anti-Roll Bar
2	3100-038F3.25Y	Bolt 3/8-24 x 3-1/4" Hex Head Cap Screw, Grade 8
2	3103-038C1.75C	Allen Head 3/8-16 x 1-3/4" Socket Head Cap Screw
2	3122	Bolt 3/8-24 x 1-1/2" Hex Head Cap Screw, Grade 8
4	3209	Locknut 3/8-24 Nylon Insert, Plated
2	3213	Jam Nut 3/8-24 LH Grade 5, Yellow Zinc
2	3214	Jam Nut 3/8-24 RH Grade 5, Clear Zinc
2	3242	High Collar Lock Washer 3/8"
2	3337	Flanged Bearing 1.25" ID x 1.50" OD
2	3338	Rod End 3/8-24 RH Male 4130
2	3339	Rod End 3/8-24 LH Male 4130
2	D10.120-000.440	Tube 5/8" OD x .120 Wall DOM x .440 Long (Outer Spacer)
2	D10.120-000.500	Tube 5/8" OD x .120 Wall DOM x .500 Long (Welding Spacer)
2	D10.120.001.380	Tube 5/8" OD x .120 Wall DOM x 1.380 Long (Inner Spacer)

300-2015 - Anti-Roll Bar 33" x 1-1/4 48-Spline Components

Qty	Part Number	Description
1	1171-33.00-1.25	Anti-Roll Bar 33" x 1.25" x 48-Spline, Flat End

bar. If there is any preload present, adjuster links will be difficult to turn by hand. If necessary, adjust one of the link assemblies to a shorter length until preload is neutral. Do NOT add preload to chassis using adjuster links.

24. Rotate each rod end body so that it is centered within its clevis, then tighten jam nuts.

25. Check for any clearance issue with the anti-roll bar throughout the suspension's range of travel.

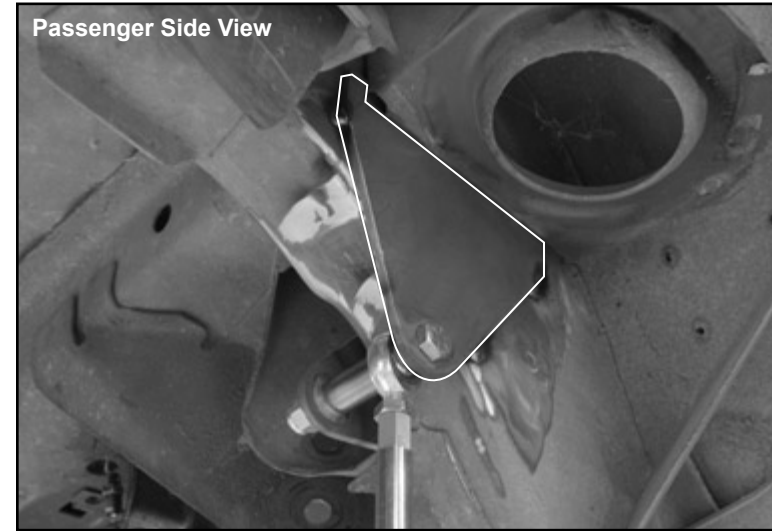
26. Verify that all mounting hardware is correctly installed and torqued to specification.

Notes:

INSTRUCTIONS

12. Insert 3/8-24 x 3-1/4" bolt through outer bracket from outside then place a 7/16" spacer sleeve over bolt.

13. Place adjuster link rod end over bolt (you will need to rotate anti-roll bar), followed by 1-3/8" spacer sleeve, inner bracket and secure assembly temporarily with jam nut. *Shown in image to right.*



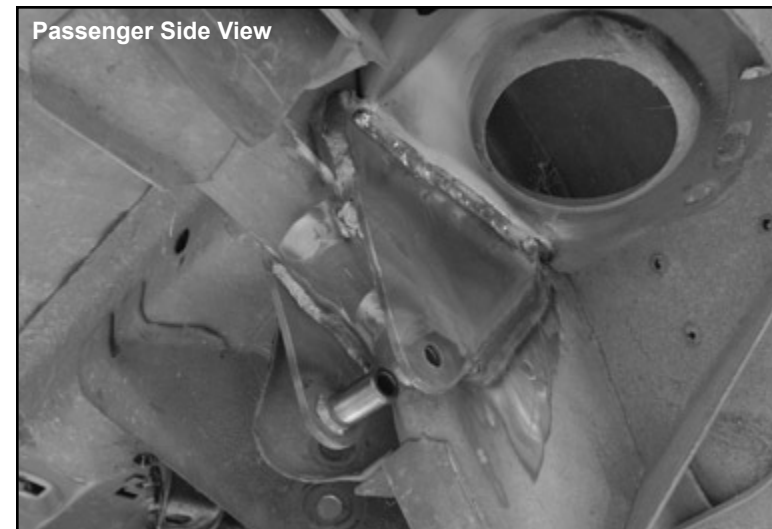
14. Verify that adjuster end link is positioned very close to vertical in both side and rear views. Left-to-right position of top rod end is critical to avoid side-loading the billet arms. If this appears out of alignment verify that rear end housing is centered in vehicle. Spacer sleeves can be ground and shims added to correct any misalignment. Once position is correct proceed with next step.



15. Position inner bracket so that top rear corner is on the inside flat of the frame rail and not hanging below the rail corner. The angle of rear bracket edges should be similar.

16. Score an outline of bracket, clean weld area as previously done, then tack weld into place.

17. Unbolt adjuster link from frame bracket, then reassemble using 1/2" spacer sleeve in place of rod end. This is done to avoid heat damage to the rod end.



18. Weld completely around bracket to frame joints and spacer sleeve to bracket joints. Do NOT weld 1/2" spacer sleeve.

19. Remove bolt and spacer sleeve once weld area has adequately cooled.

20. Spray-paint brackets and weld area to protect against rust.

21. Repeat procedure for driver side of vehicle.

22. Install adjuster link assembly into frame mounted clevis using 3/8-24 x 3-1/4" hex head cap screw and locknut. Right hand threaded (non-hex) end of adjuster tube should be mounted at frame. Tube hex can more easily be reached at billet arm. Torque the mounting hardware to 35 lb ft.

23. Adjuster links should be in a neutral position, meaning that there is NO preload placed upon the anti-roll

Prior to Installation

Housings must be sand-blasted and painting or powder-coating completed prior to installation of the anti-roll bar assembly. Housing end faces and bores, anti-rollbar bearing bores, as well as internal and external threads must be plugged or masked to prevent coating build-up in critical areas. Machined face of housing can be coated. Silicone will be used when mounting the third member to seal any inconsistencies of the coating.

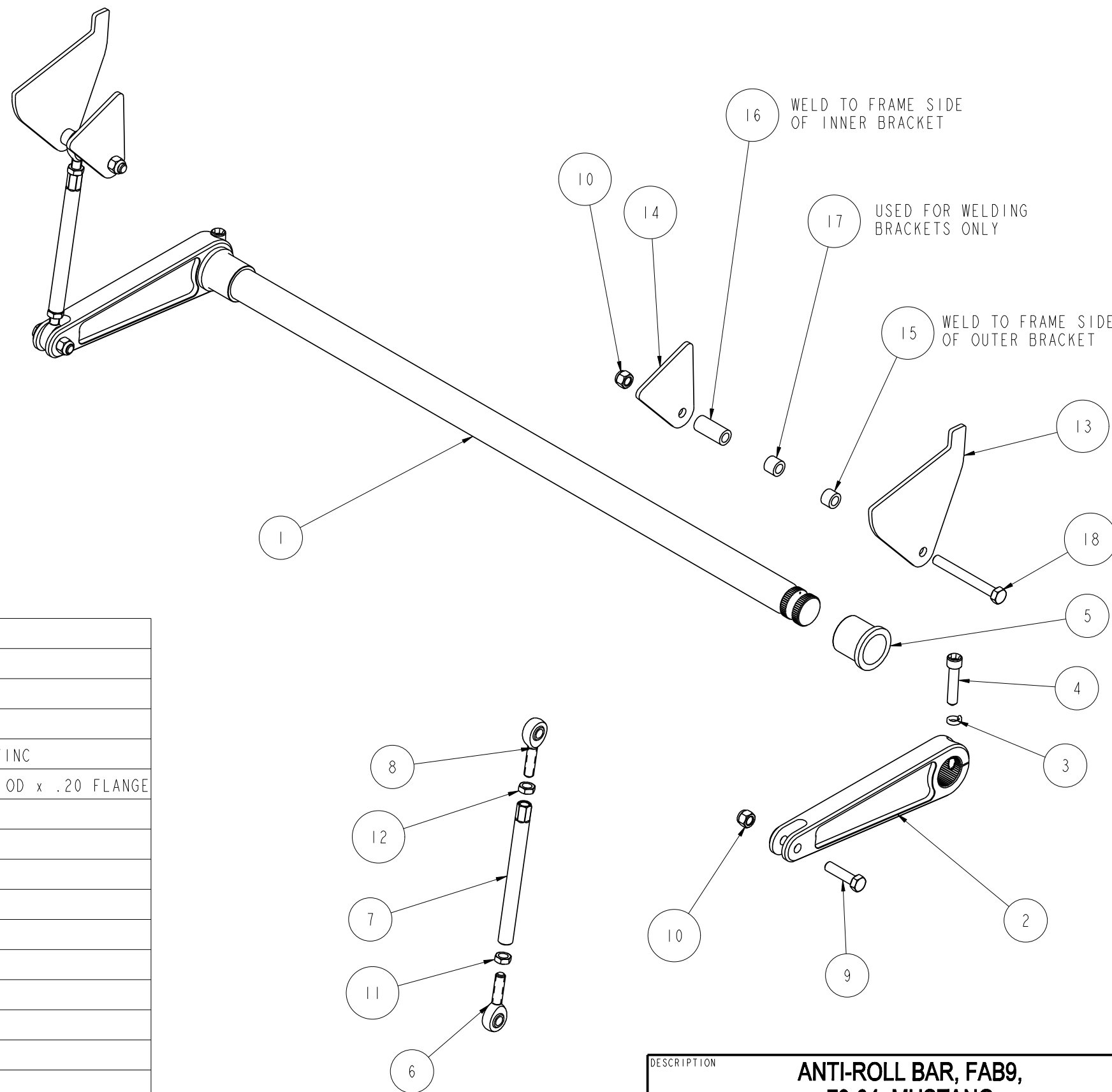
Rear end housing must be installed in vehicle to verify intended frame bracket location is correct for your specific vehicle. Failure to follow this procedure may result in anti-roll bar end link misalignment.

Anti-Roll Bar Installation

1. Install flanged bearings into anti-roll bar tube of housing assembly. Light force may be necessary to completely seat bearing flange against bearing housing face. A block of wood should be placed over bearing flange to avoid striking bearing directly.
2. Install first billet arm onto anti-roll bar spline. Outside surfaces of anti-roll bar and billet arm should be flush with each other. Tighten billet arm clamp with 3/8-16 x 1-3/4" socket head cap screw and high-collar lock washer.
3. Insert anti-roll bar through bearings and support tube of housing. The installed billet arm can be used as a handle to guide the bar through the second bearing. The fit will be snug and may require the bar to be rotated while applying force. Continue until bar is centered in the support tube.
4. Install second billet arm onto anti-roll bar spline. Both arms should be indexed to same position on spline. When positioned correctly arms will be level to each other. Install hardware and tighten clamp.
5. Thread one jam nut onto each of the rod ends until seated against rod end body. Yellow zinc plating indicates left hand threads.
6. Apply anti-seize onto rod end threads, then screw rod ends into adjuster tube until distance from end of tube to center of rod end bearing measures 1-1/4". Hex end of adjuster tube indicates left hand threads. Verify that overall center-to-center length is 8-1/2".
7. Install left hand threaded (hex) end of each adjuster link into billet arm clevises. Use 3/8-24 x 1-1/2" hex head cap screw and locknut. Torque to 35 lb ft.

Frame Bracket Welding

8. Position outer frame bracket against outside of frame rail in area of factory upper spring seat. Extended tab allows bracket to seat upon rear corner and bottom surface of spring seat structure. 7/16" sleeve should be facing toward centerline of vehicle.
9. Score an outline of bracket onto frame rail to identify area that must be cleaned before welding.
10. Using a scotch-brite pad or steel brush attachment, remove any debris or paint so that clean metal is exposed.
11. Reposition outer bracket, then tack weld into place.



ITEM	QTY	PART NO.	DESCRIPTION
1	1	1171-33.00-1.25	ANTI-ROLL BAR, 1 1/4-48 SPLINE x 33 LONG
2	2	1468	ANTI-ROLL STRAIGHT ARM, 1 1/4-48 SPLINE, 8.20 LONG
3	2	3242	HIGH COLLAR LOCKWASHER, 3/8 STAINLESS
4	2	3103-038C1.75C	SOCKET HEAD CAP SCREW, GRADE 8 3/8-16 x 1 3/4, CLEAR ZINC
5	2	3337	FLANGED BEARING $\varnothing 1.25$ ID x 1.50 OD x 1.50 LONG, $\varnothing 1.75$ OD x .20 FLANGE
6	2	3338	ROD END 3/8 4130 RT MALE JMX6
7	2	1085	ADJUSTER, 6.0 x 3/8-24, ANTI-ROLL BAR
8	2	3339	ROD END 3/8 4130 LT MALE JMX6
9	2	3122	HEX BOLT, 3/8-24 x 1 1/2, GRADE 8, YELLOW ZINC
10	4	3209	LOCKNUT 3/8-24 NYLON INSERT PLATED
11	2	3214	JAM NUT, 3/8-24 RIGHT HAND THREAD
12	2	3213	JAM NUT, 3/8-24 LEFT HAND THREAD
13	2	210105	ANTI-ROLL BAR FRAME BRACKET, OUTER, 79-04 MUSTANG
14	2	210106	ANTI-ROLL BAR FRAME BRACKET, INNER, 79-04 MUSTANG
15	2	D10.120-000.440	SLEEVE, $\varnothing 5/8$ x .120 WALL x .44
16	2	D10.120-001.380	SLEEVE, $\varnothing 5/8$ x .120 WALL x 1.38
17	2	D10.120-000.500	SLEEVE, $\varnothing 5/8$ x .120 WALL x .500
18	2	3100-038F3.25Y	HEX BOLT, 3/8-24 x 3 1/4, GRADE 8, YELLOW ZINC

DESCRIPTION	
ANTI-ROLL BAR, FAB9, 79-04 MUSTANG	
<i>Chris Aston's</i> CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295	PART NO. 5806-M40
6/27/06	DWG: 915806-M40