



INSTALLATION INSTRUCTIONS

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50207 FRONT ANTI-SWAY BAR 2004 MITSUBISHI EVO-8

CONGRATULATIONS!

You were selective enough to choose a **SUSPENSION TECHNIQUES PRODUCT**. We have spent many hours developing our line of products so that you will receive maximum performance with minimum difficulty during installation

- Note:** Confirm that all of the hardware listed in the parts list is in the kit. **DO NOT** begin this installation if any part is missing. Read the instructions thoroughly before beginning this installation.
- Warning:** **DO NOT** work under a vehicle supported by only a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.
- Warning:** **DO NOT** drive the vehicle until all work has been completed and checked. Torque all hardware to values specified.
- Reminder:** Proper use of safety equipment and eye/face/hand protection is absolutely necessary when using these tools to perform procedures!
- Note:** It is very helpful to have an assistant available during the installation process.
- Note:** We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

RECOMMENDED TOOLS:

- Blocks and Wheel chocks
- Ratcheting Socket Wrench
- Safety Glasses
- Properly rated floor jacks and support stands
- Combination Wrench set

1. KIT INSTALLATION

- 1a. Open the hardware kit and remove all the contents. Refer to the parts list (Page 5) to verify all parts are present.
- 1b. Park the vehicle on a smooth, level concrete / asphalt surface and put the vehicle in gear or park. Place a block in front of and behind the front wheels. Jack up the rear of the vehicle and place the jack stands in the factory specified locations. Refer to the Owner's Manual.
- 1c. Using a properly rated floor jack, lift the front wheels of the vehicle off the ground. Place the support stands, rated for the vehicle's weight in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.
- 1d. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check that they properly and securely contact the chassis as described above. Check for possible interference with any lines, wires, cables, or other easily damaged components.

For this installation, the engine sub-frame will need to be slightly lowered to gain access for removal of the front O.E.M. Anti-Sway Bar.

2. SUPPORTING THE REAR ENGINE SUB FRAME

- 2a.** Using adjustable jack stands, located on each side of the engine sub-frame, adjust them where they come into contact with the sub-frame (**Photo 1**).

3. REMOVING THE FRONT UNDERSIDE SPLASH GUARDS

In order to get to the front engine sub-frame mounting hardware, the front underside splash guards will need to be removed.

- 3a.** Remove all mounting clips that attach the splash guard to the frame chassis (**Photo 2**).
- 3b.** Remove the splash guard completely (**Photo 3**).

4. LOOSENING THE FRONT ENGINE SUB-FRAME MOUNTS

- 4a.** Using a wrench or an air ratchet with a socket head, loosen only, the front engine sub-frame mounts, not removing them (**Photo 4**).

5. REMOVING THE MUFFLER MANIFOLD MOUNT HARDWARE

- 5a.** Remove the two muffler manifold bolts. These are spring-loaded. Remove all hardware attached to the mount bolts, including the springs. (**Photo 5**).

6. REMOVING THE REAR ENGINE SUB-FRAME MOUNTS

- 6a.** Using a wrench or an air ratchet with a socket head, remove completely, the rear engine sub-frame mounts (**Photo 6**).
- 6b.** Both sides of the engine sub-frame hardware needs to be removed in order to lower the engine sub-frame.

7. REMOVING THE SIDE ENGINE SUB-FRAME MOUNTS

- 7a.** Using a wrench or an air ratchet with a socket head, remove completely, the side engine sub-frame mount nuts (**Photo 7**). This will need to be done on both sides.

8. DISENGAGING THE FRONT TIE-ROD STEERING ARM FROM THE SPINDLE ASSEMBLY

- 8a.** Using a wrench or an air ratchet, remove the mount nut (**Photo 8**) from the front steering arm tie-rod end, disengaging front spindle assembly.
- 8b.** There are several ways to dislodge the front tie-rod end from the spindle assembly. One is by striking the housing with a hammer, at its side, where the tie-rod end mates.

8. DISENGAGING THE FRONT STEERING ARM FROM THE SPINDLE ASSEMBLY –cont'd

Striking it a couple of times, will dislodge it from the housing. Another way would be to use a tool to dislodge (**Photo 9**). By tightening the bolt shown, putting downward pressure on the tie-rod, it will dislodge, without damaging the threads.

9. DISCONNECTING THE END LINK FROM THE O.E.M. ANTI-SWAY BAR

9a. Using a wrench, un-bolt the O.E.M. Anti-Sway bar from the O.E.M. end links (**Photo 10**). Do this to both end of the O.E.M. Anti-Sway Bar.

10. DISLODGING THE FRONT STRUT FROM THE SPINDLE ASSEMBLY

10a. Using an adjustable jack stand underneath the spindle assembly, support it, so no hoses, lines (ASB lines or brake lines) are not stretched to the point of damaging them.

10b. Using a wrench or a ratchet with a socket head, un-bolt and remove the two mounting hardware (**Photo 11, 12**) completely.

10c. Once the mount bolts have been removed, lower the adjustable jack stand , letting the spindle assembly slide down out of the strut mount.

11. UPPER REAR ENGINE SUB-FRAME MOUNT

11a. The last mount to remove is the rear engine sub-frame mount. Tucked up inside, directly across from the spindle housing mount for the tie-rod end, you will need an extension on your ratchet (**Photo 13**). The mount hardware consists of a bolt and a nut. You will be removing the nut and removing the bolt. Access to the bolt will need to be from behind the rear of the engine sub-frame.

12. LOWERING THE ENGINE SUB-FRAME MOUNT

12a. Using the adjustable jack stands, lower them slightly, giving enough room to be moved downward (**Photo 14**). More than likely, the engine sub-frame mount will not move downward with the adjustable jack stands. Using the small stabilizer bars, pull down on the engine sub-frame mount (**Photo 15**).

13. REMOVING THE O.E.M. ANTI-SWAY BAR

13a. Remove the O.E.M. Anti-Sway Bar, taking it out from the drivers' side of the vehicle.

14. INSTALLING THE NEW ANTI-SWAY BAR

14a. Install the new Anti-Sway Bar the same way you removed the O.E.M. Anti-Sway Bar, from the drivers' side of the vehicle. Feed the new Anti-Sway Bar starting atop the drivers' side lower control arm (**Photo 16**). Continue until the entire Anti-Sway Bar rests across engine sub-frame mount (**Photo 17, 18**).

15. INSTALLING THE NEW BUSHINGS

- 15a.** With the kit supplied grease pack, distribute the grease on the inside of the new bushings evenly.
- 15b.** Install the new bushings onto the new Anti-Sway Bar, as they were located on the O.E.M. Anti-Sway Bar.
- 15c.** Install the new bushing brackets atop the new bushings. Finger-tight the O.E.M. mount hardware.

16. RE-ATTACH THE END LINKS TO THE NEW ANTI-SWAY BAR

- 16a.** Attach the O.E.M. end links to the new Anti-Sway Bar and finger-tight only. Using a wrench, tighten the O.E.M. mount hardware for the bushing brackets.

17. RE-ATTACH THE SPINDLE ASSEMBLY TO THE LOWER STRUT MOUNT

- 17a.** Placing an adjustable jack stand under the lower control arm, raise the spindle assembly back up into the lower strut mount, guiding the tie-rod into its housing.
- 17b.** Insert the two mount bolts into the lower strut mount. Install the mounting nut for the tie-rod end.

18. RE-ATTACH THE REAR ENGINE SUB-FRAME MOUNT

- 18a.** Using the adjustable jack stands, raise the rear engine sub-frame upward to its original position. Re-install all pertinent mount hardware concerning the rear engine sub-frame mount.

19. RE-ATTACH THE SPLASH GUARDS

- 19a.** Re-attach the splash guards using the original mount clips.

20. FINALIZING THE INSTALLATION

20a. Tighten the bushing bracket and tighten to 18ft-lbs.

All hardware being fastened to the vehicle's original fastening points should be torqued to the proper specifications. To prevent chassis damage, never over-torque the hardware.

20b. Check that all components and fasteners have been properly installed, tightened and torqued.

20c. Check brake hoses and other components for any possible interference.

20d. Lift the vehicle and remove the support stands. Carefully lower the vehicle to the ground.

20e. Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.

20f. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

PARTS LIST FOR FRONT ANTI-SWAY BAR KIT

PART NUMBER	DESCRIPTION	QTY
50207-300	Front Anti-Sway Bar	1
113165	Pivot Bushing	2
114020	Bushing Bracket	2
55000-10	Grease Pack	



PHOTO 1



PHOTO 4



PHOTO 2



PHOTO 5



PHOTO 3



PHOTO 6



PHOTO 7



PHOTO 10

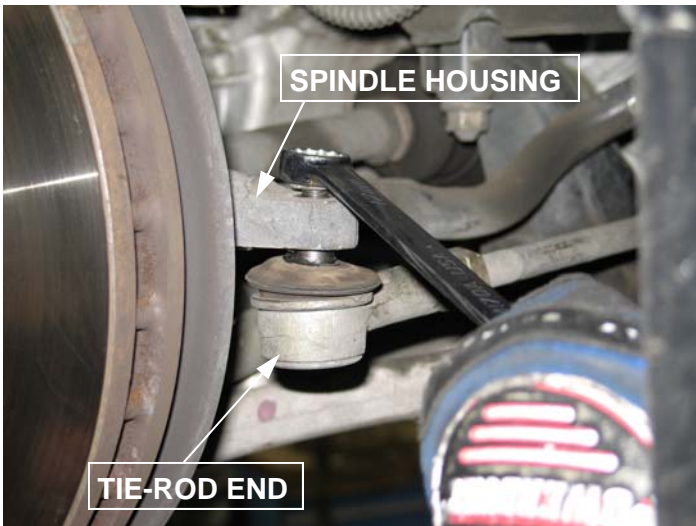


PHOTO 8

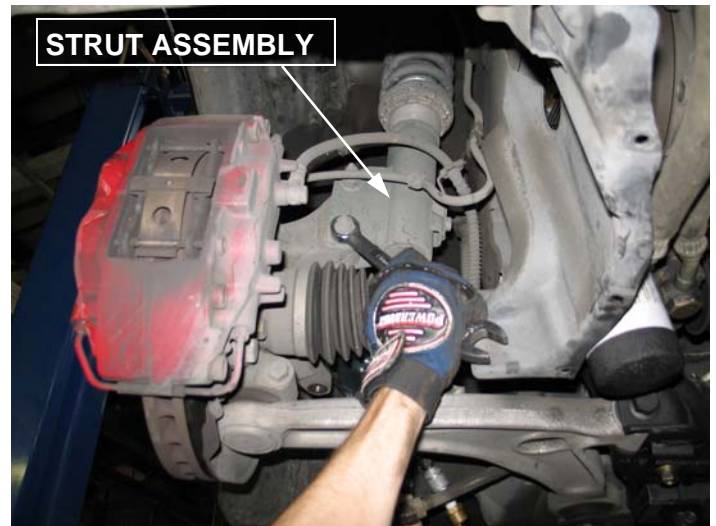


PHOTO 11



PHOTO 9

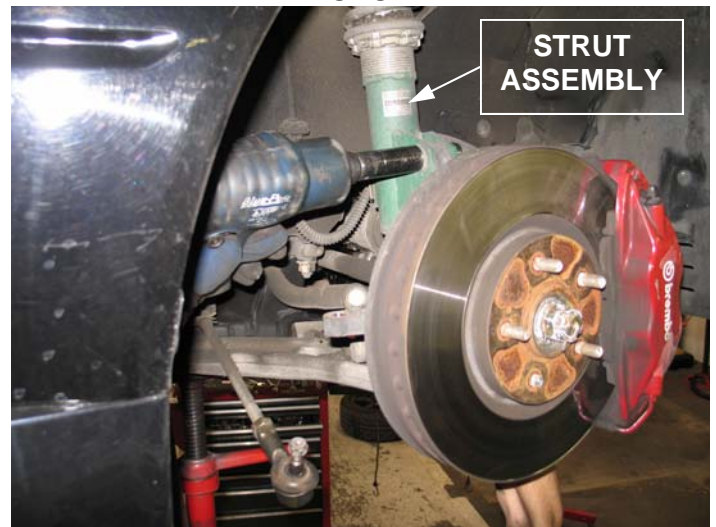


PHOTO 12



PHOTO 13



PHOTO 16



PHOTO 14



PHOTO 17

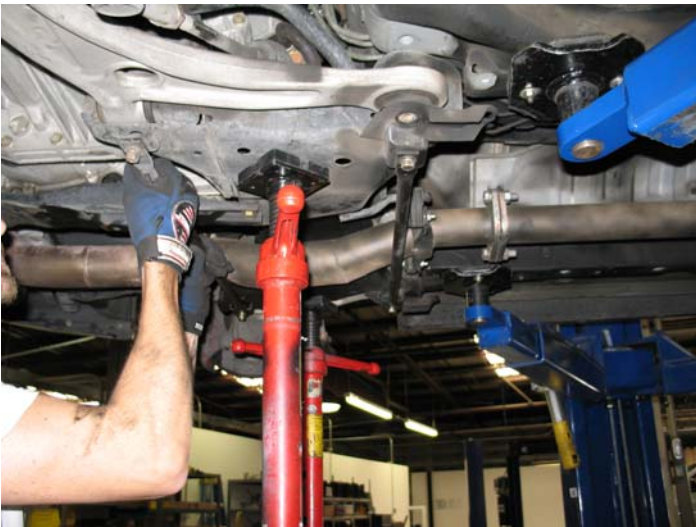


PHOTO 15



PHOTO 18