



## INSTALLATION INSTRUCTIONS

1075 North Ave. Sanger, CA 93657-3539 local: 559-875-8883 fax: 559-875-9883 toll free: 800-595-7016

### 51128 ADJUSTABLE REAR ANTI-SWAYBAR 2009- Nissan 370Z



#### 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 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 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 installation.
- Note: We **DO NOT RECOMMEND** using wheel ramps while performing this installation.

### RECOMMENDED TOOLS

- Blocks and Wheel chocks
- Properly rated floor jacks and support stands
- Ratcheting Socket Wrench (12, 14, 17)
- Combination Wrench (12, 14, 17)
- Flat and Phillips head screwdrivers

- Safety Glasses
- Torque wrench: 0-100 lb ft. range

## KIT CONTENTS

PART NO.	DESCRIPTION	QTY
51128-300	2009+ Nissan 370Z $\frac{7}{8}$ " solid adjustable rear anti-sway bar	1

## KIT INSTALLATION

### 1. VEHICLE PREPERATION

- 1a. Open the hardware kit and remove all of the contents. Refer to the part list to verify that all parts are present.
- 1b. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the **FRONT** wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1<sup>st</sup> gear (manual) or "Park" (automatic).
- 1c. Using a properly rated floor jack, lift the **REAR** wheels of the vehicle off the ground. Place the support stands, rated for the vehicle's weight, and 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. It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage! Make sure that the supports stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.
- 1e. **Be sure that the rear subframe crossbraces at each side of the vehicle are accessible. See picture below for more details.** 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.

### 2. REMOVING THE ORIGINAL EQUIPMENT ANTI-SWAY BAR

- 2a. Remove the passenger side rear wheel.

- 2b.** Remove three bolts securing each exhaust hanger bracket to the chassis on both sides of the muffler using a **12mm** socket. Also remove the two bolts securing the exhaust mid-pipe hanger bracket to the chassis using a **12mm** socket.



- 2c.** Remove the two bolts securing the front of each subframe cross brace bracket on each side of the frame rail to the chassis using a **12mm** socket. Loosen the two bolts at the rear so that the crossbrace still hangs on the car.
- 2d.** Remove the nuts securing the original equipment end-link from the ends of the anti-sway bar with a **14mm** wrench. Secure the end-link from spinning by using another open end **17mm** at the base of the end-link ball joint. Be careful to not damage the rubber boot. Disconnect the end-links from the bar for now.
- 2e.** Remove the original equipment bushing brackets as well using a **14mm** socket. Note the position of the anti-sway bar in the vehicle to ease in the installation of your new Suspension Techniques Adjustable Anti-Sway Bar. Carefully remove the original equipment anti-sway bar from the passenger side by maneuvering it out from in between the exhaust and the subframe crossbrace.

### **3. INSTALLING THE NEW ANTI-SWAY BAR**

- 3a.** Spread and clip the stock bushings onto the Suspension Techniques Adjustable Anti-Sway Bar bar near the factory location.
- 3b.** Slide the new Suspension Techniques Adjustable Anti-Sway Bar above the subframe crossbrace and into the original equipment location. With the bar in place, install and secure the original ASB bushing brackets. Tighten the bracket to the chassis using the OEM bolts and tighten to **40 ft•lbs** using a **14mm** socket.
- 3c.** Tighten the end-links nuts to approximately **80 ft/lbs** of torque. Be careful not to damage the end-link dustboot.
- 3e.** Secure the subframe cross brace and exhaust hanger brackets using the OEM bolts and a **12mm** socket. Tighten to **40 ft•lbs**.

**3f.** Check that all components and fasteners have been properly installed, tightened and torqued.

**3g.** Check brake hoses, steering and other components for any possible interference.

#### **4. FINALIZING THE INSTALLATION**

**4a.** Lift vehicle and remove support stands. Carefully lower vehicle to ground and properly torque the wheel lugs.

**4b.** 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.

**4c.** Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

#### **5. SETUP INFORMATION**

The Suspension Techniques Adjustable Anti-Sway bar can be tuned for the desired roll resistance by connecting the anti-sway bar end-links to different attachment points on the bar. Each side of the bar has two different attachment points. Attaching the end-links to the holes furthest out on the bar tab will be the softest roll setting while attaching to the holes closer in will increase roll stiffness. Increasing the rear roll stiffness will typically increase oversteer. Below are the percentage increases in torsional stiffness over the stock bar for each end-link position.

