

RATCO INC.

INSTALLATION INSTRUCTIONS FOR FRONT SWAY BAR KIT PART NUMBER: FSBK-01

TO FIT ALL TRIUMPHS TR 250,5,6 SERIES CARS

READ THESE INSTRUCTIONS FIRST

1. INTRODUCTION

The RATCO sway bar kit is designed to replace the stock sway bar system without major changes to the existing hardware. Our kit is designed to sit further forward and a bit higher on the front radiator guard. The reason for this is simple. It is easier to install when mounted like this and as a bonus, it is out of the way and will not be hit by curbs when head in parking. The “C” clamps that hold the original bar to the guard are in a position that makes them difficult to detach as you can’t reach or see the rear nuts. It is easier to cut them off to remove the old bar. You will not be using the same mounting holes as the original did and you will need to drill 4 new holes. The photos will guide you through this procedure and you should find the installation rather easy. It is important that the car is off the ground at a comfortable working height and that it is safe in this position. Removing the front wheels will make the job flow smoothly but it is not required. Removing the wheels makes working on the links easier and gives you more room. You should

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also inspect the links on the old bars to determine if you should re-use them or buy new. My advice is to replace them with new links with polyurethane bushings especially if they are the original factory units. The big three suppliers sell these links. Roadster Factories part number is 152143/U in poly and 152143 with rubber bushings.

You will need an electric drill with a 3/8-inch bit and some hand tools. In those hand tools it would be convenient to have a 3/8-inch extension for your ratchet wrench and a 9/16 short socket. This will allow you to reach and install the top most nuts on the “U” brackets. Other than that, all the other tools are common to most shops.

2. PROCEDURE

1. Jack up the car or use a lift to bring the car to a comfortable working height. Make the car safe in this position and remove the front wheels. (Optional)
2. Look at the front sway bar installation and inspect the nuts holding the “U” bolts to the radiator guard. Most of the time they are rusted beyond usefulness and the best way we have found to remove the “U” bolts is to cut them with a hack saw or a cut-off wheel. First disconnect the old bar from the end links and let it dangle on the “U” bolts. Then cut the “U” bolts or unbolt them and remove the bar



VIEW OF STOCK SWAY BAR
INSTALLATION

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3. It should now look like the photo below. It is time to replace the links if you have decided to do this, before beginning the next step.



VIEW WITH OLD SWAY
BAR REMOVED

3. Attach the new bar to the end links with the hardware supplied. Make sure that the cup washer and bushings are install in the correct orientation. Fit the retaining nyloc nuts loosely at his point. Now install the polyurethane bushings that came with you kit on the bar and then the new “U” bracket. Swing the entire assembly up to the radiator guard and secure it in position using some string or wire ties. Move the “U” brackets inboard of the original mounting holes about _ to 1 inch. It should now look like the photo below.



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4. Make sure that the brackets are even on both sides and then use the brackets to mark to bottom hole position. Center punch these marks and drill through with a 3/8-inch bit. Be sure to watch that you don't push the drill bit to far and hit the radiator. Drill out both side and clean any burs off the holes. Placing the bolt with a flat washer from the inside catch the hole in the brackets on each side and secure the bracket to the radiator guard with the flat washers and nyloc nuts. Tighten them securely.



BOTTOM NUT ONLY IN PLACE.
NOW USE THE BRACKET AS A
DRILL GUIDE.

5. Now use the bracket as a drill guide and drill the two top holes through the radiator guard. It is even more important now that you don't go through the guard and into the radiator with the drill bit.... be careful. From the inside using 9/16 inch short socket and a long extension push a bolt with a flat washer through one of the holes and while holding it there, place a flat washer and nyloc nut on the protruding stud and lock it in place. Perform the same procedure on the other side and your almost finished.
6. Check that the installation of the bushings and the cup washers are correct on the end links and that the nuts are adequately tight. Next check that the nuts are tight on the brackets and that the bar is centered on its mountings. Finally, replace the road wheels and rotate them first to the left stop and spin the wheel. Observe that the sway bar does not

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touch the tire or rim. Do the same at the right stop and if there is any evidence of contact with the bar, then it should be corrected. Loosening the eccentric stop on the lower trunnion mount and rotating it to in or out until the contact ceases can accomplish this. If you find that this is not possible then limit your wheel travel at the extremes to compensate for the rubbing. Remember, you will never hit the limits at speed. You will only hit it while parking or maneuvering in tight spaces. It is not a big problem if you remember to back off slightly when hitting the stop. Under normal condition there should be no rubbing at all, but every car is different and wheel widths vary as we upgrade tires and wheels.

YOUR INSTALLTION IS COMPLETE. ENJOY THE NEW
FEEL AND PERFORMANCE



THIS IS WHAT IT SHOULD LOOK
LIKE COMPLETED.