



# NO LIMIT ENGINEERING

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## Front Sway Bar '60 – '72 C10

1. Check the box. You should have the following:
  - Sway bar. 1 ¼" dia. Black
  - 2 sway bar mount straps, "B"
  - 2 red urethane 1 ¼" mount bushings
  - 4 3/8" female rod ends
  - 2 3/8" NF all thread, 6 ¼" long
  - 2 sway bar link tubes, 4" long
  - 4 3/8" NF nuts – sway bar link jam nuts
  - 4 3/8" x 1 ¼" NF #8 bolts
  - 2 3/8" x 1 ½" NF #8 bolts
  - 2 3/8" x 2" NF #8 bolts
  - 4 3/8" split lock washers – rod end spacers
  - 2 3/8" USS (large) flat washers
  - 16 3/8" SAE flat washers
  - 8 3/8" NF nylock nuts

2. Mounting the Sway Bar to the Chassis. This kit fits 1960 – 1962, and 1963 – 1972 Chevy and GMC ½ ton trucks. Short and long bed. The 1960 – 1962 frame is different than the 1963 – 1972, so when mounting the sway bar to the chassis, please follow the correct directions.

1960 – 1962. On the bottom of the frame rail, approximately 15" in front of the suspension crossmember, is the lower bolt for the core support crossmember. This will be the 'front' mount hole for the sway bar mounting strap. Remove the factory bolt. Drill a 3/8" hole, 3" behind (farther back, or, closer to the suspension crossmember). This will be the 'back' hole for the sway bar mount strap.



1963 – 1972. You will need to drill two holes on each frame rail. From the underside of the frame, measure from the suspension crossmember forward and mark for the two holes at 12" and 15". Drill the holes in the center of the rail (side to side) Use an 1/8" bit to drill a pilot hole, and then drill the hole out to 3/8".

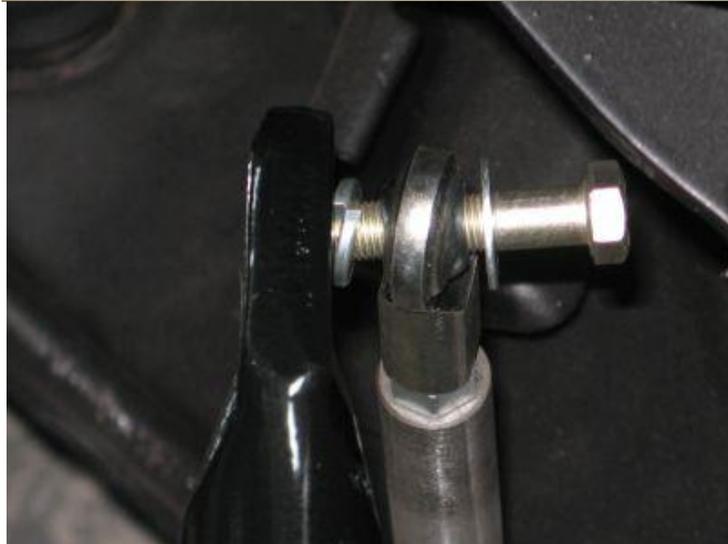


3. Put the red urethane mount bushings around the sway bar, on the straight center section, appx. 3" from the bend on each side.



Bolt the sway bar and mounts to the chassis with 4 3/8" x 1 1/4" bolts, 8 sae flat washers and 4 nylock nuts. The sway bar fits over the steering linkage.

4. Assemble the end links as shown. Do not tighten yet. Attach the end links to the sway bar. **\*\* It fits on the side closest to the A-Arms \*\*** Start with the 3/8" x 2" bolt, one SAE flat washer, pass it through the sway bar from the 'out-side', then put on one 3/8" split lock washer (spacer), then one rode end from the sway bar link, an SAE flat washer, and finally a nylock nut.



5. **Stock Lower Control Arms.** On the front face of the Arm, measure out 11 ¾" from the grease zerk fitting, and ¾" down from the top of the arm. Drill a 3/8" hole in the front face of the arm. Use 3/8" x 1 ½" bolt. Start with the bolt and an SAE flat washer, pass it through the lower rod end of the sway bar link. Next is the split lock washer (spacer), then a large USS flat washer. Then put the bolt through the drilled mounting hole in the A-Arm. One SAE flat washer, and a 3/8" nylock nut.



6. **Aftermarket / Custom A-Arms.** There are many different arms on the market. You can drill through the center of the tubular arms. Some arms may need a tab welded to them. Use the same 11 ¾" dimension as above. You may need a longer bolt. It is the installer's job to make sure that the sway bar clears all of the steering and suspension components.
7. We recommend setting the truck on the ground, with the suspension 'loaded' before tightening all of the bolts. Check to make sure that none of the rod ends are in a bind, and that all of the suspension and steering have clearance in a full turn.

#### **TIPS.**

Drilling upside down sucks. But it has to be done. Center punch and drill a pilot hole first. Wear some safety glasses, no, not your Ray-Bans, the metal chips will scratch them, and you'll look like a bum later. Remember, if you lose your sight, you lose your license.

Having the suspension 'loaded', means that all of the weight is on the suspension just as it would be if you were driving it down the road. You can try pouring a few beers on it, but it won't really help.

Tighten all bolts to 35 ft lbs. Drive to the local burger joint and have some fun.