PN: CS-BRTSB-21

596 Crane Street | Lake Elsinore | CA | 92530
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INSTALLATION NOTES

Please review the product instructions prior to attempting installation to ensure installer is equipped with all tools and capabilities necessary to complete the product installation. We recommend thoroughly reading the instructions at least twice prior to attempting Installation.

We recommend all fasteners that do not utilize a locking nut (Crimp-Lock or Nyloc), or reuse a lock nut (as these are technically one-time use), use a medium-strength thread-locker to ensure a good, mechanical connection. We use Loctite 243 in-shop. Further, all torqued bolts should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.

Recheck all torque after the first 500 miles.

LIFETIME WARRANTY

Carli Suspension provides a limited lifetime product warranty against defects in workmanship and materials from date of purchase to the original purchaser for all products produced by Carli Suspension.

For full Warranty details, see: https://www.carlisuspension.com/warranty/

PARTS CHECKLIST

Before beginning disassembly of the vehicle, check to ensure you've received all parts necessary to complete installation to avoid potential down-time in correcting discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

- ☐ (QTY 1) - AS-BRTSB-ARM-D — Bronco TSB Arm, Assembled W/ Logo, Driver
- ☐ (QTY 1) - AS-BRTSB-ARM-P — Bronco TSB Arm, Assembled W/ Logo, Passenger
- ☐ (QTY 2) - MP-TSBWASHER — 17-4 Stainless Torsion Sway Bar Machined Preload Washer
- ☐ (QTY 1) - AP-BRTSB-BAR — Bronco Torsion Bar
- ☐ (QTY 2) - AS-BREL-21 — Bronco Torsion Sway Bar End Link, Assembled
- ☐ (QTY 2) - MP-BRTSB-BRKT — Bronco Torsion Bar Frame Bracket
- ☐ (QTY 2) - MP-TSBBUSHING — Torsion Sway Bar Bushing (Installed in Bracket)
- ☐ (QTY 1) - AP-BRTSB-HK — Bronco Torsion Sway Bar Hardware Kit
  - ☐ (QTY 2) - 3/8-24 x 2.75" Grade 8 Bolt
  - ☐ (QTY 4) - 3/8 Flat Washer
  - ☐ (QTY 2) - 3/8-24 Lock Nut
  - ☐ (QTY 2) - 3/8 Lock Washer
  - ☐ (QTY 2) - 3/8-24 x 1" Grade 8 Bolt
  - ☐ (QTY 2) - 1/2-13 x 3.25" Grade 8 Bolt
  - ☐ (QTY 2) - 1/2-13 Flanged Nyloc Nut

INITIAL SETUP AND MAINTENANCE

The control-arm side of the sway bar end links are built with replaceable bronze wear surfaces. When unboxed, the ball joint ends should be tight and relatively difficult to move but not immobile. Remove the nuts and dust boots from the end of the end links. Test their mobility. If they're immobile, loosen the cap (turn counter-clockwise); If they flop easily, tighten the cap (clockwise). The goal is to tighten them enough so they're difficult to move BY HAND. A square O-Ring holds pressure to the body/cap once tightened.
DO NOT USE ANY TOOLS TO TIGHTEN THE CAPS

After the first 500 miles, check the end links for movement. They should be moving around smoothly & freely (should no longer be tight) but have NO plunging (vertical clunking). If there's any plunging present from break in, repeat the above process. Once confirmed or adjusted, grease them and check them every oil change.

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1. Jack the Bronco up in the air and support the frame rails with suitable jack stands.
2. The front tires should be off the ground — if you remove the wheels and tires, you'll have more room to work!
3. **21MM Wrench & 6MM Hex Driver** — Remove the nuts from the Lower Control Arm securing the sway bar end link on both sides. Push up on the sway bar to dislodge the link from the arm.

4. **18MM Socket** — Have an assistant hold the bar and remove the 2 bolts and 2 nuts securing the sway bar bushing brackets to the frame. With the hardware removed, remove the sway bar assembly.

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5. The Carli billet bushing housings are identical but the bushings need to be on the outside of the bracket so they'll end up mirrored when assembled. Coat the inside of the bushings with grease/assembly lube and set the opposing end of the sway bar on a block of wood. Drive the bracket/bushing onto the sway bar until there's 1.25" of spline protruding from the outside bushing face. We use a dead-blow to hit the brackets on until the sway bar is flush with the outer busing face, then a Matco 1-1/4" deep impact socket to drive the bushings from the outer bushing face onto the bar so the splines can recess into the socket without damaging them.

6. Once you've driven both brackets on 1.25", ensure the mounting surfaces are parallel and use the factory hardware to secure the sway bar and brackets to the frame; snug for now. **Use blue Loctite on the 2 BOLTS.**

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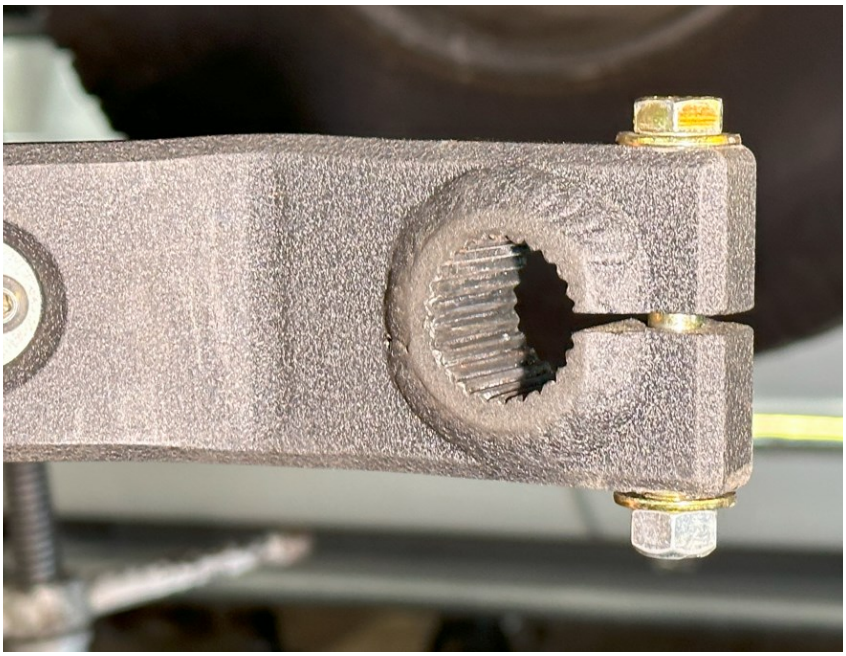
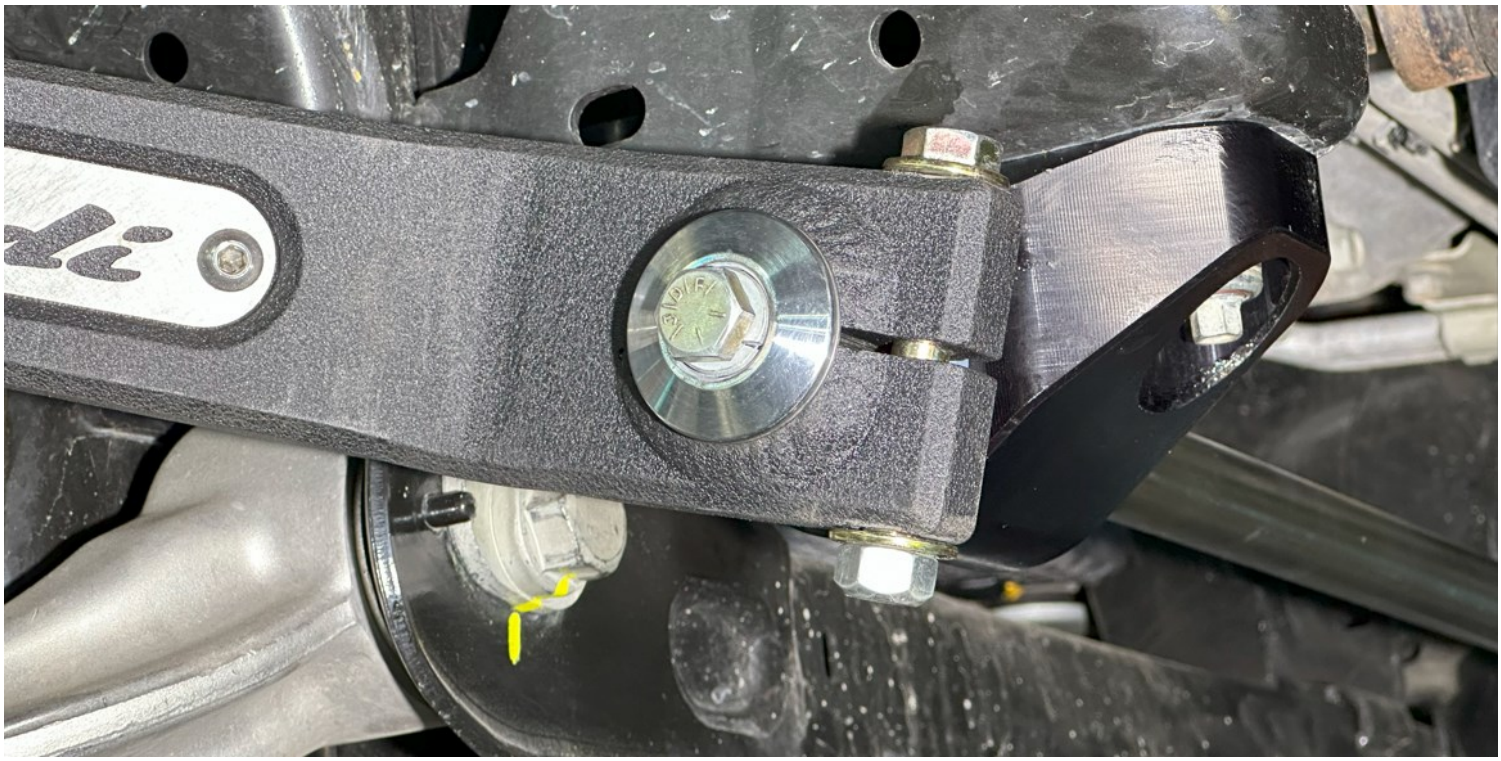
7. Install the pinch-bolts to the sway bar arms —
   (QTY 2) - 3/8-24 x 2.75” Grade 8 Bolt
   (QTY 4) - 3/8 Flat Washer
   (QTY 2) - 3/8-24 Lock Nut

   The bolt will insert from the top, down with a washer on each side and crimp-lock nut on the bottom.



8. Grease the splines of the bar and install the arms ensuring they’re indexed exactly the same on both sides!! **Make sure the end of the arm that attaches to the sway bar end link is ABOVE the lower control arm when you install the arms.** The splines will be tight; once you’re sure they’re properly aligned and the arms is started onto the bar, drive it on with a dead-blow hammer.
9. With the arms on, place a lock-washer over the (QTY 2) - 3/8-24 x 1” Grade 8 Bolts, then 17-4 Stainless Torsion Sway Bar Machined Preload Washers, then thread them in to secure the arms.
   Use Blue Loctite on the preload bolts going into the bar!



10. **9/16” Socket** — Tighten the 3/8” bolts securing the preload washers until the slack is completely removed from the assembly.

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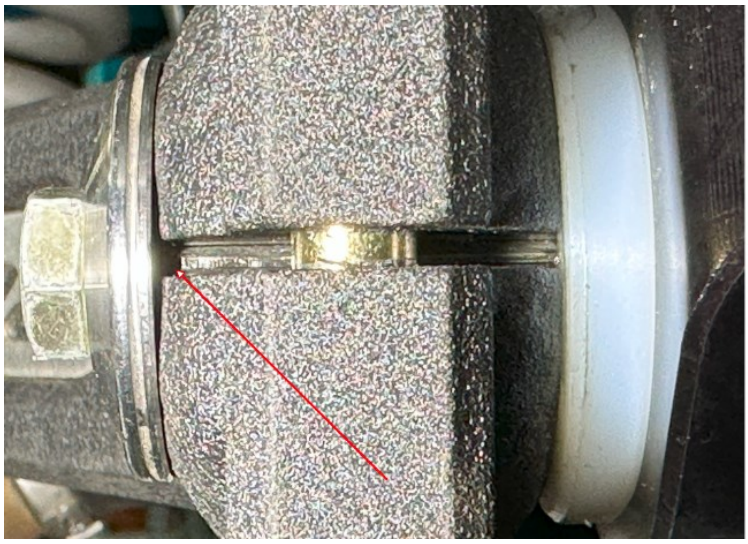
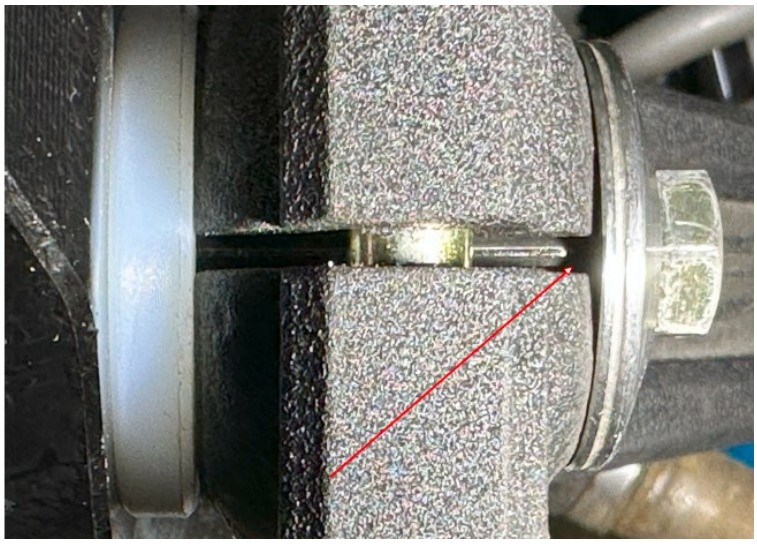
11. Through the cut (on the pinch bolt side), use a flashlight to eyeball the sway bar inside the arm. The assembly should be tight enough to have no slack and there should be a very slight gap between the end of the bar and the arm itself in the gap on both sides.

12. **9/16" Socket & Wrench** — Torque the pinch bolts to 38lb/ft.
13. **18MM Socket** — Torque the sway bar bracket to frame bolts/nuts to 66lb/ft.
14. Remove the heim joints from the end of the sway bar links.
15. Remove the jam nut from the heim joint.
16. Coat the threads of the heim with blue Loctite and thread the jam nut all the way on, then rethread the joint into the body until it bottoms out.
17. **(QTY. 2) 15/16" Wrenches — Index the grease fitting so it's parallel with the heim joint.** Use one wrench to hold the body and the other to tighten the jam nut against the body. There should be NO threads showing.

18. Slide the 1/2-13 x 3.25" Grade 8, 12-point bolt into the heim from the outside, then slide the misalignment spacer in the other side until seated.

    Pictured is a Black Oxide Bolt but production units come with silver zinc bolt.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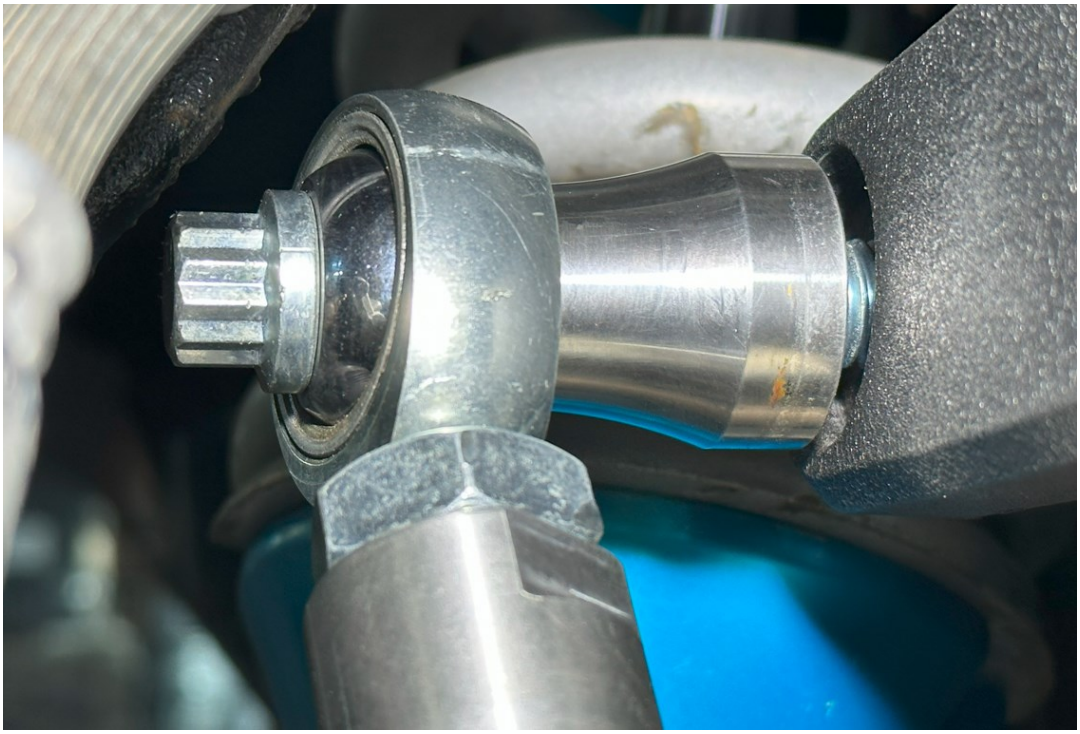
19. **1/2” 12PT Socket and 3/4” Wrench** — Install both Sway Bar Links to the outside of the sway bar arms (the misalignment spacers will fit into the counter-sunk hole in the arm) and secure with the Flange nuts on the inside of the arm. Tighten to remove the slack.

    Torque assembly to 75lb/ft.



20. Have an assistant guide the other side while you pull the sway bar down to engage the lower stud into the lower control arm hole.
21. Thread the Nuts on to secure the end links.

22. **5/16” Wrench & 11/16” Ratcheting Wrench** — Use a 5/16” to hold the index and 11/16” Box wrench (or ratcheting box wrench to make life easier) to tighten the sway bar end link nuts to the sway bar and Lower Control Arm mount. Grease fittings should be indexed directly rearward—in line with the heim, unlike the above picture :)
23. Once wrench-tight, torque to 30 lb./ft.