
Front Swaybar, 1-1/8" x 3/16" Wall, 1979-93 (MMFSB-1)



Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

NOTE: This kit will require 1-1/8" swaybar bushings. Maximum Motorsports, Inc. offers bushings for the stock swaybar bracket (part number 6-1124-BL) and bushings for cars equipped with our MMFSB-50 swaybar relocation kit (part number 19-1136-BL).

NOTE: Depending upon your vehicle modifications, you may need different swaybar endlinks. Your car will require shorter endlinks if you are using an MM K-Member, or if it has been lowered more than 1.5". Standard length endlinks are part number 19-417-BL. Shorter endlinks for 1979-93 Mustangs are part number 19-413-BL.

1. Jack up the front of the car and place the car safely on jack stands.
2. Disconnect the swaybar endlinks at the swaybar. If you are not changing your endlinks, you may leave the endlinks attached to the front control arms.
3. Rotate the swaybar arms up to clear the top of the endlinks.
4. Unbolt the swaybar pivot bushing brackets from the chassis.
5. Remove the swaybar from the vehicle. If OEM swaybar brackets are used, remove them from the swaybar.
6. Install a set of 1-1/8 swaybar bushings onto the MM swaybar. Lubricate the inside of the bushing with the grease provided with the bushings.
7. Depending on the application, install either the OEM swaybar brackets, or the universal swaybar brackets.
8. Reinstall the swaybar onto the chassis.
9. If you are replacing your swaybar endlinks, install them onto the front control arms now.
10. Rotate the bar down so that the endlinks go through the holes in the swaybar arms.
11. Install the endlink bushings and thread on the endlink nuts. Do not tighten them yet. To avoid pre-loading your swaybar, the endlinks should be tightened with the car on the ground.
12. Safely lower the car to the ground.
13. Tighten the endlink nuts. Do not overtighten them. They only need to be snug. You should be able to rotate the endlink bushings with your fingers, but still feel some friction from the contact between the washers and the endlink bushings. If you cannot rotate the bushing, the nut is too tight. Adjusting the tightness of the endlinks with the car on the ground will ensure that there is no pre-load on your swaybar.
14. Test drive the car and enjoy!
15. Recheck all the bushing and endlink fasteners after 1000 miles.

This kit includes:

- 1 Maximum Motorsports Front Sway Bar