

INSTALLATION INSTRUCTIONS

SwitchBLADE Rear Sway Bar - 2010+ Camaro

PN 040002



TOOLS NEEDED FOR INSTALLATION

- 13mm Deep Socket
- 15mm Wrench
- 5mm Allen Wrench
- 17mm Deep Socket
- 3" Extension
- Ratchet
- 6mm Allen Socket

ADDITIONAL PARTS REQUIRED

- 040003 - Proven Wicked Pro-RIGID Blade End Links

WARNING!

Always wear safety glasses and gloves when working around automotive equipment and follow proper safety procedures.

Please review these instructions carefully. If any part of this procedure seems out of your scope of capabilities, please seek a certified mechanic to perform this installation.



FIGURE 1



FIGURE 2



FIGURE 3

INTRODUCTION

The main goals of replacing your factory anti-roll bar (ARB) are to:

- Increase the stiffness over the factory ARB to change the balance of the vehicle for performance driving by eliminating the understeer built into the factory suspension that causes the car to push.
- The adjustability allows five levels of tuning without any tools for making on the fly adjustments for different track conditions and vehicle setups.

INSTALLATION

Start by raising the vehicle off the ground. This procedure can be done without removing your wheels and tires. Support vehicle with jack stands if a lift is not being used.

Next remove your factory sway bar end links with a 15MM wrench on the nut and a 5MM Allen Hex Key on the stud to prevent it from rotating. Pay attention to the orientation of the end link in relation to the sway bar and control arm, as this will be duplicated with the replacement links (**Figure 1**).

Remove the factory sway bar by removing the two 13mm bolts securing each of the pillow blocks to the chassis.

As a starting point, adjust one of the replacement Pro-RIGID end links (sold separately PN 040003) to the same length as the factory piece and hand tighten the jam nuts, ensuring that an equal amount of threading exists on each side of the center link shaft. Factory length between rod end centers is 100mm. (**Figure 2**) Make sure to orientate the rod ends 90 degrees apart. Keyway washers will lock the rod ends in place at 180° increments.

Install the misalignment spacers provided into the rod ends. **IMPORTANT!** Make sure the spacer with the large internal radius would be pointing rearward and first to go onto the end of the blade when installed in the vehicle. This will make the end links side specific. (**Figure 3**)

Install the studded end of this end link on the driver side control arm using a 15MM wrench on the stud

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and 17MM socket on the provided nut. make sure that a washer is placed on each side of the mount holes. Torque the supplied nut to 36 ft-lb. (**Figure 3**) Repeat for the passenger side.

Assemble and install SwitchBLADE sway bar as follows:

Assemble the blade assemblies to the ends of the bar. There are slots machined in the splines of the bar end for the blade adapter bolts to slide through to retain the blade assembly and locate it. To do this start by laying the bar with the Spherate pillow blocks installed on a flat surface. Rotate the bar so that the keyway grooves in the splines are pointed up and down. (**Figure 4**) Remove the two allen head bolts in the blade assembly and slide the blade assembly on the splined end of the bar. Drop the allen head bolts into the holes. Pull the blade assembly back and forth until the bolts drop into the keyway slots on the bar. Hand thread in the bolts. CAUTION! The bolts should thread in by hand if lined up correctly. Rotating the blade assembly one spline in either direction may be necessary to line them up. Failing to do so will ruin the threads. Once one side is assembled rotate the bar so that the end of the blade is touching the flat surface. Install the other side in this same position. (**Figure 5**) Doing this will clock the blades the same in relation to each other. Once they are orientated correctly tighten the two allen bolts on each blade assembly using a 6mm allen socket and torque to 25 ft-lbs.

Install the SwitchBLADE sway bar in the factory location with the blades pointing forward using the factory bolts and torque to 16 ft-lbs.

Slide the Pro-RIGID end link onto the end of the blade making sure the large radius misalignment spacer goes on first. Install the provided nylock flange nut and torque to 30 ft-lbs. Do the same for both sides. (**Figure 6**)

ADJUSTING YOUR SwitchBLADE ARB

The SwitchBLADE ARB has five adjustment positions. The position with the blade orientated flat and parallel to ground is the least stiff position. The position with the blade orientated up and down perpendicular to ground is the stiffest position. It is recommended to start tuning in position 3 on both blades and move up or down in stiffness to find the most neutral setup for your vehicle. The blades are adjusted by pushing in the button on the quick release pin and pulling it out of the hole in the black blade adapter, rotating the blade and pushing the pin in the desired hole position. It is recommended to adjust both ends orientated the same, but if finer tuning is needed you can call for info on tuning both blades independently.

For reference, below is a table of the relative difference in rates for each of the positions starting with the weakest (Position 1) to the stiffest (Position 5) as compared to a Factory SS (FE3) bar:

Position	Stiffness vs. OEM
1	1.4x
2	1.7x
3	2.3x
4	2.7x
5	4.8x



FIGURE 4



FIGURE 5

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ADJUSTING YOUR END LINKS

Adjusting end links is necessary for a few different reasons:

1. To remove acute angle to sway bar. If the car is lowered and/or has sway bars with different holes for adjusting the rate, it will be necessary to adjust the end links so that the studs are not at an extreme angle at ride height and the link is as perpendicular to the sway bar as possible to be the most effective. Failure to adjust accordingly will cause the end link to run out of misalignment and bind.
2. Adding or removing preload. For a street driven car or track car that utilizes both right and left turns you will want to remove preload in the sway bar that will exist from different suspension settings and corner weights. The second link should easily slide straight into the sway bar hole if adjusted correctly. For tracks that have predominant right or left turns you may want to play with preloading the sway bar.

HOW TO SAFETY WIRE YOUR LINKS

Our links have drilled jam nuts and a wire tab on the keyway washer so that they can be safety wired to prevent them from loosening. Reference **Figure 7**. Make sure to route the wire around the direction that the nut loosens.

You are now finished with the installation of your new SwitchBLADE ARB and adjustable Pro-RIGID sway bar end links and can take your vehicle for a test drive.

FOLLOW-UP

It is recommended that after you put a few miles on your car that you raise it back up and ensure that all components are still properly torqued down and have not become loose. This procedure would be good practice to check before and after any type of track event with the vehicle as well.

THANK YOU FOR CHOOSING PROVEN WICKED AS YOUR PERFORMANCE SOLUTION

Please contact us via email if you have any questions or concerns.: sales@provenwicked.com



FIGURE 6

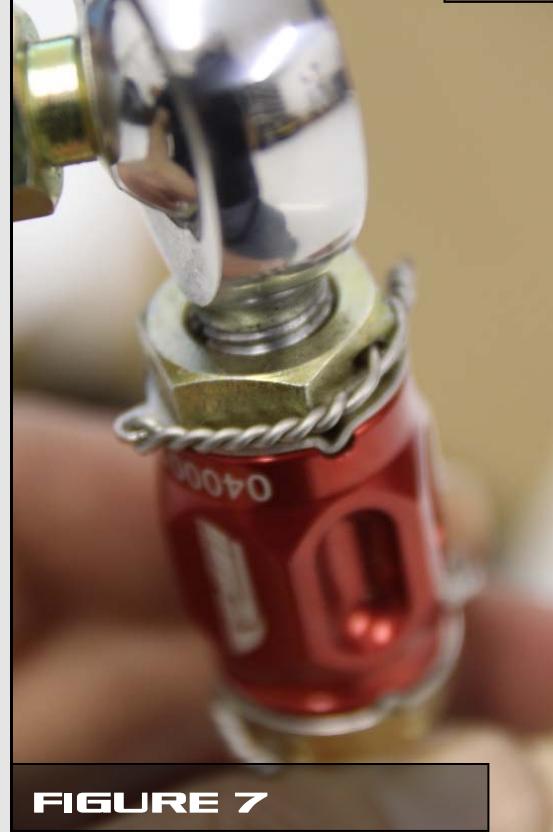


FIGURE 7