

Forth Generation GM F-Body Rear Anti-Roll Bar Bushing Replacement

Equipment and Tooling Required

- 13 mm 3/8 inch drive deep well socket
- 13 mm combination wrench
- Energy Suspension Bushing Kit: 3.5145R for the 21 mm bar
- Energy Suspension Formula 5 Prelube P/N 9.11108

Anti-Roll Bar Removal

1. Raise the vehicle and properly support it via the frame and let the rear axle hang free.
2. Use a 13 mm deep well socket and a 13 mm box end wrench to loosen the endlinks. Tip: Loosen the nuts of both the left and right side endlinks until the nut is almost off the bolt. This will make removal of the endlink easier.
3. Remove the endlinks from the car



4. Remove the nuts which secure the anti-roll bar to the U-bolt using the 13 mm deep wheel socket.
5. Remove the anti-roll bar from the car.

Bushing Replacement

No special tools are required to remove and install the anti-roll bar bushings.

1. Remove the bushing bracket from the Anti-Roll bar bushings
2. Remove the bushings from the anti-roll bar.



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3. Prior to installing the new bushing onto the anti-roll bar coat then inner diameter of the bushing with the supplied Energy Suspension Formula 5 Prelube.
4. Press the new bushing brackets onto the new Energy Suspension Bushings. Orientate the bushings so that their seams face the front of the car as installed on the vehicle.

Anti-Roll Bar Installation

1. Attach the anti-roll bar to the rear axle using the 4 new nuts supplied in the Energy Suspension Kit.
2. Tighten these nuts to 24 N*m (18 lb*ft)



3. Install both Energy Suspension endlinks.
 - a. When installing the endlinks, only engage the nut a minimal amount on the first side then install the endlink on the other side so that you do not have to fight with the spring rate of the anti-roll bar to install the second link.
 - b. Tighten the endlinks' nuts until the endlinks' bushings are slightly compressed.

Note it is acceptable to tighten the fasteners to spec while the vehicle is in the air when using Energy Suspension Bushings only. These bushings are designed to allow the anti-roll bar to rotate relative to the axle mount therefore they will not be damaged. If rubber bushings are being utilized then the fasteners should not be tightened until the suspension is at ride height position because there is no relative movement of the bushing to the mount, all movement is internal to the bushing.