



Custom Performance Anti-Sway-Bar *for* Can-Am Spyder RS, GS, RS-S – 2008 ~ 2012 WILL NOT FIT any of the Spyder-*RT* Models. Will Not Fit 2013 Models

Pictures: If you would like additional pictures to help with Frunk Removal please email me at fyredad@hotmail.com)

As with any performance modification, go slowly and take the time to learn what differences this sway bar will make in how your Spyder handles. It is your responsibility to ride responsibly.

The installation of your new **BajaRon** Custom Performance Anti Sway-Bar is a straightforward removal of the original bar and replacement of the new bar EXCEPT that the New bar will mount **INSIDE** of the Heim Joint Links (#6) and not Outside as the Stock bar did.

You **WILL NOT** reuse the OEM rubber Bushings or Collars attached to the original sway bar. You **WILL** reuse ALL nuts, bolts and Bushing Clamps (#3, 4, 7, 8).

Empty the Frunk before you begin.

Removing the 'Frunk' (#25) or front trunk is NOT Required but does make this install easier. If you **DO NOT** want to remove the Frunk go to **Non-Frunk Removal method** at the bottom of these instructions.

1. Remove the two plastic Tuperware pieces that run down both sides of the Frunk (#32 & #37) by removing plastic pop rivits (#41) and screws (#39).
2. With Frunk lid open, remove the narrow plastic cover (#60) at the back of the Frunk.
3. Detach the Frunk Lid Latch cable (#24) from the Latch Bracket (#21). Remove the 4 bolts (#28) holding the top of the Frunk to the frame. The Frunk will not fall off.
4. Remove the 2 lower bolts (not shown) located between the Bushing Clamps (#3) which hold the Frunk to the frame. You may or may not need to Remove the Skid Plate (#47) located under the Frunk.

The nuts for these 2 Frunk to frame bolts are tack welded so the bolts can be removed without removing the Skid Plate. However, it is common for these tack welds to break allowing the nuts to spin. If this happens you will need to remove the Skid Plate so that a wrench can be used to keep the nuts from turning.

5. Disconnect the horn wires (Left Side as sitting on the Spyder) and the Temperature Sensor (Right Side). You will also need to disconnect any other optional accessory connections you may have such as Fog Light wiring, etc.

6. Lift up on the front of the Frunk so that it pivots on tabs at the top where the 4 bolts and Latch Cable were attached. The Frunk will now lift off. Set the Frunk aside.

7. Remove the 2 bolts at each end of the sway-bar / Heim Joint Link connection. (**#7 & #8**)

8. Remove the lower bolts on each metal bushing bracket. (**#4 & #5**) Loosen the top bolts on each bushing bracket enough to remove the sway bar. Leaving the 2 upper bolts attached will make it easier to install the new bar.

IMPORTANT! Retain the 2 metal bushing brackets and all of the nuts/bolts as they will be reused. (**#3, 4, 5, 7, 8**)

You are now ready to install your new *BajaRon* Custom Sway Bar in reverse order.

9. Install the 2 new black Silicone Rubber bushings (**#2 supplied**) onto the new sway-bar.

10. Using the original Bushing Clamps (**#3**) nuts and bolts (**#4, #5**), slide the New Sway Bar up into the metal bushing brackets (**#3**). Be sure the flat side of each bushing is against the frame. Center each bushing in their respective clamp, install the lower nut and bolt for each bushing clamp. (**#4 & #5**)

Tighten the bushing clamps enough to hold the bar but loose enough so the bar can be moved left and right.

11. Place the Sway Bar ends to the *INSIDE* of each Heim Joint Link (**#6**). Install nuts / bolts (**#7, #8**) and tighten. The bolt is located on the outside with the nut on the inside. It is a good idea to check tightness of the upper Heim Joint Link nuts and bolts at this time.

13. **EXTREMELY IMPORTANT:** Centering the Sway Bar (Left to Right). The sway bar must be centered properly or the plastic Heim Joint Links (**#6**) may contact the frame which can damage the Link.

Check for equal clearance between the lower outside of the Heim Joint Links (**#6**) to the bottom of the welded bracket that holds them to the A-Arm. These Links swivel, turn them so they line up with the Sway Bar. There will not be much clearance but it must be equal on both sides.

14. Once you are satisfied that your Sway Bar is properly centered tighten the (4) Bushing Clamp Bolts (**#4 & 5**).

15. Remove the Allen (Hex) head bolts from 1 Billet Aluminum Collar Clamp. Place the Collar Clamp halves on the Sway Bar to the outside of one bushing. Install the (2) Allen head bolts but leave them loose enough so the collar will slide along the bar. Repeat procedure for the other collar.

16. Slide each Collar Clamp inward toward the Bushing until it touches. Holding the Collar Clamp against the bushing, tighten each Allen bolt equally until the collar is tight (*Do Not Over Tighten*), leaving about the same gap between the collar halves on each side. Repeat for the other Collar Clamp

17. Once you are satisfied that all (6) Sway Bar mounting bolts (**#4, 5, 7, 8**), and the upper Heim Joint Bolts are tight *and* that the *Sway-Bar is Centered*, you are ready to reinstall the Frunk (**#25**).

Reinstall Frunk as it was removed, by tilting it until it latches into the taps where the 4 bolts (**#28**) hold it to the frame.

18. **IMPROTANT!** Attach Trunk Release Cable (**#24**) and be sure it functions properly!

19. Install the 4 bolts (**#28**) and tighten, Reinstall the 2 lower retaining bolts on the Frunk. Reinstall the skid plate (**#47**), if removed, or Bump Skid. Replace plastic cover (**#60**). Replace Tupperware (**#32, #37**)

Your BajaRon Custom Performance Anti-Sway Bar is now correctly installed and you are *Ready To Ride!* So! Go riding and enjoy your new performance modification.

The Anti Sway-Bar works only during turns. The harder the turn, the harder your new sway-bar will work for you. The Sway-Bar will not lift your Spyder, change ride height or make the ride stiff or harsh. These functions are controlled by your shocks/springs.

I recommend 18~20 psi in the front tires and 28~30 psi in the rear. You may want to re-adjust your shock springs to a lower setting if you had raised the setting to reduce body roll. Now that you have installed the Performance Sway Bar, a stiffer spring setting may not be necessary. This will restore a smoother, more comfortable ride.

If you have any questions you may email me at fyredad@hotmail.com or call me at 423-552-3720

Non-Frunk Removal method

This install *CAN* be done without removing the Frunk. Remove everything from the Frunk before you begin.

- 1a. You may or may not need to remove Skid Plate from beneath the Frunk (#47). See Step #3a
- 2a. Remove both bolts (#39) from each of the the plastic Fog Light Housing Panels (may or may not have Fog Lights installed)
- 3a. Remove the 2 lower bolts (located between the Bushing Clamps (#3) holding the bottom of the Frunk. You can now move the bottom of the Frunk (#25) forward enough to gain access to the bushing clamp bolts (#4, #5). You may need to place a piece of wood or other object between the Frunk and frame to provide access without having to hold the Frunk away from the frame. Move the Frunk only as far as needed to accomplish this (about 3"). If you move the Frunk too far you may damage some of the plastic components.

You can now proceed to step 7 above. At any point in the process you can remove the Frunk if you so desire.



