



BajaRon's Custom Performance
Anti-Sway-Bar
2013 & 14 RT Models ONLY
Version 2.0

v2.0 2013-14 Can-Am Spyder RT, RTS, RT Ltd. **2013 Install Only**
*Not Designed for-**RS, GS, RSS, ST, STS, ST Ltd.** or any Pre-2013 Models*

Note: This bar kit is designed for both the 2013 and 2014 Can-Am RT Spyders (all models). However, the installation process is not the same for both year models. These instructions are for the **2013 RT** models Only. If you are installing this on a 2014 RT, you may want to contact me for the correct install instructions. You can email me at fyredad@hotmail.com or call me at 423-552-3720

As with any performance modification, go slowly and take the time to learn what differences this Sway Bar has made 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 with the new bar. (Anti-Sway Bar and Sway Bar are the same part)

Note: Directions are given as if sitting on the Spyder in the driving position unless otherwise indicated.
Part #'s which ***MUST BE REMOVED*** for this install are circled in **RED (Diagram #1)**
Additional Assemblies which you may choose to remove (optional) are circled in **GREEN**

Installation Instructions

1. MOST IMPORTANT! - You will need 20 ~ 22 inches of clearance below the bottom of the frame member between the front wheels that holds the sway bar. This means you will need to raise the Spyder 16"~18". You can lift the Spyder at any time during this install. But ***You do not need this much clearance until you get to step #9.***

Lifting the Spyder can be accomplished in a variety of ways including floor jacks, scissor jacks or ramps. It is not necessary to raise the front wheels off of the support surface (i.e.. car ramps or lift table). However, car ramps and solid table lifts may not give adequate clearance without additional lifting.

It is not necessary to lift the rear of the Spyder but it is very important that you stabilize the Spyder so there is no chance of it tipping, slipping or falling. Jack stands can be used to stabilize the Spyder once lifted.

2. Remove the 2 Deflector Panels (**#464 & #474**) and LH Skid Plate (**#470**) Not to be confused with the Front Skid Plate (**#418**) which does NOT need to be removed. (See Diagram #1 below).

3. Remove 2 Bolts (**#354**) from the LH Radiator Molding (**#472**) and the RH Radiator Molding (**#473a**). You may want to spray some WD-40 or similar on the spring clip mounted nuts before removing these bolts. (Spring clip nuts not shown)

4. Remove Bolt (**#3**) and Nut (**#4**) where the Sway Bar (**#70**) attaches to the Heim Joint Link (**#38**). Do this for both sides. (See Diagram #2 below)

IMPORTANT! Retain the (2) Nuts (#4) as these will be reused. You will NOT reuse the (2) M8 x 1.25mm x 40mm Flanged Bolts (#3). Longer M8 x 1.25mm x 50mm Flanged Bolts are supplied in the Sway Bar kit.

5. Remove Bolts (#9) and nuts (#6) (Diagram #2) holding the Bushings (#61) on both sides of the Sway Bar.

6. Move the Sway Bar to your right (looking at the bar from the front of the Spyder). Manipulate the sway bar arm past the tab on the LH Radiator Molding (#472) where you removed bolt (#354). Slide the sway bar just far enough for the Block Bushing (#61) to clear the frame tube. Once the bushing clears the frame, separate the 2 Bushing halves and remove them from the Sway bar.

If you feel this is too difficult you may want to remove the Radiator Molding assembly (#472). This allows free movement of the Sway Bar. Radiator Grill (#475) may also come off with the Radiator Molding, this is fine.

7. To remove the other Bushing (#61), slide the sway bar to your left repeating the same procedure with the Radiator Molding (#473a) and the tab where you removed Bolt (#354).

Again, if you feel this is too difficult you may want to remove the RH Radiator Molding assembly (#473a) to allow unrestricted movement of the sway bar to your left (facing the front of the Spyder).

8. Once the Bushing (#61) clears the frame tube you can remove it. Now you are ready to remove the OEM sway bar.

WARNING! – Be sure the Spyder is secure and stabilized so that it cannot tip, slip or fall as you raise it. You will need about 2 feet of clearance below the bottom of the frame where the Sway Bar is held. This is because the exposed sway bar end needs to be dropped nearly vertical for the other end to clear the frame tube.

The amount of elevation needed will become obvious as you proceed. Depending on how you are lifting the Spyder you may want to lower the sway bar end as much as possible and raise the Spyder as needed.

9. Raise the front of your Spyder 16"~18" so that you have 20"~22" of clearance below the frame tube where the Sway Bar is attached. Be careful to **SAFELY** raise and stabilize the Spyder. Weight does not need to be lifted off the tires.

10. Continue moving the Sway Bar to your Left (or Right depending on what components you have removed) with the exposed arm facing down. As you move the exposed portion of the sway bar to the left and down a slot in the top of the frame tube will allow the unexposed arm of the sway bar to rise above the frame tube so that you can remove the bar completely.

11. Reverse this same procedure to install the New BajaRon Custom Performance Sway Bar. With the New Sway Bar hanging nearly vertically and both arms facing to your right, insert the upper arm into the frame tube and slide the bar to your right. Just as before, in reverse order, you will rotate the bar up and to the right. The slot at the top of the frame tube will allow the arm of the sway bar to pass through the frame tube and out the right side (your right).

12. When you have the sway bar horizontal and the inserted arm (to your right) is clear of the Frame Tube, and **BEFORE** you work the Left Sway Bar Arm past the tab on the RH Radiator Molding (#473a), spread one of the supplied Block Bushings (White) and fit it over the left side of the Sway Bar (looking from the front of the Spyder). Place the Block Bushing between the frame tube and the Tab on the RH Radiator Molding (#473a).

13. Now work the Left Hand Sway Bar Arm past the RH Radiator Molding Tab.

14. Slide one White Block Bushing into the Frame Tube being sure to orient it correctly as shown below.



15. Slide the Sway Bar to your Right working the Right Sway Bar Arm past the tab on the LH Radiator Molding (#472) so that you can install the White Block Bushing (supplied) onto the Sway Bar as you did the other side.

16. Work the Right Side Sway Bar Arm to your left past the LH Radiator Molding (#472).

17. Slide the White Block Bushing into the frame tube being sure to orient it correctly.

18. Once you have both Bushing Blocks inserted into the Frame Channel, install the Bushing Block Retention Bolts (#9) and Nuts (#6). A centering tool helps to locate the hole in the Bushing Block. A punch or appropriate sized Phillips Screwdriver works well here. I have found it easier to push the bolt (#9) in from the back side of the Frame Channel. Install the Nut (#6) but **DO NOT TIGHTEN!** Repeat this process for the other side.

19. Using the LONGER 13mm Bolts supplied (Threads to the OUTSIDE) reattach the Lower Heim Joint Link (#38) **Diagram #2. VERY IMPORTANT!** The Sway Bar Arm mounts to the **INSIDE** of the Heim Joint Link. Repeat this process for the other side. If you have NOT installed the BajaRon Billet Aluminum Heim Joint Links, Check the UPPER Link Bolts for Tightness. Some have found them loose.

20. Tighten the Bushing Block Retention Bolts (#6) **Diagram #2** Until you can see and feel a slight dimple form at the bottom of the Bushing Block just below the Slit (**White Arrow in Diagram #1b**). Repeat process for other side.

20. If you have removed either or both of the Radiator Molding assemblies (#472 or #473a) replace them. Remember to replace the Radiator Grill(s) (#475 & #476) if they were removed. If you did not remove these optional assemblies, simply replace Bolts (#354) on both sides for Tabs on Radiator Moldings (#472 & #473a).

21. Replace LH Skid Plate (#470) and the LH and RH Deflector Panels (#464 & #474)

22. Once you are satisfied that everything has been properly replaced and secured your installation is complete and you are **Ready To Ride!**

Your BajaRon Custom Performance Anti Sway-Bar works only during turns or when side force is applied to the Spyder. The harder the turn, crosswind, etc., the harder your new sway-bar will work for you.

The Sway-Bar will not lift your Spyder, change ride height or increase stiffness of the suspension. These functions are controlled by your shocks and shock springs.

I recommend you run 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, especially if you had raised the setting to reduce body roll. This will restore a smoother, more comfortable ride.

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

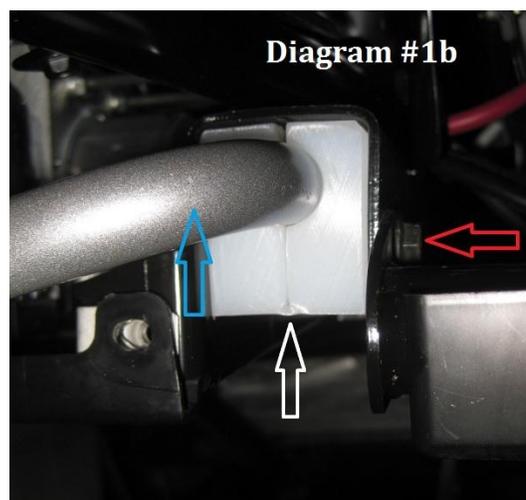


Diagram # 1

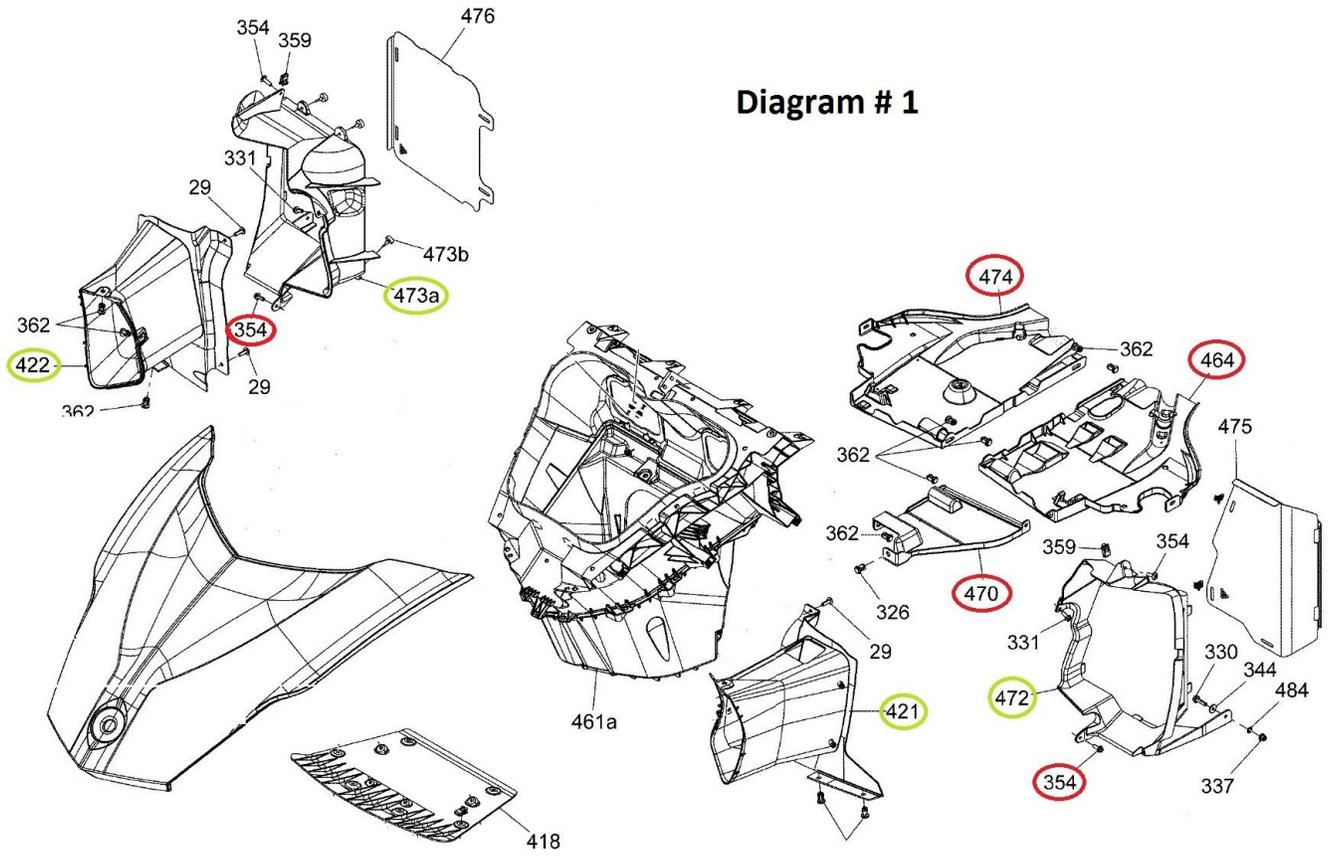


Diagram # 2

