

# LG G5 SWAY BARS GEN 5 CAMARO

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972-429-1963



**Parts Inventory:**

1. Front Sway bar
2. Rear Sway bar
3. (2) Front sway bar bushings, tall
4. (2) Rear sway bar bushings, short

**Optional End Link Kit**

1. (2) Front HD End links
2. (2) Rear HD End Links
3. 16 spacers
4. (8) 3/8 x 24 x 2.5" bolts
5. (8) 3/8 x 24 nylock nuts

**Instructions:****Removal**

Start the removal process you will need to raise the car, and support with suitable jack stands or use of an approved chassis lift. Remove the front and rear wheels so you can better access the suspension components.

We will begin the process by removing the factory rear sway bar from the car shown below in Figure 1 (exhaust removed for pictures).



**Figure 1:** Rear sway bar removal.



**Figure 2:** Rear sway bar close up with OEM link

Remove the two nuts (one on each side) at the top end link from the bar so that the bar is free from the end link. \*Those installing our end links remove the link from the control arm and remove with the sway bar. Remove the four bolts holding the bushing hold downs to the frame so that the bar is free to be removed. Save the bolts as you will be re-using them on the install of the new bars. Rotate the bar free of the exhaust and remove from the car.



**Figure 3:** Front stock sway bar with OEM link

Removing the front sway bar will involve removing a few more items. To make this easier, on one side of the car you will need to remove the tie rod from the spindle as well as the lower ball joints at the spindle and move the arms out of the way. By doing this you free room to remove and install the sway bar as well as leave your alignment settings in place. Once these items are clear you can now unbolt the sway bar from the end link (again those replacing the end links will want to remove the entire link from the car at this point). Unbolt the sway bar bushings from the frame and then rotate the sway bar forward and walk the sway bar out and over the frame.

### **Install**

To begin the install we will once again start at the rear of the car by installing the bushings over the bar and then onto the car. First separate the new bushings from their hold downs. You will notice a slot in the bushing so you can better snap this over the sway bar. The bushings will snap into place on the outside of the centering rings located on the bar. Once in place you can now rotate the new bar around the exhaust and roughly into it's location onto the car. Use the supplied bushing hold downs and factory bolts to loosely hold the bar in place on the car. Once the bar is in place, center the bar and tighten bolts to factory specifications. Blue Locktite is recommended for these bolts.

Those installing factory end links, place the links into the desired hole, install nut and tighten. Those installing the optional HD links please install as shown below in the diagram. Leave these bolts finger tight until the end. Please see special setup note for end link setup at the bottom of the instructions.



**Figure 4:** Close up of sway bar installed with bushings and links





**Figure 5:** New rear sway bar installed, shown with optional HD links and Super Springs

Installing of the front bar is going to be basically the same as the removal. Start by rotating the bar and walking it through and over the frame. We have found it easier to set the bar in place without the bushings on. Now that the bar is in place, again remove the bushing hold downs from the bushings. Snap the bushings over the bar and slide on the outside of the centering rings on the bar. Once the bushings are in place, place the hold downs over the bushings and re-use the stock bolts to attach the bar to the car. Again blue locktite is recommended for these bolts.

Those installing factory end links, place the links into the desired hole, install nut and tighten. Those installing the optional HD links please install as shown below in the diagram. Leave these bolts finger tight until the end. Please see special setup note for end link setup at the bottom of the instructions.

These are adjustable sway bars to make the sway bars stiffer move your end links to the inner holes, to soften the bars move to the outer holes. We suggest moving both sides at the same time for most consistent results. Most will start the bars out equally in the middle holes for general street and spirited driving.



**Figure 6:** Front sway bar installed (with HD links installed)

### **End Link Adjustment:**

Those that purchased the optional HD end link kit can benefit from a more precise setup of your sway bars. Not only can you adjust the stiffness of the bar, but with the HD links you can now 'zero' your sway bars. To do this you must have the car on the ground at ride height or on a wheel style lift so the suspension is loaded. Adjust one side of your end links to make the arms of the sway bars parallel with the ground. Once you have one side length set, tighten the jam nuts and tighten the bolts holding the link to both the bar and the control arms. Now the position of the bar is set, move over to the other end link. You will need to adjust the length of this link so that the bolts freely move in and out of the sway bar so there is no load being placed on the bar at rest. Set the jam nuts and tighten the bolts holding the link to the bar and control arms. Now your sway bars only act on the car when the car is loaded in a corner and it will react the same in both left and right corners as the bar will not have a bias to one side or the other.

I thank you for choosing LG Motorsports for all of your Corvette and Camaro needs.

Sergio De La Torre  
President LG Motorsports



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