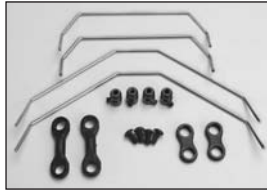


## Front & Rear Sway Bar Installation

Covers Part #5589

### Using Swaybars on Jato:

- Use both front and rear swaybars to make Jato feel more responsive to steering inputs (faster transition response when changing directions).
- Use both front and rear swaybars to reduce chassis lean (body roll) during cornering.
- Use only a front swaybar to help reduce extreme oversteer (loose, fishtailing, too much steering).
- Use only a rear swaybar to help reduce extreme understeer (tight, pushing, not enough steering).

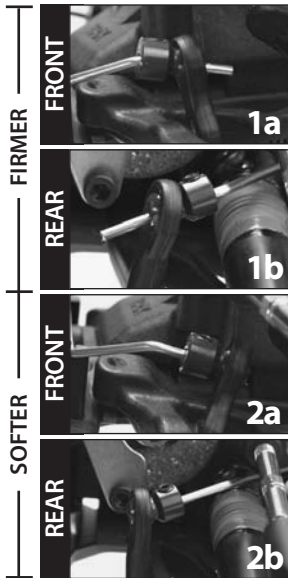


### How to Adjust the Swaybar:

Start with the softest settings (longest attachment points). If your conditions require more roll resistance then shorten the length of the attachment to increase the stiffness of the swaybar.

If the vehicle is suffering from oversteer or understeer you can adjust the front and rear swaybars separately to cure the handling problem. Stiffen the front swaybar or soften the rear swaybar to cure oversteer. Soften the front swaybar or stiffen the rear swaybar to cure understeer.

Securing the sway bar links closer to the fulcrum (pivot point) of the bar will provide a firmer setting (for smoother surfaces). (1a and 1b) Securing the links further away from the fulcrum will soften the effect of the sway bar (for rougher surfaces). (2a and 2b)



### When to Use the Thick vs. the Thin Bar:

Start with the thin (softest) swaybars first. If after adjusting the swaybars to their stiffest point, it still feels like the vehicle is too unresponsive or leaning too much through the corners, then install the thick (stiffest) swaybars.

When driving on smooth high-grip surfaces (like pavement or smooth "blue-groove" off road tracks), the thick bars are recommended.

When driving on loose low-traction surfaces, the thin bars are recommended. The thin bars will upset the chassis less when driving over bumps.

For very rough and/or broken surfaces where you may experience different bumps on the left and the right side of the vehicle, you may not want to use the swaybars at all. The use of the swaybars in these conditions may toss the vehicle around too much, making it difficult to control.

### Assembling the Sway Bar Ball Links

1. Use a pair of pliers to press one ball stud into the end of each plastic sway bar link.



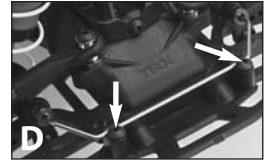
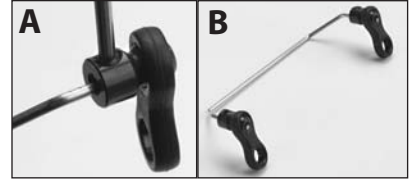
If you have questions or need technical assistance, call Traxxas at

**1-888-TRAXXAS**

(1-888-872-9927) (U.S. residents only)

### Front Sway Bar Assembly

2. Choose one of the two front sway bars from the kit and the two short sway bar ball link assemblies.
3. Slide a ball link assembly over each end of the sway bar. Secure each ball link to the sway bar by tightening the 3x3mm set screw with a 1.5mm hex driver. (A and B)
4. Set the sway bar into the grooves in the front bumper. (C)
5. Thread a 3x6 button-head machine screw into each of the sway bar holes located on the bumper (next to the grooves). Tighten the screws until they touch the bar, and then back the screws out until the bar can just move freely without binding. (D)
6. Snap the end of each of the short sway bar links onto the molded sway bar ball mounts located on the front suspension arms (see E for correct orientation).



### Rear Sway Bar Assembly

7. Choose one of the two rear sway bars from the kit (wider sway bars), and one of the two long sway bar ball link assemblies.
8. Slide a ball link assembly over each end of the sway bar. Secure each ball link to the sway bar by tightening the 3x3mm set screw with a 1.5mm hex driver. (F and G)
9. To gain access to the sway bar mounting boss in the rear bulkhead, remove the four 2.5x10 caphead machine screws that secure the rear battery cover, and remove the rear battery cover. (H)
10. Disconnect the tops of the rear shocks from the shock tower by removing the two 3x15 button head machine screws. (I)
11. Insert one end of the rear sway bar between the upper camber link and the driveshaft (see J for correct orientation).
12. Set the sway bar into the grooves in the rear bulkhead. (K)
13. Thread a 3x6 button-head machine screw into each of the sway bar holes located on the rear bulkhead (next to the grooves). Tighten the screws until they touch the bar, and then back the screws out until the bar can just move freely without binding. (L)
14. Snap the end of each one of the long sway bar links onto the molded sway bar ball mounts located on the rear suspension arms (see M for correct orientation).
15. Reconnect the tops of the rear shocks onto the rear shock tower, and reinstall the battery cover onto the rear battery box. (N)

