



**BajaRon's Custom Performance
ULTRA – BAR**

3 Piece Sway Bar Kit

For Can – Am Spyder RT - 2013 **ONLY** - All Models

**** 2014 - 2019 Instructions (See Page 5)**

NOTE : These instructions are for the **2013** Spyder Models **ONLY** . Though this Sway Bar Kit may be appropriate for other Spyder Models, the installation process will be specific to this Model / Year . As with any performance modification , begin riding slowly and take the time to learn the difference our Sway Bar has made in handling .

It is your responsibility to ride responsibly .

The installation of your new **BajaRon Custom Performance Ultra Sway Bar** is a straightforward removal of the original sway bar and end links , and replacement with the Ultra Sway Bar and Custom Heim Joint End Link Set.

NOTE : Directions are given as if sitting on the Spyder in the driving position , unless otherwise indicated . We highly recommend reading each step all the way through completely before beginning the installation process . Each step should be performed in the order given for an easier install .

- INSTALLATION -

IMPORTANT : Be sure that your Parking Brake is **ENGAGED** and **STABLE** before beginning work on your Spyder .

1 .) Lifting - You will need about **24 inches** of clearance below the bottom of the channel that holds the sway bar in place . This means that you will need to raise the front of the Spyder **18 – 20 inches** .

(You will not need this much lift until you reach step # 6)

To lift the Spyder you can use floor jacks , scissor jacks , or ramps . It is not necessary to raise the front wheels off the support surface (i . e . **car ramps or lift tables**) . 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** your Spyder so that there is no chance that it may tip , fall , or slip during this install .

Jack stands should be used to stabilize the Spyder once lifted .

2 .) Removing Panels - Remove the two (**2**) Deflector Panels and LH Skid Plate , not to be confused with the Front Skid Plate which does **NOT** need to be removed .

3 .) Removing Radiator Molding - Remove two (**2**) Bolts from the LH Radiator Molding and

the RH Radiator Molding . You may want to spray some WD - 40 on the Spring Clip Mounted Nuts before removing these bolts .

4 .) Removing OEM Plastic Link Set - Remove both Upper and Lower Mounting Bolts (# 3) and Nuts (# 4) and remove the plastic end link (# 38) . Repeat for other side . (**See Diagram # 1 below**)

5 .) Removing OEM Bushing Blocks - Remove Bolts (# 9) and Nuts (# 6) (**Diagram # 1**) holding the Bushings (# 61) on each side of the sway bar . Move the sway bar to the right , manipulating the sway bar arm past the tab on the LH Radiator Molding where you removed the Bolt . Slide the sway bar just far enough for the OEM Bushing Block (# 61) to clear the frame tube . Once the bushing block clears the frame , separate the two (2) halves and remove them from the sway bar . Repeat for other side .

IMPORTANT : At this point you will need the **24 inches** of clearance previously mentioned . Be sure that your Spyder is **SECURE** and **STABLE** , so there is no chance that it may tip , fall , or slip during the next steps of this installation . Depending on how you are lifting your Spyder , you can lower the sway bar end as much as possible , then raise the Spyder as needed until the sway bar clears the channel .

6 .) Removing OEM Sway Bar - Continue moving the sway bar to your left 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 channel will allow the unexposed arm of the sway bar to rise above the channel so that you can remove the sway bar completely .

7 .) Installing BajaRon Ultra Sway Bar - In order to install your new Ultra Sway Bar , you will need to slide it in through one of the spokes of the tire , and then into the channel .

8 .) Installing BajaRon Bushing Blocks - Slide the BajaRon Bushing Blocks into the channel - clamped around the Sway Bar , being sure to line them up with the **10mm** Bolt holes . Put the **10mm** Bolt through the hole in order to secure it for the other side . **DO NOT TIGHTEN** . Repeat for other side .

With the Sway Bar secured in the channel , you will need to check the orientation of your Sway Bar . Making sure that the Pinches in the Sway Bar are vertical in line with the slits in the Bushing Blocks . (**Diagram # 3**)

9 .) Installing BajaRon Sway Bar Arms - Once your Sway Bar is oriented correctly , slide the Sway Bar Arm onto one of the hexagon ends of the Sway Bar (**Arm facing downward once secured**) . Repeat for other side .

NOTE : You will need to wedge the slit in the top of the Sway Bar Arm using the wedge provided . Using a hammer , gently tap the wedge into the slit until the opening allows you to slide it onto the Sway Bar end .

After both Arms are installed , you will be ready to install the End Links .

10 .) Installing BajaRon End Links - Orient the End Link to your liking , then place the wooden dowel (**supplied**) through the top bearing of the End Link . Add one (1) Spacer (**supplied**) to each side of the rod end . Both are the **Thin** Spacers . **TAPERED END FACING TOWARDS THE END LINK** . Place End Link with Spacers into the frame where the OEM link set was removed (**Upper Connection Point**) , and push the

original **13mm** Link Mounting Bolt through the bearing to remove the dowel - placing the OEM Nut on the back of the Bolt ,
and tighten . Repeat on other side .

11 .) Connecting Sway Bar to End Links - Place one (**1**) **Thin** Spacer onto one of the **13mm** Bolts provided (**tapper end facing towards threads**) - **Diagram # 2** . Slide Bolt with Spacer into the End Links Lower Connection Point , placing another **Thick** Spacer onto the Bolt (**tapper facing End Link**) . Pull Sway Bar Arm up so that you are able to put the Lower Connection Bolt through the Arm - place Nylock Nut onto the Bolt . **DO NOT TIGHTEN LOWER CONNECTION BOLT** . Repeat for other side .

IMPORTANT : End Link mounts to the **OUTSIDE** of the Sway Bar Arm .

12 .) Centering and Tightening Sway Bar Connections -

- Once all connections have been made , look into the channel to be sure that the Sway Bar Pinches are horizontal in relation to the slits in the Bushing Blocks .
- Then make sure that the End Links are vertical (**not bowing in or out**) .
Adjustments can be made by moving the Sway Bar back and forth , and if need be , slight adjustments to the Arms .

NOTE : Be sure that the Arm is seated onto the Sway Bar enough that there is slight overage between the Sway Bar and the Arm .

- Once everything is properly aligned , it ' s time to tighten up .
- Tighten up the **10mm** Bushing Bolts .
- Now we are moving on to the **13mm** End Link Bolts , Lower Connection Point (**Upper Connection should already be tightened**) .

NOTE : Torque Value for the End Link Bolts (**Lower Connection**) is **18 lb . ft .** or **216 lb . in .**

DO NOT CRUSH SPACERS .

- Put **Blue Locktite** (**supplied**) on the **3/16** allen Bolt for the Sway Bar Arm .
- Tighten the Bolt into the top (**larger opening**) of the Arm .
Repeat for other side .
- * Remount the Splash Panels , Skid Plates , and both Radiator Moldings (**steps # 2 & # 3**) .

NOTE : You should have two (**2**) **13mm** Bolts and two (**2**) **13mm** Nuts left over , the OEM bushings , and the OEM end Links . These should be the **ONLY** extra parts .

You 're ready to ride !

If you have any questions , please feel free to call or email us, and we would love to help!

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Hours :

9 : 00 am – 5 : 00 pm

Monday-Friday



BajaRon's Custom Performance

ULTRA – BAR

3 Piece Sway Bar Kit

For Can – Am Spyder RT - 2014 – 2019 **ONLY** - All Models

NOTE : These instructions are for the **2014 - 2019** Spyder Models **ONLY** . Though this Sway Bar Kit may be appropriate for other Spyder Models, the installation process will be specific to this Model / Year . As with any performance modification , begin riding slowly and take the time to learn the difference our Sway Bar has made in handling . **It is your responsibility to ride responsibly .**

The installation of your new **BajaRon Custom Performance Ultra Sway Bar** is a straightforward removal of the original sway bar and end links , and replacement with the Ultra Sway Bar and Custom Heim Joint End Link Set.

IMPORTANT : It is not necessary , nor advisable , to remove the front trunk (**frunk**) for this installation .

NOTE : Directions are given as if sitting on the Spyder in the driving position , unless otherwise indicated . We highly recommend reading each step all the way through completely before beginning the installation process . Each step should be performed in the order given for an easier install .

- INSTALLATION -

IMPORTANT : Be sure that your Parking Brake is **ENGAGED** and **STABLE** before beginning work on your Spyder .

1 .) Lifting - You will need about **24 inches** of clearance below the bottom of the channel that holds the sway bar in place . This means that you will need to raise the front of the Spyder **18 – 20 inches** .

(You will not need this much lift until you reach step # 7)

To lift the Spyder you can use floor jacks , scissor jacks , or ramps . It is not necessary to raise the front wheels off the support surface (**i . e . car ramps or lift tables**) . 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** your Spyder so that there is no chance that it may tip , fall , or slip during this install .

Jack stands should be used to stabilize the Spyder once lifted .

2.) Removing Panels - Remove the LH and RH Pop - Off Inspection Panels

3.) Removing Deflectors - Remove LH Water Deflector by removing the **30 mm** Torx Screw and the TufLok Plastic Rivet . Then move the Deflector forward and down to detach it from the catches in the front and pins on the bottom . Repeat for RH Water Deflector . Remove **10 mm** Bolt and Nut .

Left Side Example - Deflector Panel , Grill Molding , Lower Panel , and Side Panel Support . There is a star washer on this Bolt that will **NOT** be reused . Repeat for RH side .

4.) Removing Grill Molding - Remove the LH Grill Molding by removing the two **(2) 30 mm** Torx Screws and **10 mm** Bolt . Repeat for RH Grill Molding .

5.) Removing OEM Plastic Link Set - Remove both Upper and Lower Mounting Bolts **(# 3)** and Nuts **(# 4)** and remove the plastic end links **(# 38)** . Repeat for other side . **Diagram # 1**

6.) Removing Stiffener Pins - Remove both **10 mm** Stiffener Bolts on both sides of the channel . **Last Photo on Page # 5**

7.) Removing OEM Bushing Blocks - Remove Bolts **(# 9)** and Nuts **(# 6)** **(Diagram # 1)** holding the Bushings **(# 61)** on each side of the sway bar . Move the sway bar to the right , manipulating the sway bar arm past the tab on the LH Radiator Molding where you removed Bolt . Slide the sway bar just far enough for the OEM Bushing Block **(# 61)** to clear the frame tube . Once the bushing block clears the frame , separate the two **(2)** halves and remove them from the sway bar . Repeat for other side .

IMPORTANT : At this point you will need the **24 inches** of clearance previously mentioned . Be sure that your Spyder is **SECURE** and **STABLE** , so there is no chance that it may tip , fall , or slip during the next steps of this installation . Depending on how you are lifting your Spyder , you can lower the sway bar end as much as possible , then raise the Spyder as needed until the sway bar clears the channel .

8.) Removing OEM Sway Bar - With the sway bar arms hanging straight down , move the bar as far as possible to one side until it drops out of the channel and remove it .

9.) Installing BajaRon's Ultra Sway Bar - In order to install your new Ultra Sway Bar , you will need to slide it in through one of the spokes of the tire , and then into the channel .

10.) Installing Bushing Blocks - Slide the BajaRon Bushing Blocks into the channel - clamped around the Sway Bar, being sure to line them up with the **10mm** Bolt holes. Put the **10mm** Bolt through the hole in order to secure it for the other side. **DO NOT TIGHTEN**. Repeat for other side.

With the Sway Bar secured in the channel, you will need to check the orientation of your Sway Bar. Making sure that the Pinches in the Sway Bar are vertical in line with the slits in the Bushing Blocks.

11.) Installing Sway Bar Arms - Once your Sway Bar is oriented correctly, slide the Sway Bar Arm onto one of the hexagon ends of the Sway Bar (**Arm facing downward once secured**). Repeat for other side.

NOTE : You will need to wedge the slit in the top of the Sway Bar Arm using the wedge provided. Using a hammer, gently tap the wedge into the slit until the opening allows you to slide it onto the Sway Bar end. After both Arms are installed, you will be ready to install the End Links.

12.) Installing BajaRon's End Links - Orient the End Link to your liking, then place the wooden dowel (**supplied**) through the top bearing of the End Link. Add one (**1**) Spacer (**supplied**) to each side of the rod end. Both are the **Thin** Spacers. **TAPPERED END FACING TOWARDS THE END LINK (Diagram #2)**. Place End Link with Spacers into the frame where the OEM link set was removed (**Upper Connection Point**), and push the original **13mm** Link Mounting Bolt through the bearing to remove the dowel - placing the OEM Nut on the back of the Bolt, and tighten. Repeat on other side.

13.) Connecting Sway Bar to End Links - Place one (**1**) **Thin** Spacer onto one of the **13mm** Bolts provided (**tapper end facing towards threads**) - **Diagram #2**. Slide Bolt with Spacer into the End Links Lower Connection Point, placing another **Thick** Spacer onto the Bolt (**tapper facing End Link**). Pull Sway Bar Arm up so that you are able to put the Lower Connection Bolt through the Arm - place Nylock Nut onto the Bolt. **DO NOT TIGHTEN LOWER CONNECTION BOLT**. Repeat for other side.

IMPORTANT : End Link mounts to the **OUTSIDE** of the Sway Bar Arm.

14.) Centering and Tightening Sway Bar Connections -

- Once all connections have been made, look into the channel to be sure that the Sway Bar Pinches are horizontal in relation to the slits in the Bushing Blocks.
- Then make sure that the End Links are vertical (**not bowing in or out**). Adjustments can be made by moving the Sway Bar back and forth, and if need be, slight adjustments to the Arms.

NOTE : Be sure that the Arm is seated onto the Sway Bar enough that there is slight overage between the Sway Bar and the Arm .

- Once everything is properly aligned , it's time to tighten up .
- Starting with the **10mm** Stiffener Bolts on either side of the channel (**do not forget the metal sleeves**) .
- Next , tighten up the **10mm** Bushing Bolts .
- Now we are moving on to the **13mm** End Link Bolts , Lower Connection Point (**Upper Connection should already be tightened**) .

NOTE : Torque Value for the End Link Bolts (**Lower Connection**) is **18 lb . ft .** or **216 lb . in .**

DO NOT CRUSH SPACERS .

- Put **Blue Locktite** (**supplied**) on the **3/16** allen Bolt for the Sway Bar Arm .
- Tighten the Bolt into the top (**larger opening**) of the Arm . Repeat for other side .
- Remount all Panels , Deflectors , and Molding (**steps # 2 , # 3 , & # 4**) .

NOTE : You should have two (**2**) **13mm** Bolts and two (**2**) **13mm** Nuts , the OEM Bushings , and the OEM end links left over . These should be the **ONLY** extra parts .

You're ready to ride !

If you have any questions , please feel free to call or email us .

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Monday – Friday

