



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

3 Piece Sway Bar Kit

For Can-Am Spyder F3 - All Years – All Models

NOTE : These instructions are for the **F3** 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 .

Installation of your new BajaRon Custom Performance Sway Bar is a straightforward removal of the original sway bar and replacement with the New Sway Bar .

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 # 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 Splash Panels - You will need to remove two (**2**) plastic Splash Panels mounted horizontally at the bottom of the frame below the channel holding the sway bar . These Panels are located one to the left and one to the right of center frame . These Splash Panels are held on with three (**3**) push – pins and one (**1**) **T30** torx screw in each panel .

3.) Removing OEM Plastic Link Set - Remove both upper and lower **13mm** Link Mounting Bolts (**# 3**) and Nuts (**# 4**) and remove the plastic end link (**# 38**). Repeat for other side. (**Numbering refers to Diagram # 1 on Page - 4**)

4.) Removing Stiffener Pins - Remove both **10mm** Stiffener Bolts on both sides of the channel.

5.) Removing OEM Bushing Blocks - Remove the **10mm** Bolt (**# 9**) and the **10mm** Nut (**# 6**) from both sides of the channel. Dislodge all four (**4**) bushing block halves (**# 61**) by moving the sway bar back and forth in the channel.

NOTE : Some Spyder Models will have a washer on the back of the Bushing Bolt

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 - With the sway bar arms hanging straight down - move the sway bar as far as possible to one side until it drops out of the channel and remove it. You may have to work with it as it has to be just right in order to remove it.

7.) 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.

8.) 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. (**Diagram # 3**)

9.) 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.

10.) 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.

TAPERED 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.

11.) Connecting Sway Bar to End Links - Place one (1) Spacer onto one of the **13mm** Bolts provided (**tapper end facing towards threads**) . Slide Bolt with Spacer into the End Links Lower Connection Point , placing another 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 (**Diagram # 4**) .
- 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**) (**Diagram # 2**) .

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

DO NOT CRUSH SPACERS .

- Put **Blue Loctite** (**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 (**step # 2**) .

NOTE : You should have two (**2**) **13mm** Bolts and two (**2**) **13mm** Nuts 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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Hours :

9 : 00 am – 5 : 00 pm

Monday – Friday

Front
←

Diagram #1

