



**BajaRon's Custom Performance
Sway Bar Kit
2013-2016 ST Instruction Manual**

For 2013-2016 Can-Am Spyder ST, RS, and RSS – All Models [Only](#)
These instructions **Will Not** work for any -
F3, RT models or Any 2008-2012 Models

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.**

IMPORTANT : Be sure the Parking Brake is set and your Spyder is **STABLE** before you begin work.

You will need about 24 inches of clearance below the bottom of the Frame Channel that holds the Sway Bar. This means you will need to raise the front of the Spyder 18" - 20". **You will not need this much clearance until you get to step #6** where the original sway bar is removed and your New Custom Sway Bar is installed.

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 your Spyder once lifted.

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

INSTALLATION INSTRUCTIONS :

1.) LH and RH Splash Panels. Not to be confused with the Front Skid Plate which does not need to be removed.

2.) Remove both upper and lower Mounting Bolts (#3) and Nuts (#4) and remove the OEM plastic end link (#38). Do this for both sides. (Diagram #2)

3.) Remove the Lower 13mm end link Bolt (#3) and Nut (#4) (will not be re-used) from either side of the sway bar arms. Then remove the Upper end link Bolt and Nut (will be re-used) from either side of the Lower A-Arms, to remove the OEM plastic end links. (Diagram #2)

Note : On later Spyder Models, BRP added 2 Stiffener Pins to the frame channel that holds the sway bar. These are a 10mm Nut / Bolt / Sleeve assembly (Picture #1). If your Spyder has these Stiffener Pins, remove them now.

This is easier if you take loose the plastic covers to the rear of the sway bar channel. But you can access the stiffener pin nut without removing the cover by slipping a box end wrench between the Channel Frame and the plastic cover if you prefer.

4.) Remove 10mm Bolt (#9) and Nut (#6) from both sides of the frame channel that holds the sway bar assembly. Dislodge all four OEM bushing block halves (#61) by moving the sway bar back and forth in the channel.

5.) Raise the front of your Sypter 18" - 20" so that you have 22" - 24" of clearance below the frame channel where the sway bar is attached. Be careful to **safely** raise and **stabilize** your Spyder. Weight does not need to be lifted off the tires.

Note : You will need 22" - 24" of clearance so that the sway bar can drop vertically out of the frame channel.

6.) Continue moving the sway bar to the left or right, with the exposed arm facing down. As you move the exposed portion of the sway bar either direction and down, a slot in the top of the frame channel will allow the unexposed arm of the sway bar to rise above the frame channel so that you can remove the bar completely.

7.) Reverse **step # 6** to install the New BajaRon Sway Bar.

Note : If you have trouble with **step # 7**, try installing the Sway Bar from the opposite side.

8.) When you have the Sway Bar all the way through the frame channel, and the inserted arm is clear of the frame channel, insert one of the new Bushing Blocks (**supplied**) and fit it over the Sway Bar, sliding it back into the frame channel where the OEM bushing blocks were originally installed.

9.) Repeat **Step # 8** for the other side

10.) When you have the Sway Bar all the way through the frame channel, and the inserted arm is clear of the frame channel, insert one of the new Bushing Blocks (**supplied**) and fit it over the Sway Bar, sliding it back into the frame channel where the OEM bushing blocks were originally installed.

11.) Repeat **Step # 10** for the other side

Note : With the Bushing Blocks fitted to the Sway Bar, make sure that they are oriented correctly. (**Picture #2**)

12.) 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. We have found it easier to push the bolt (**#9**) in from the back side of the frame channel, but either way is fine. Install the Nut (**#6**). **Do Not Tighten** (**Diagram #2**)

13.) Repeat **Step # 12** for the other side.

Note : If your Spyder Model has Stiffener Pins, re-install them now

Installing the BajaRon Heim Joint End Links :

14.) Upper Connection Point Only

Install the New BajaRon End Links Using the original Nuts & Bolts from the OEM link set. You will secure **the top connection only** at this time. (**See End Link Diagram**)

Important : Being sure that the tapered end of each spacer goes against the Link Bearing. Place (1) Stainless Steel spacer (**supplied**) on each side of the link, taper facing the bearing. Be sure the link is oriented to your liking.

15.) Repeat for the other side and tighten the upper connections.

16.) Sway Bar Connection Point Only

As with the Upper Connection Point, place one 8mm Stainless Steel spacer on each side of each End Link Bearing. Taper towards the bearing.

You will be Using the 13mm Bolts & NyLock Nuts (**supplied**). Attach the Lower Heim Joint Link to the Sway Bar Arm (**threads to the INSIDE**) and Tighten (**See End Link Diagram**).

Important : The End Link mounts to the **OUTSIDE** of the Sway Bar.

Note : Torque specs. for each connection point is **18 lb. ft. or 216 lb. inch.**

Do Not Crush the Spacers

17.) Repeat process for other side.

Note : Be sure here that the Sway Bar Pinch is to the **Inside** of the Bushing Block, and that the Bushing Block is not over top of the Sway Bar Pinch.

18.) Tighten the Bushing Block Retention Bolts (**#9 and #6**) (**Diagram #2**) Until you can see and feel a slight dimple form at the bottom of the Bushing Block at the bottom of the slit. Repeat process for other side.

19.) Tighten Stiffener Pins

20.) Reinstall the Splash Panels from **Step #1**

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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