

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

1955-57 HELLWIG ADJUSTABLE REAR ANTI-SWAY BAR INSTALLATION



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

The Hellwig rear anti-sway bar is a newly designed, fully adjustable bar that will fit wagons, non-wagons and cars equipped with the rear spring pocket kit **P/N 21-131**. The Hellwig anti-sway bar mounts on the front of the rear end housing, which allows it to work with or without the pocket kit and on passenger cars or wagons. This bar is a huge 1" in diameter and is also fully adjustable. By relocating the end links on the bar, you can dial-in the suspension from soft, to medium, to a firm ride.

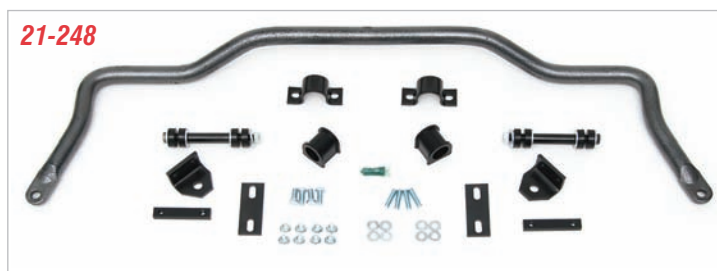


Tools Needed:

Torque Wrench
11/16" Drill Bit and Drill
Grinder
Rat Tail File

Time Frame:

2 hours

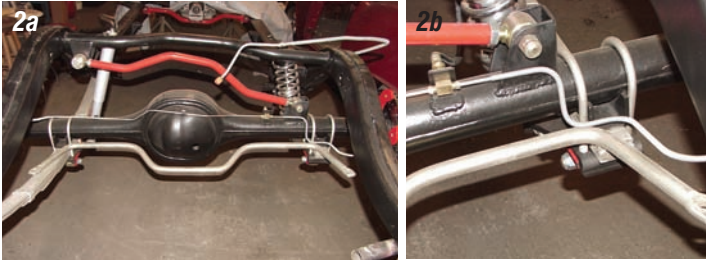


Parts Needed:

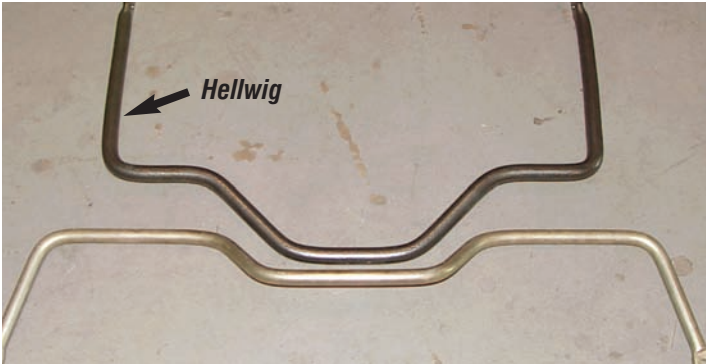
		Catalog price	Member price
21-248	1955-57 Hellwig Front 1-1/4" Anti-Sway Bar ▲	\$219.99	\$208.99 kit
21-249	1955-57 Hellwig Adjustable Rear Anti-Sway Bar ▲	\$289.99	\$275.49 kit
21-254	1955-57 Hellwig Front/Rear Anti-Sway Bar Kit ▲▲	\$489.99	\$465.49 kit
24-18	1955-57 Rear Brake Hose Bracket	\$25.99	\$24.69 ea.



Photos 1a, 1b & 1c: The Eckler's Classic Chevy 1957 display frame has the Spring Pocket Kit **P/N 21-131** installed and the full leaf 2" lowering spring and traction bar kit on one side and the tapered leaf spring coil-over shock conversion and traction bar kit on the other.

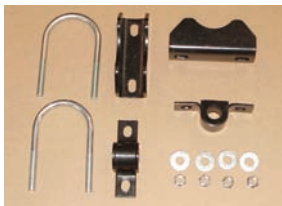


Photos 2a & 2b: With the rear leaf springs mounted parallel with the frame rails, you can see this non-Hellwig rear anti-sway bar is making contact with the rear end U-bolts and cannot be used. Most aftermarket rear anti-sway bars mount to the back of the rear end.



Photos 3: The Hellwig kit P/N 21-249 has a huge 1" diameter and is much narrower than most rear anti-sway bars. The Hellwig rear anti-sway bar faces forward in the chassis, which will leave plenty of room for exhaust tailpipes and will allow the anti-sway bar to be used on passenger cars as well as wagons.

Photos 4: The Hellwig front and rear anti-sway bars are powder coated "silver vein". This gives the anti-sway bars a super cool look and is a very durable finish.

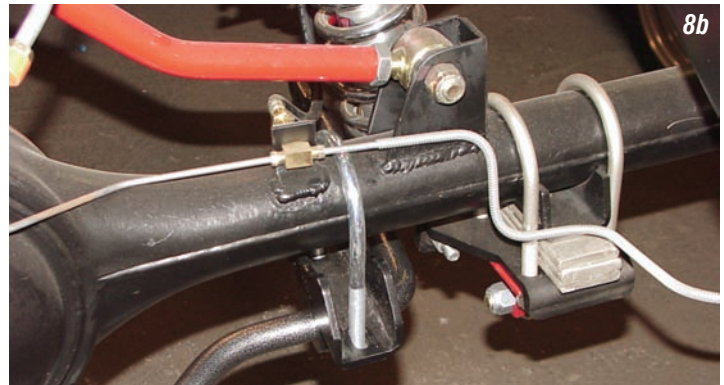
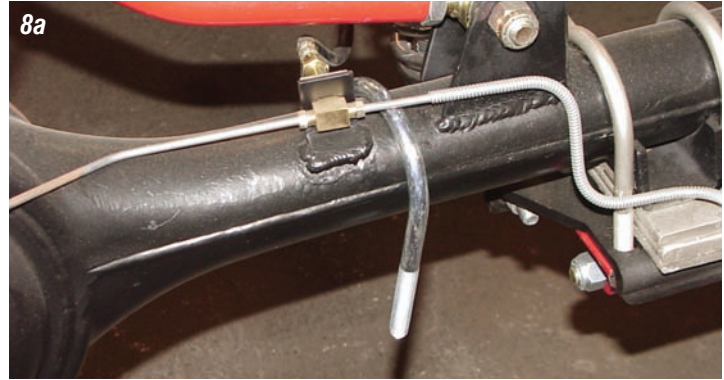


Photos 5: The rear anti-sway bar is attached to the rear axle with 1/2" U-bolts and lock nuts, steel channels and U-brackets that hold the D-shape urethane pivot bushings in place.

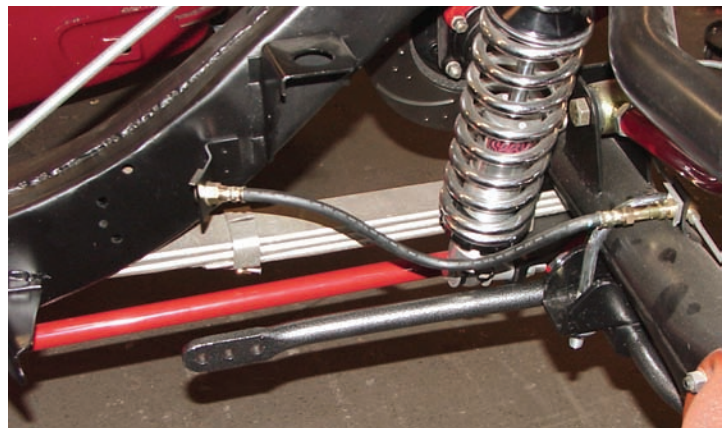
Photos 6: The rear bar has a slight offset to it. When the anti-sway is installed, the bar will tip towards the ground as it passes under the rear end housing. This will ensure that the bar never makes contact with the rear end housing.



Photos 7a & 7b: The D-shape bushings are split and install on the rear part of the anti-sway bar that is parallel with the rear end housing. The steel U-bracket wraps around the D-bushing and holds the anti-sway bar to the rear end mounting brackets.

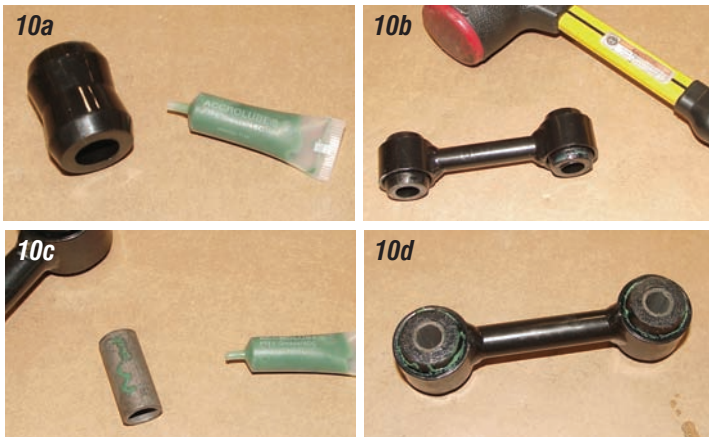


Photos 8a & 8b: The anti-sway bar mounts directly to the bottom of the axle tubes. With everything in place, torque the four lock nuts to 75 ft/lbs.

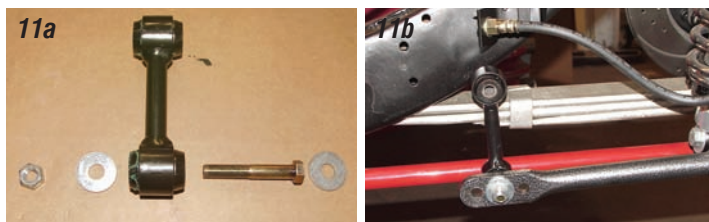


Photos 9: The bar faces straight forward so there is plenty of room behind the rear end.

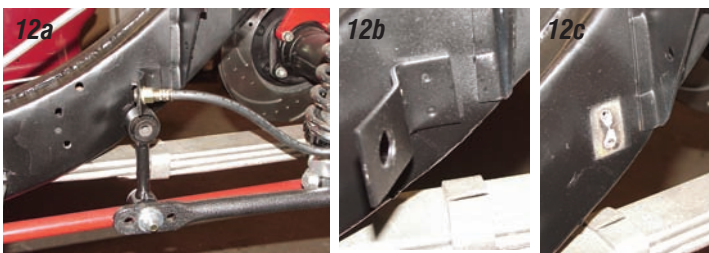
YOU CAN DO IT EASY UPGRADES



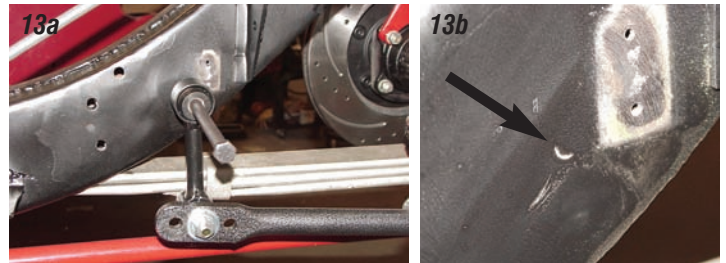
Photos 10a, 10b, 10c & 10d: The end links on the bar are not like conventional anti-sway bar links. The Hellwig end links have urethane bushings and steel sleeves, much like control arm bushings, for a positive connection between the anti-sway bar and the frame. Lubricate the bushings with the supplied lubricant. Using a mallet, drive the bushings into the tubes on the ends of the end links. Next lubricate the supplied steel sleeves and drive them in flush with the end link bushings.



Photos 11a & 11b: The end links are held to the anti-sway bar with 1/2" bolts, flat washers and lock nuts. The end links mount to the outside forward legs of the anti-sway bar. Install the end links in the center holes of the anti-sway bar at this time.



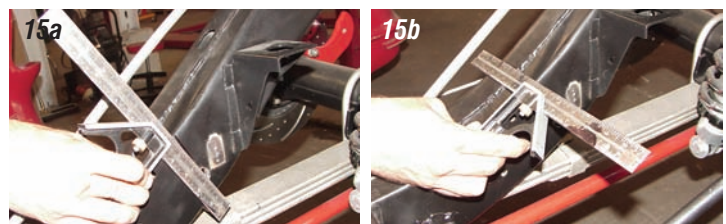
Photos 12a, 12b & 12c: The end links are held to the inner face of the frame rails with a 1/2" bolt that passes through the frame. Whether the car had single or dual exhaust, all frames will have the small rear brake hose bracket spot welded to the passenger side inner frame rail. This bracket will need to be removed to make room for the driver's side end link. The single exhaust bracket can be relocated or the factory dual exhaust rear brake hose bracket P/N 24-18 can be installed. Using a 3/16" drill bit, drill out the two spot welds and remove the old brake line bracket.



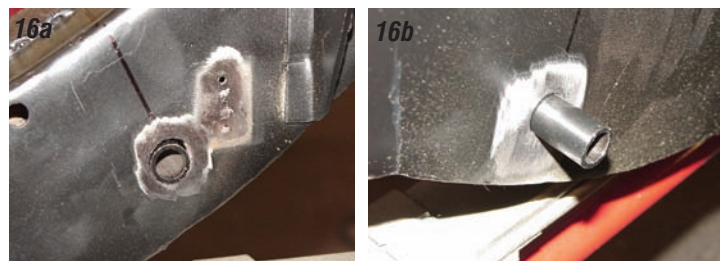
Photos 13a & 13b: With the brake hose bracket out of the way, raise the anti-sway bar and link kit so the bar is parallel with the frame. Using the 1/2" mounting bolt, mark the frame where the through hole will need to be drilled.



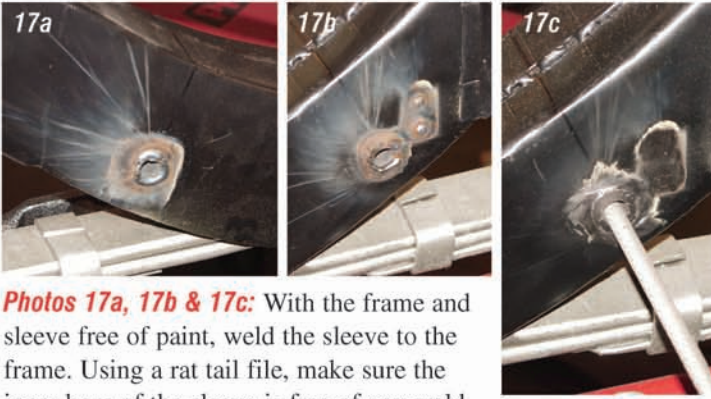
Photos 14: With the frame marked, drill an 11/16" hole only on the inner face of the frame.



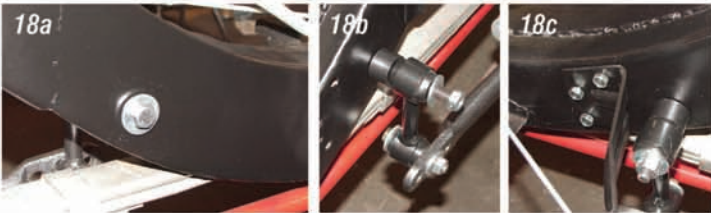
Photos 15a, 15b, 15c & 15d: Using a square, transfer the mark from the inside of the frame to the out side of the frame and drill a corresponding 11/16" hole.



Photos 16a & 16b: A sleeve is supplied that must be welded into the frame to support the 1/2" bolt. The sleeve is made extra long to accommodate the variations in the frame widths.

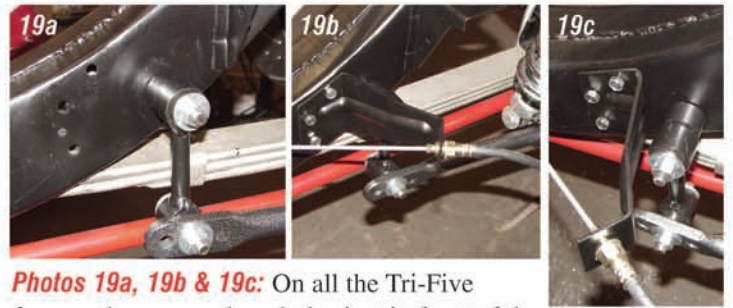
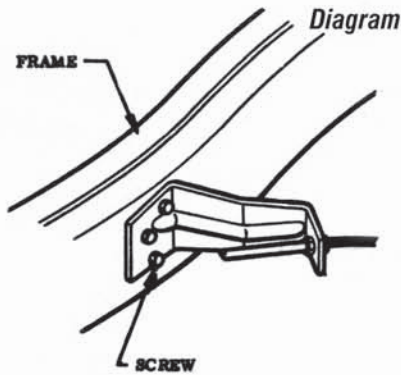


Photos 17a, 17b & 17c: With the frame and sleeve free of paint, weld the sleeve to the frame. Using a rat tail file, make sure the inner bore of the sleeve is free of any weld slag or burrs. While we had the welder out, we welded up the two 3/16" spot weld holes from the single exhaust brake hose bracket to clean up our frame.



Photos 18a, 18b & 18c:

The 1/2" bolt will pass through the new sleeve in the frame and will anchor the anti-sway bar link to the frame. If the frame is a 2-piece frame (weld seam down center), it will require the use of the supplied spacers between the frame and end links. If the frame is a 1-piece frame (smooth), the spacers will not be necessary. Tighten the 1/2" link bolts.



Photos 19a, 19b & 19c: On all the Tri-Five frames, there were three holes just in front of the single exhaust rear brake hose bracket. These holes are used to mount the dual exhaust rear brake hose bracket P/N 24-18. This bracket is bolted to the frame with three 5/16" self-tapping fine thread bolts, just like it was done by the factory. This bracket works perfectly with the rear anti-sway bar end link and is a nice alternative to relocating the single exhaust brake hose bracket.



Photo 20: Hellwig recommends installing the end links in the forward-most holes of the anti-sway bar for the first couple of test drives. The forward hole in the anti-sway bar will give you the softest ride, the center will be firmer and the rear hole will be for the firmest ride. Once you drive the car and desire firmer, more stable cornering, adjust to the rear holes until you get the handling you desire. ✓