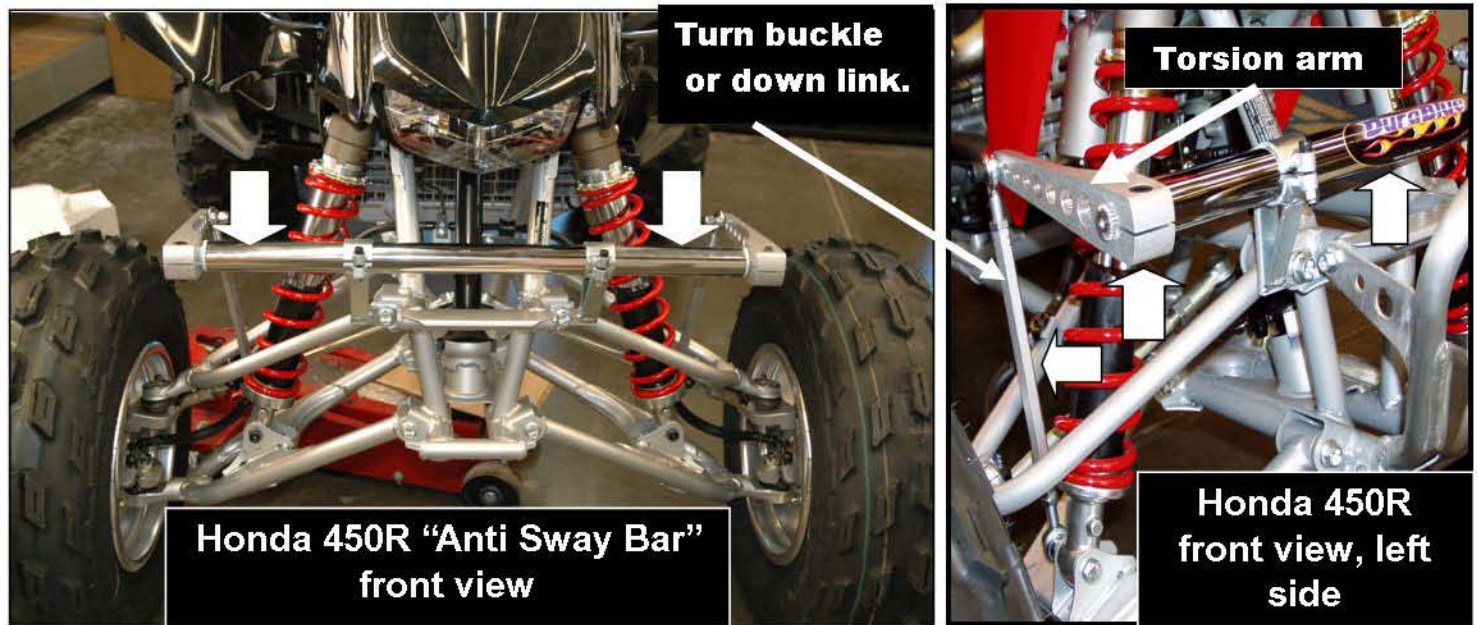


DuraBlue Anti Sway Bar

The Anti Sway bar reduces the tilting action of the quad when cornering. You get better control and a flatter turn. This is a must-have product for flat track racing!

The Anti-Sway bar can be customized from soft to stiff individually on each side! Remember, this product does not provide roll-over protection of any kind. You can still roll your ATV!



The anti sway bar is a universal kit that will fit almost all ATV's. The kit is designed for easy installation, but can be modified to fit where ATV upgrades have been added, making normal installation difficult. The kit can be adjusted to pre-load one side which will add greater stability when racing on tracks with all right or left hand turns. (see page 2) Most riders who flat track race have these kits.

You have 5 kits to choose from!

20-1700 This kit fits 98% of all quads with stock a-arms.

20-1700W This kit fits 98% of all quads that have extended or longer a-arms

"The Exceptions"

20-1700s This fits only the Suzuki Lt r450, 2006 model

20-1700Y This works with the Yamaha Raptor 660, 01-05 and the YFZ 450, 04-06

20-1700a This kit fits the Yamaha Raptor 700 '06 and the Honda 450 '06

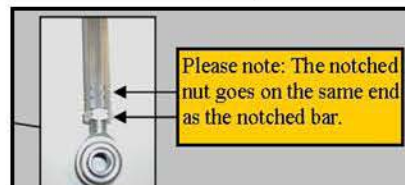
So what is the difference with each kit? The difference is the anti roll tubing may be longer, and the mounting brackets are different lengths. So keep this in mind if you have to order parts.

General Rules to mounting The Anti Sway Bar

The tube housing can be mounted on the front of the frame or the other side of the shocks. The torsion arms must be parallel with the ground, and the turnbuckles should as perpendicular to the ground as possible.



When your installation is complete bounce the front of the machine up and down to make sure there are no parts rubbing!



Please note: The notched nut goes on the same end as the notched bar.

Product Recommendations

The Durablue Anti-Sway bar is recommended for flat track applications. Not recommended for jumping.

“Assembly instructions for the Durablue Sway Bar”

Congratulations on your purchase of the worlds finest sway bar. Please read the instructions carefully to get the maximum benefits from your sway bar.

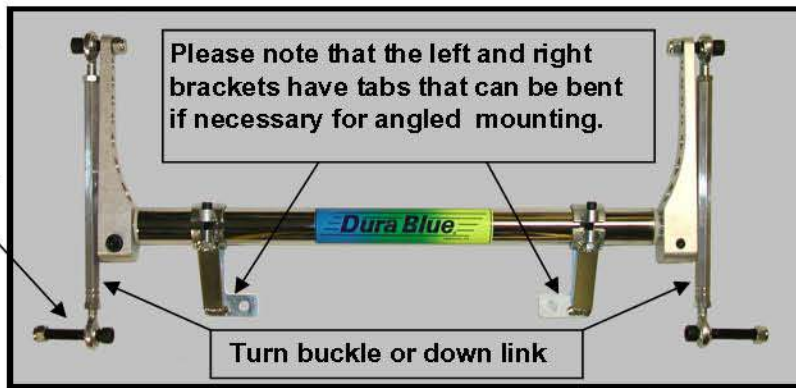


(Diagram 1) Parts break down, 20-1700 and 20-1700W

Final assembly notes:

Generally, you will adjust the down link/ heim joints so that the bike is level. You can, however, "load" a side by lengthening the one side and shortening the opposite side. For example, if you were on a track with all left hand turns, you may prefer to have the right side of the machine "preloaded". To do so, you would lengthen the right side down link and shorten the left. This puts more pressure on the right side of the bike and tends to offset the effects of the track. You may also move the upper heim joint to a different mounting hole (different from the other side). This will change the ratio of leverage applied. Experiment for the best results.

Mounts to lower part of shock.



(Diagram 2) Assembled Anti Sway Bar.

Take the anti roll tube housing (1) and the anti roll Teflon bushing (3). The Teflon bushing must be forced into the anti roll tube housing. Put the Teflon part on a smooth concrete surface. Push the tube onto the Teflon part to get it started. Lift the tube off the ground with the Teflon piece stuck part way into the tube and swing it down on the concrete. Try not to strike the Teflon part at an angle. Hit it flat on top of the concrete. This will drive the Teflon part into the tube so it is tight.

Assemble the rest of the parts as shown in (diagram 2). There are many different ways you can mount the anti sway bar depending on the model and the modifications that you have made to your quad. You should always use locking nuts or lock washers, so parts don't vibrate loose. When you are finished with the assembly don't forget to bounce the quad up and down to make sure there are no parts that are hitting or rubbing against each other.

