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## Installation Instructions for Honda S2000 front sway bar & Ball Bearing Mounts

1. Remove stock front bar, mounts and links. Remove "T" shaped sway bar mount. Retain OEM 14mm Hex cap screws that thread into the chassis.
2. Attach Bearing assembly to the outside (flat side) of the mount plate with supplied .375x.1" bolts, washers and locknuts. Bearing plates and bearing go outside of the mount plate. Order of assembly is mount, plate, bearing and plate from inside to outside. Do not fully tighten at this time. Bearing insert may be mounted facing either direction.
3. Attach left side mount to the car with the 1.0" lightening hole towards the front of the car. Mount is installed below (without changing) stock plastic undertray. Insert the sway bar into the bearing from the center of the car outwards. It may be necessary to lightly sand the first 4" of sway bar coating to get smooth fitment. All new bars are checked for clearance before shipment, but older bars (retrofits) will have to be sanded down to nearly bare metal to accommodate the bearings. Bearings should slide on by hand, DO NOT HAMMER BEARINGS to make them fit, this will damage the races. For cleaning the surface of the bars I use a small 3" disc sander.
4. Repeat step 3 with the right side mount. Once the sway bar is through both mounts add the centering clamps inside the bearings. Use only the supplied 2 bolt centering clamps.
5. Tighten the chassis mounting bolts to 40-45 ft lbs. with oil or grease lubricated threads Tighten the bearing mount bolts to 32-35 ft lbs with lubricated threads.
6. Center the sway bar on the chassis and tighten the centering clamps. Check sway bar for smooth rotation.
7. Coat the splines of the sway bar with antisieze compound and install the right hand arm. Arm has the same path as the original sway bar. Let the right arm rest on the lower suspension arm. Install .375" pinch bolt washers and locknut.
8. Install the left arm so that the arms are parallel. Tighten pinch bolts to 30-35 ft lbs lubricated.
9. Assemble the rod end links with one male, one female and one jam nut, thread the rod ends together fully. Install the rod end on the rear of the Honda suspension arm eyelet for use in the three rear (softest) settings. Move the rod end to the front of the eyelet for use with the three forward (stiffer) settings.

10. Attach one link to the arm and suspension with the female rod end on the bottom. Assembly order is on bolt is spacer, eyelet, spacer, washer and nut. Links fasten to the outside of the sway bar arm. Overall link length should be approximately 2.375"-2.625" center to center while maintaining Zero preload.
11. Links should be adjusted to yield zero preload on the sway bar when the car is on the ground and the driver is in place. The easiest way to adjust the preload is to roll the car onto a platform such as a 4x6 board or ramp and have a helper adjust the link length on the second link. Make sure to *roll* the car onto its' support, rather than dropping the car with a jack. Rolling the car eliminates any binding in the suspension.
12. Bar rates: Softest position = hole closest to the end of the arm. Stiffest position = hole closest to the sway bar. It is necessary to reverse the positioning of the link on the eyelet to use the forward or rearward hole sets (see #6). Failure to do this will result in binding and possibly broken links.
13. Alignment: (all numbers with driver in place) For Stock Class  
Front camber = -1.75 degrees (or as close as possible, equal side to side)  
Front Caster = +4 degrees or as much as possible without losing camber setting  
Front toe = 0-1/16 out total  
Rear camber = -2 degrees (or as close as possible, equal side to side)  
Rear toe = ¼" in total  
Initial bar setting = Hole #4 (4<sup>th</sup> from the free end of the sway bar arm)
14. Alignment: (all numbers with driver in place) For STR Class  
Front camber = -2.5 degrees  
Front Caster = +4 -5 degrees or as much as possible without losing camber setting  
Front toe = 0-1/16 out total  
Rear camber = -2 -2.5 degrees  
Rear toe = ¼" in total  
Initial bar setting = Hole #4 (4<sup>th</sup> from the free end of the sway bar arm)

**Installation Notes:** When using Koni Sport shocks the Koni brake line stay will interfere with the installation of the drop links. This is due to the Koni parts not duplicating the original Honda brackets. There are two options: first choice is to bend the stay bracket to position the line at a higher angle. The second choice is to cut off the bracket and use a zip tie to attach the brake line to the shock tube. This allows the largest freedom for adjusting the sway bar.

**Maintenance:** Check the torque of all fasteners after the first 50 miles. 3/8" bolts 32-35 ft lbs, link s to 24-28 ft lbs and link lock nuts