



LAKEWOOD "TRACTION . . . ACTION" LIFT BARS INSTALLATION INSTRUCTIONS

Part #21700

Fits 1982-2001 Camaro/Firebird

Features:

- Legal for NHRA Stock Eliminator Classes
- Completely bolt-on. No welding required
- "Adjustable" load control strut link to allow right or left suspension pre-load for fine tuning the chassis under various track conditions
- Polyurethane bushings for positive suspension control and stability

IMPORTANT!

Read this instruction sheet completely so that you thoroughly understand it and can become familiar with the procedure before attempting installation.

WORK SAFELY!

Installation of these traction bars requires working underneath vehicle.

USE EXTREME CARE AND CAUTION WHEN WORKING UNDERNEATH VEHICLE.

Never get near or under vehicle until you are confident that it is safely supported and will not move or fall from its raised position.

DO NOT USE A BUMPER JACK.

PREPARATION FOR INSTALLATION

1. Place vehicle on a solid level surface to ensure safe installation.
2. Place wheel blocks in front of and behind both front wheels to prevent movement in either direction.
3. Raise rear of vehicle and support axle housing using approved automotive support stands having adequate load capacity.

TRACTION BAR ASSEMBLY

1. Install grease fittings (supplied) into each end of traction bar by driving fittings into drilled hole of bushing eyelet using a hammer and either a 9/32" or 7mm socket. Use care not to damage fittings (**see illustration #1**).

2. Apply lubricant (supplied) to polyurethane bushings and steel sleeves, then install into eyelet ends as shown.
3. Assemble load control strut links using ball rod ends and hex jam nuts supplied.

Note:

*There are **right and left hand thread** ball rod ends, use the correct ball rod end and hex jam nut on each end of the strut link.*

TRACTION BAR INSTALLATION

Note:

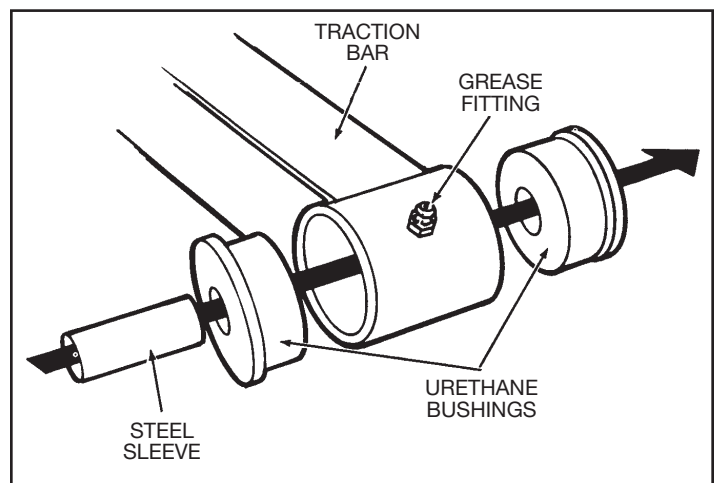
We recommend working on only one side at a time. The traction bars should be installed with the load control strut bracket facing down and positioned toward the front chassis mount.

CAUTION:

DO NOT BEGIN THIS INSTALLATION UNTIL YOU ARE CONFIDENT THAT VEHICLE IS SECURE AND SAFELY SUPPORTED!

1. Remove both rear wheels.
2. Apply penetrating oil or rust release lubricant to front and rear mounting bolts of lower control arms, lower shock absorber studs and stabilizer bar hardware.

ILLUSTRATION #1



3. Remove lower shock absorber nut and lock washer. Compress shock slightly to facilitate removal of shock stud from axle housing bracket.

Caution:

Shock absorbers are pressurized with gas, use care when removing stud from bracket.

Carefully release shock allowing it to extend all the way out.

4. Remove stabilizer bar from axle housing only and let hang until new traction bars are installed.
5. Remove factory lower control arm. **DO NOT** discard the front bolts and nuts, they will be reused.

Note:

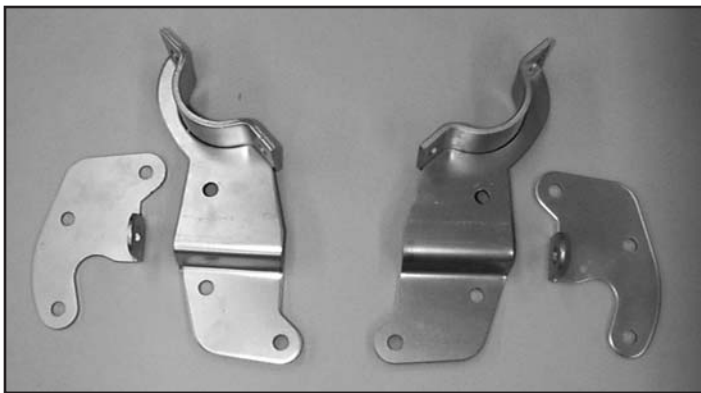
If vehicle is equipped with emergency brake cable bracket mounted to the factory control arm bracket, let cable and bracket hang temporarily.

6. Place outer traction bar bracket into position on the side of existing factory control arm bracket located on the axle housing (upper part of bracket will be spaced approximately 1" away from the factory mounting bracket).

Note:

*There are right and left-hand inner/outer brackets.
Refer to photo # 1 for identification.*

PHOTO #1



Right Hand Side

Left Hand Side

- Install upper axle housing clamp and align the clamp bolt holes with the lower bracket. **(See photo # 2)**. Install the 7/16-14 x 1-3/4" hex head bolts (supplied). Thread on the 7/16-14 self-locking hex nuts and tighten only snug. Use the supplied flat washers between the bolt heads/hex nuts and bracket clamp surface.

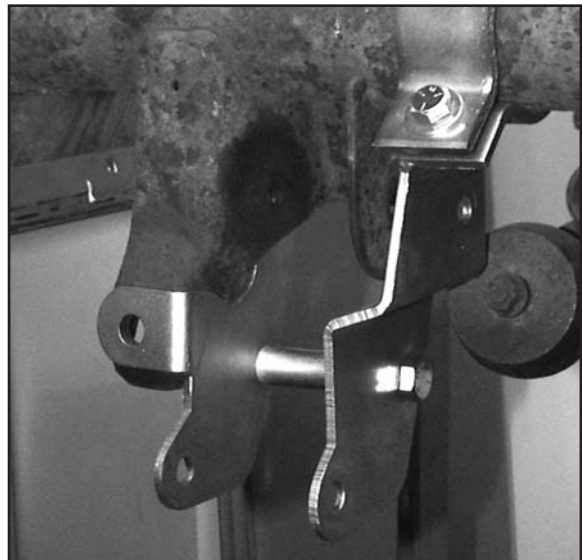
PHOTO #2



Left Hand Driver's Side Shown – Front View

7. Place inner traction bar bracket into position on the side of the factory control arm bracket. Align mounting holes for shock absorber stud. Re-attach shock absorber stud to mount hole and fasten with hex nut and lock washer previously removed. **DO NOT** tighten securely at this time **(see photo #3)**.

PHOTO #3



Left Hand Driver's Side Shown – Front View

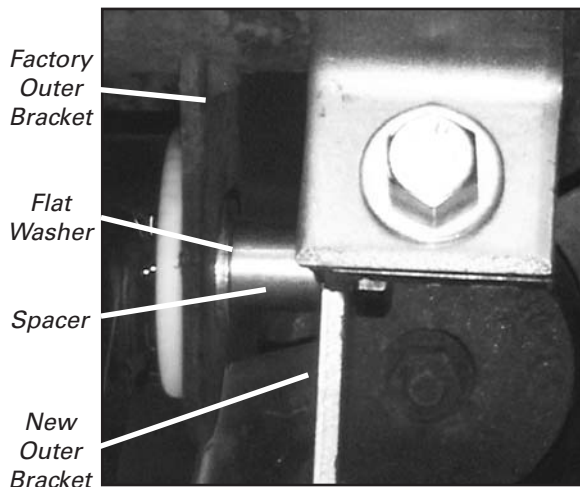
8. Install the front end of the Lakewood Traction Bar to the front chassis mount using the mounting hardware previously removed. **DO NOT** tighten securely at this time.

Note:

The traction bar should be installed with the load control strut bracket facing down and positioned toward the front.

9. Swing the rear of the bar up into the stock factory mounting brackets. Align the holes in the new mounting brackets with the existing holes in the factory mounting brackets. Place and align the 3/4" spacer and flatwasher (supplied) between the factory outer bracket and new outer bracket before installing the mounting bolt (**see photo #4**).

PHOTO #4



Note:

*If vehicle is equipped with emergency brake cable bracket (previously removed), **DO NOT** use the flatwasher. Use the spacer as instructed above and position the cable bracket over the new inner bracket and the factory outer axle bracket. Cable bracket will need to be spread apart slightly in order to fit properly (**see photo #4**).*

Install the new metric 12mm x 1.75 x 120mm hex head bolt (supplied). Thread on the new metric hex nut (supplied) and tighten only snug at this time.

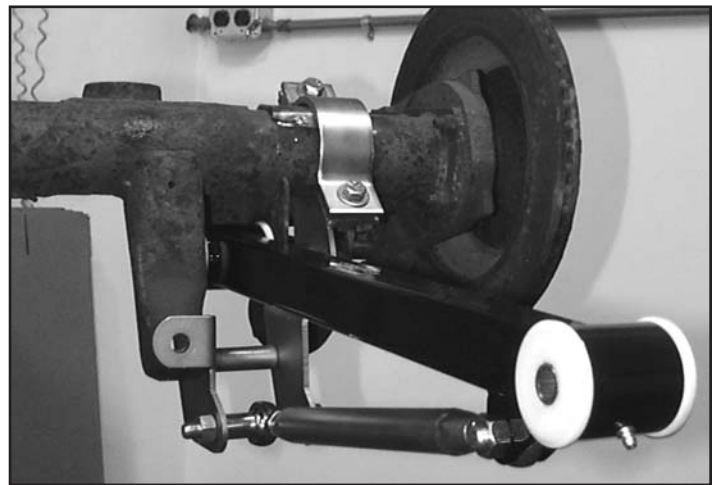
10. Attach the load control strut link to the bracket on the traction bar using the 1/2-20 x 1-1/2" hex head bolt and self locking hex nut (supplied). Tighten securely.

Note:

Either end of the strut link may be connected to the traction bar.

Attach other end of strut link to lower holes of new brackets on axle housing using a 15/16" spacer (supplied) on each side of the ball rod end (adjust load control strut to either shorten or lengthen in order to align mounting holes keeping the same amount of thread exposed on each end of the strut). Fasten to the brackets using the 1/2-20 x 4" hex head bolt and self locking hex nut (supplied). Tighten only snug at this time (**see photo #5**).

PHOTO #5



11. Position the long spacer tube between the new brackets and align with the remaining holes below the traction bar mount. Install the 1/2-20 x 4" hex head bolt (supplied) through the bracket and spacer and thread on the self locking hex nut (**as seen in photo #6**). Tighten securely.

Note:

*If vehicle is equipped with emergency brake cable bracket, use flat washers supplied between 15/16" spacer and bracket and the long spacer and bracket. If the vehicle does not use emergency brake bracket **DO NOT** use the flat washers supplied (**see photo #6**).*

12. Securely tighten **all** traction bar mounting bracket hardware at this time. Tighten front and rear traction bar mounting bolts to 80 ft./lb. torque.

PHOTO #6



Left Hand Driver's Side Shown – Rear View

13. Follow the same above procedure for installation of Lakewood Traction Bar on other side of vehicle.
14. When both traction bars are installed, re-attach the stabilizer bar to the axle housing. Tighten securely.
15. Lubricate both ends of the traction bars with a good quality chassis grease.
16. Install wheels and properly tighten lug nuts to wheel manufacturers specifications.
17. Carefully remove support stands and lower vehicle to ground.
18. With vehicle on level surface, load control strut links should be adjusted so that front ball rod end mount has no load on it. Adjust load control strut to either shorten or lengthen in order to align mounting holes so that bolt can be installed or removed without any bind.
19. Tighten ball rod end mounting bolt and ball rod end hex jam nuts securely.

This completes the installation. You can now test drive the vehicle and will notice a big improvement in traction control.

Important:

Periodically check to make sure that all mounting hardware is securely tightened. Use a good quality chassis grease to keep bushings and sleeves properly lubricated.

Chassis Tuning Tips for Drag Racing

The stabilizer bar is not recommended for drag racing. It is used to control body roll under road handling conditions.

Recommended optional Lakewood products:

- For drag racing, the factory rear shocks should be replaced with a 50/50 ratio shock absorber available for 1982-92 model years (#40301).
- Replacement Bushing Set for Traction Bars (#20538).
- Front Drag Struts are also available for 1982-92 model years in ratios of 70/30 (#40500) or 90/10 (#40510).
- Bolt-in Safety Drive Shaft Loop available for 1982-92 model years (#18020), 1993-2002 model years (#18022).

See your local retailer of Lakewood products for specific prices.

TECHNICAL SERVICE

A highly trained technical service department is maintained by Lakewood Industries to answer your technical questions, provide additional product information and offer various recommendations. See your local retailer of Lakewood products for specific prices. For best results, technical service calls, correspondence and warranty questions should be directed to the following address:

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FOR FUTURE REFERENCE.**