



TSB Number:	02-001-16A
Product:	Hellwig Front Sway Bar
Date:	September 19, 2016

Subject:

The brackets connecting the sway bar to the main frame rail were fabricated to allow a slight gap at points in the install, which in turn, created noise. The nuts are locknuts and cannot come loose without assistance. They will allow the bracket to be slightly loose, creating noise. The original sway bars were also installed upside down (on some coaches) and need to be flipped over. None of these concerns are safety concerns, but they may create noise from the coach during certain driving conditions.

Overview:

This bulletin involves the following:

1. Replacing the sway bar mounting brackets with the provided replacement kit (Hellwig Part Number 7904). This kit will include all new hardware, including hardened washers.
2. The bolts will need to be installed in the bracket so that the nut is facing to the interior of the chassis and the bolt head is inside the C-channel of the frame. This will allow for proper torque technique. Nuts will need to be torqued to 120 ft-lb.
3. If the sway bar was previously installed upside down, it will need to be flipped over during the bracket replacement.

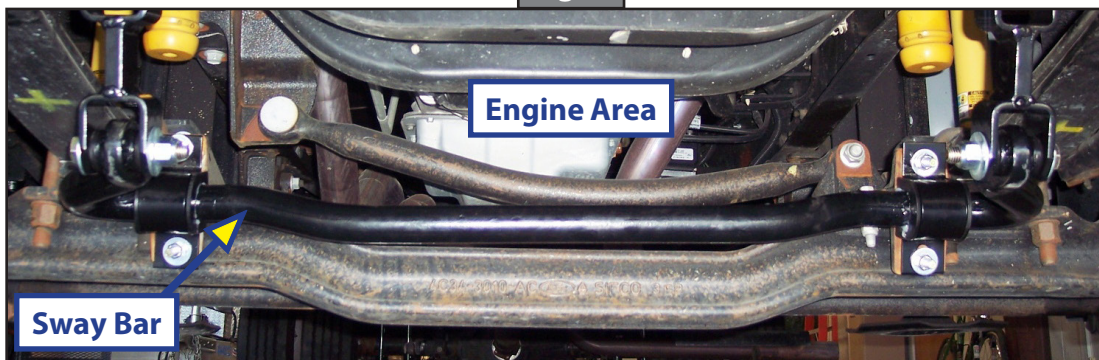
Models:

This technical service bulletin only applies to recreational vehicles with Vehicle Identification Numbers (VINs) specified and provided by Jayco, Inc. No other vehicles are affected by this bulletin.

Symptom/Condition:

Noise from the sway bar area of the coach is heard during certain driving conditions. The sway bar is installed upside down with the hump facing up. The hump should be facing down, away from the engine area (Fig. 1).

Fig. 1





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Labor Time Allowed:

Inspection and Repair (frame bracket replacement and sway bar orientation only) - 0.6 Hours
Inspection and Repair (frame bracket replacement and flipping sway bar) - 1.0 Hours

Parts Required:

1. Part Number 7904 Hellwig Frame Bracket Service Kit
2. Kit Contents:
 - A. 2 – Replacement Frame Bracket
 - B. 1 – Instruction Sheet
 - C. 1 – Hardware Bag
 - I. 4 – 1/2" x 2" NF Bolt
 - II. 4 – 1/2" NF Stover Lock Nut
 - III. 8 – 1/2" Hardened Washers

Tools Required:

1. Frame Bracket Replacement Only:
 - A. Torque Wrench
 - B. Ratchet
 - C. 3/4" Socket
 - D. 15/16" Socket
 - E. 3/4" Wrench
 - F. 15/16" Wrench
2. Frame Bracket Replacement And Flipping Sway Bar:
 - A. Torque Wrench
 - B. Ratchet
 - C. 3/4" Socket
 - D. 15/16" Socket
 - E. 3/4" Wrench
 - F. 15/16" Wrench
 - G. 15 mm Socket or Wrench (for Axle U-plate Bolts)
 - H. 18 mm Socket or Wrench (for Axle U-plate Bolts)

Procedure

1. Remove the hardware (Fig. 2C) from the currently-installed frame bracket (Fig. 2B), from the frame (Fig. 2A) and from the top of the end link (Fig. 2G). Keep the 5/8" end link hardware to be reused (Fig. 2D, Fig. 2E, Fig. 2F).



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2. After making sure the frame (Fig. 3A) is free of burrs or debris which would prevent the bracket from laying flat, install the new frame brackets (Fig. 3B) in the factory frame holes with the brackets offset towards the inside of the vehicle. Use the new 1/2" bolts (Fig. 3E), hardened washers (Fig. 3C) and lock nuts (Fig. 3D) to attach the bracket with the bolt head and one washer on the frame side of the bracket and another washer and the nut on the engine side of the bracket.
3. Torque the bolts to 120 ft-lbs, making sure they are fully torqued before moving on in the installation.

Fig. 2

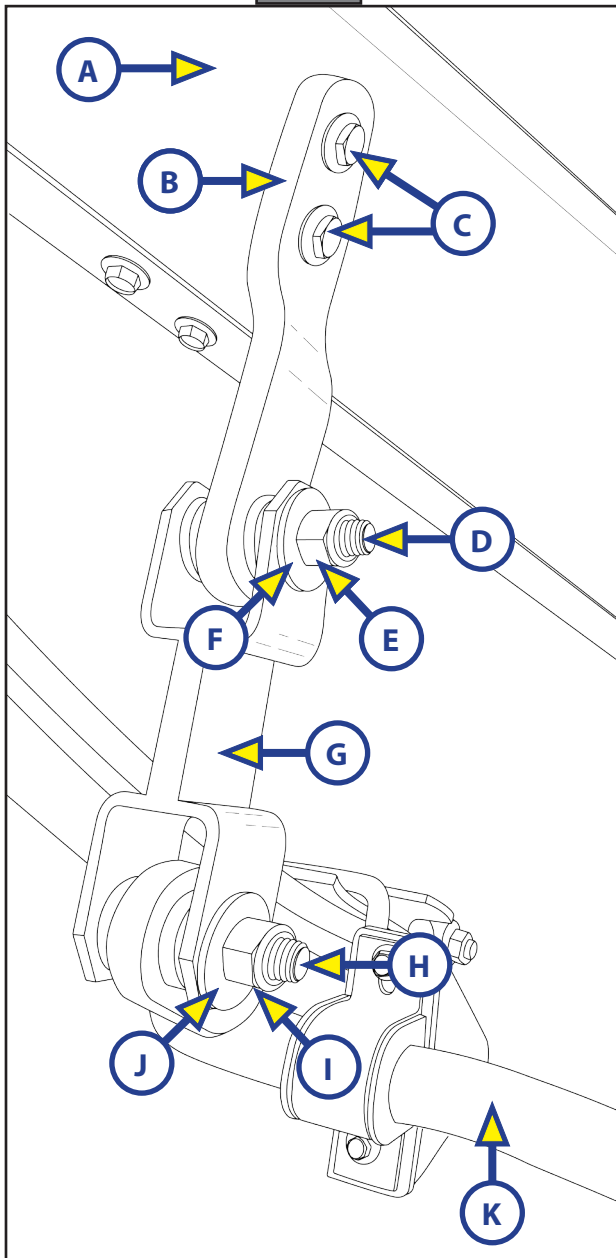
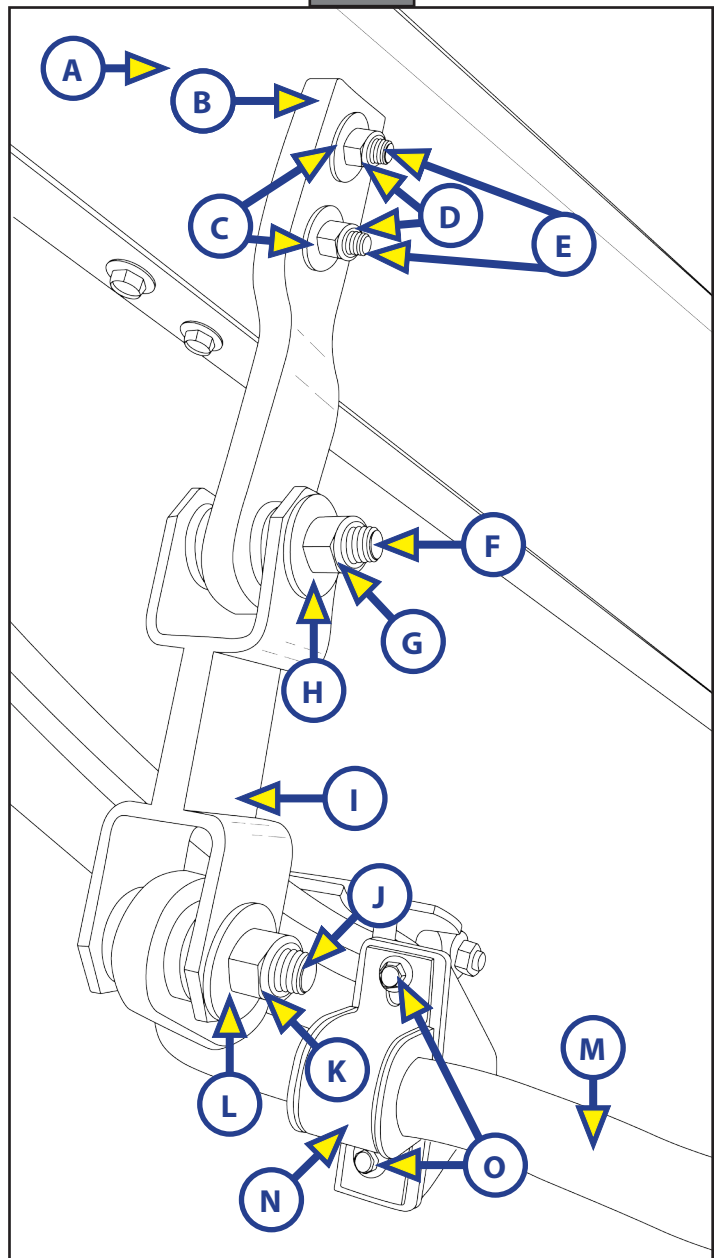


Fig. 3





LIPPERT
COMPONENTS

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NOTE: If the sway bar (Fig. 3M) has the hump facing up instead of down, continue with the following steps. If your sway bar is oriented correctly (Fig. 1), skip to Step 8.

4. Unbolt the $\frac{5}{8}$ " hardware (Fig. 2H, Fig. 2I, Fig. 2J) from the sway bar (Fig. 2K) to remove the end link (Fig. 2G). Keep this $\frac{5}{8}$ " hardware for reuse.
5. Unbolt the U-plates (Fig. 3N) from the vehicle's axle to remove the sway bar from the chassis. Keep this hardware (Fig. 3O) for reuse.
6. Rotate the sway bar so the hump is facing down and away from the engine and reattach the sway bar to the axle reusing the hardware from Step 5. Leave loose at this time.
7. Reattach the end link (Fig. 3I) to the end of the sway bar using the hardware removed in Step 4 (Fig. 3J, Fig. 3K, Fig. 3L). Torque this hardware to 150 ft-lbs.
8. Rotate the sway bar (Fig. 3M) and end link (Fig. 3I) up, connecting the end link to the new frame bracket (Fig. 3B) reusing the $\frac{5}{8}$ " hardware from Step 1 (Fig. 3F, Fig. 3G, Fig. 3H).
9. Make sure the sway bar is centered. When the fit and clearance of all components is satisfactory, tighten all hardware. Torque the axle bolts to 55 ft-lbs and all the $\frac{5}{8}$ " hardware to 150 ft-lbs. Double check that the frame bolts are still 120 ft-lbs.
10. Drive the vehicle and check the bolt torques and fit again. Recheck on a regular basis.