
Front Sway Bar by Larry Linder

Front and Rear sway bars are a major way of improving the performance of your car on the road. The bar diameters go up in small increments because the stiffness is proportional to radius raised to the 4th power. (R^4) of the radius of the bar. A slight increase in diameter results in a large increase in stiffness.

The down side of the larger sway bars is a noticeable harshness on uneven roads.

For the car to handle properly the front and rear bars should be increased in proportion. For example if a 15/16 front bar is used on a small block and a rear bar is added. The car may be so neutral that it can become unstable in severe corners at speed. Good for an experienced racer but bad for the average driver - the car can just slide sideways and never recover until speed is reduced.

Most cars benefit from larger sway bars but like anything it can be more than the car or driver handle when pushed to the limit.

Vehicle dynamics is a very deep subject - there are many books and examples. Chevrolet publishes a brown paper book telling you how to modify your Corvette for racing. The modifications are not reversible once done.

The chart is was prepared for the Judges to make checking originality easier.

1963 to 1975 Front Sway bar Size and Bushing partnumbers.

Bar Diameter	Sway Bar Part Number	Bushing Part Number	Suspension Option	Application
5/8 (0.626)				
11/16 (0.688)				
3/4 (0.750)	3831971	3817573	STD	63,64,65,66,67,68,69,70,71,72 exc. HD, SP. Perf. and 427, 454
13/16 (0.813)	334930	3923674	STD	73, 74,75
7/8 (0.875)	3871318	3871323	STD	65 (396) except H. D. Susp.
		3871823	STD	66-67 (437) except H.D Susp.
15/16 (0.938)	3831972	33828826	RPO F40	63-69 w/spec. Perf., Susp.
		RPO F41		H. D. Susp.
		3923674		70-72 w/spec. Perf, Susp. H/Perf. 350
		3923674		70-72 (454)
		3923674	RPO FE7	73, 74
1 1/8 (1.125)	351596	351597	RPO FE7	75

Data Source: Chevrolet Corvette Parts Manual 1953 - 1973

Chevrolet Corvette Chassis Preparation manual 1975