

# FITTING INSTRUCTIONS

## Sway Bar Link Modification Kit

Suits: VN/VG-VP/VQ Commodore - Sedan / Wagon / Ute  
VN-VP Lexcen

<b><u>Kit Contents:</u></b>	6 ½" Link Rods	X 2	Nyloc Nuts	X 4
	Replacement Link Bushes	X 8	Flanged Nuts	X 4
	Cupped Washers	X 8	Fitting Instructions	X 1

The sway bar link on the above models is secured upwards to the Macpherson Strut Assembly (Fig. 1). In severe service the support bracket can break causing an expensive strut replacement. The Link modification kit converts the mounting point down to the lower control arm where the sway bar link was mounted on earlier models (Fig. 2). Provision already exists on the Lower Control Arm for the link to be mounted without drilling. This modification also helps reduce steering effort especially on bumps or under cornering load and prevents breakage/ bending of the sway bar link in the future.

### Before

Sway bar link mounted upwards to Macpherson Strut Assembly

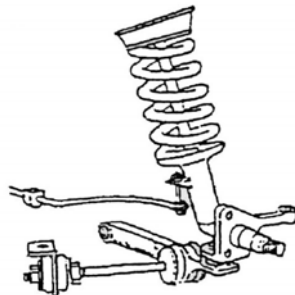


Fig. 1

### After

Sway bar link mounted downwards to Lower Control Arm

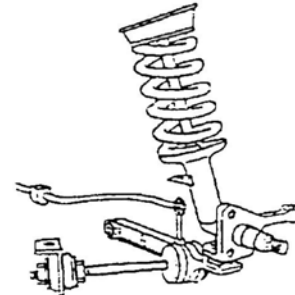


Fig. 2

**N.B:** These Instructions should be used in conjunction with workshop manual.

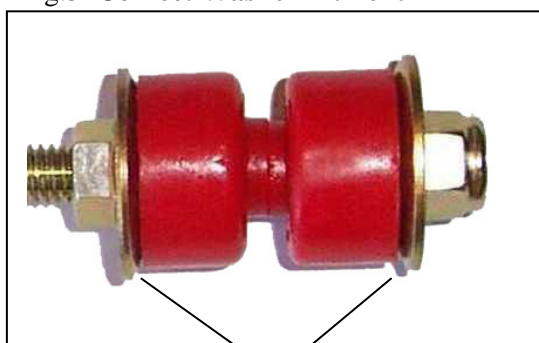
1. Raise the front of vehicle and support on chassis stands, remove the front wheels.
2. Detach the sway bar links from the upper strut mounting point then remove the sway bar mounting brackets and remove the complete sway bar assembly from the vehicle. Discard the old links from the sway bar assembly.
3. Set up the replacement link rods with the flange nuts. Face the flange edge outwards to support the new washers, also position the new washers so the cupped surface is facing away from the new urethane bushes, this is to permit articulation of the sway bar links. (Fig. 3)
4. Place new urethane bush on to new link rod and assemble the link through the sway bar in a downwards direction, fit new bush, washer with the cupped edge facing away from bush. (Fig 3) then tighten the nyloc nut by hand only at this time.
5. Assemble the other end the same and mount it through the hole in the control arm.
6. Once the vehicle is back at normal ride height tighten all nyloc nuts to 20Nm.
7. Road test vehicle.

**N.B:** To obtain correct tension on these bushes the following should be carried out:

- Ensure the contact surfaces are clean and free from any foreign material.
- Have the car at the normal ride height.
- Do not over tighten sway bar link bushes ( Fig. 4).
- Tighten the nyloc nuts so the bushes make contact with the sway bar and all the free play has been eliminated from the link. Then tighten up a further ¾ to 1 complete turn (about 20Nm).

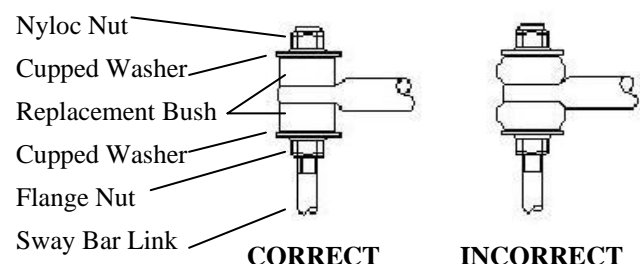
**Note:** It is recommended that new urethane sway bar mount bushes be fitted to increase the performance and the operation of the sway bar. Refer to the catalogue for correct listing application. Please nominate sway bar size.

Fig.3 Correct Washer Fitment



Please note direction of cupped washers

Fig. 4 Correct Fitment and Tightening Procedure



**N.B:** Do not over tighten sway bar link bushes, as over tightening compresses the new urethane bushes which limits articulation and can cause premature failure.

**N.B:** It is recommended that a licenced workshop or trades person carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.