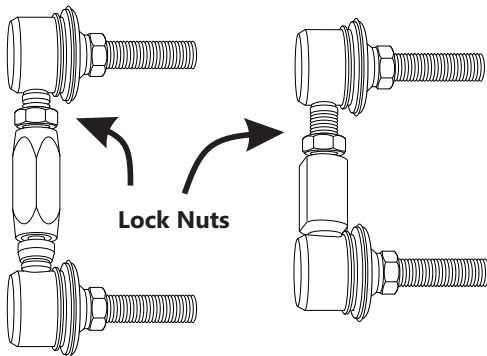


Installation Guide

Performance Swaybar Links - Live Adjustable

(This installation guide should be used in conjunction with the workshop manual)

WHITELINE HEAVY DUTY swaybar links improve swaybar function and reaction time - due to forged steel, low-compliance ball joints along with live-adjustable turn buckles made from 6061 heat treated aluminium.



- Raise vehicle evenly and safely support.

Never rely on a Jack only

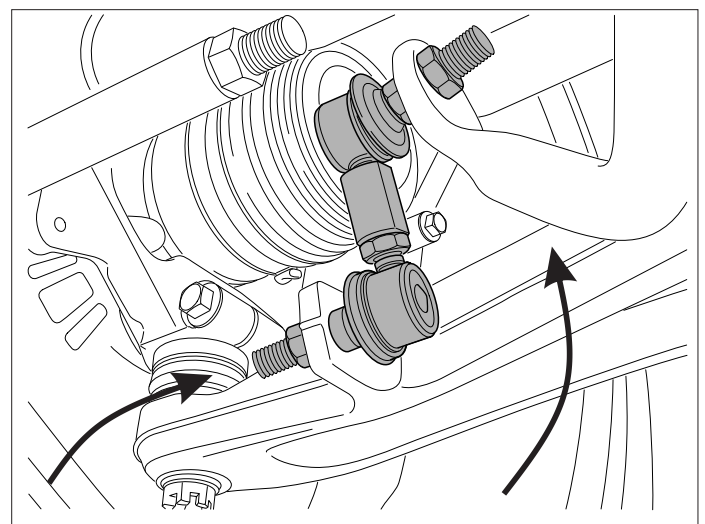
Note - Swaybar links are best accessed with wheels at full droop.

- Lubricate all threads before un-bolting old links

Take note of original link position and stud direction before removing. Or replace one link at a time.

- Remove old link and place next to new WHITELINE link.
- Loosely adjust WHITELINE link to similar length to old link length - do not tighten lock nuts yet.

Note - if vehicle is very low (or high) - a different length link may be entertained — *Refer Page 2*



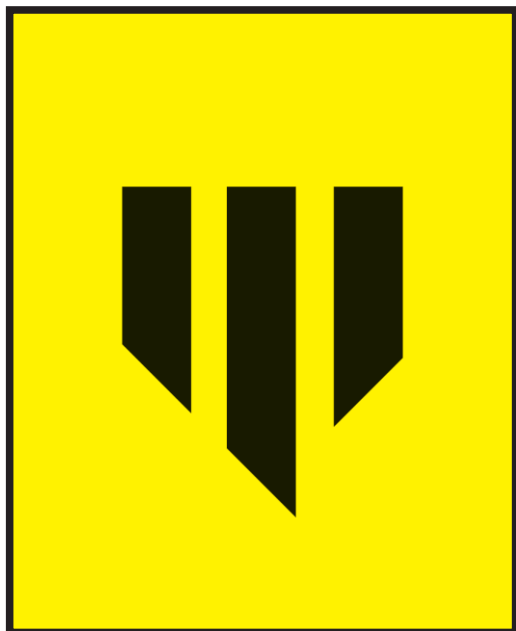
Subaru Example - note swaybar location and link stud direction

Installation Guide

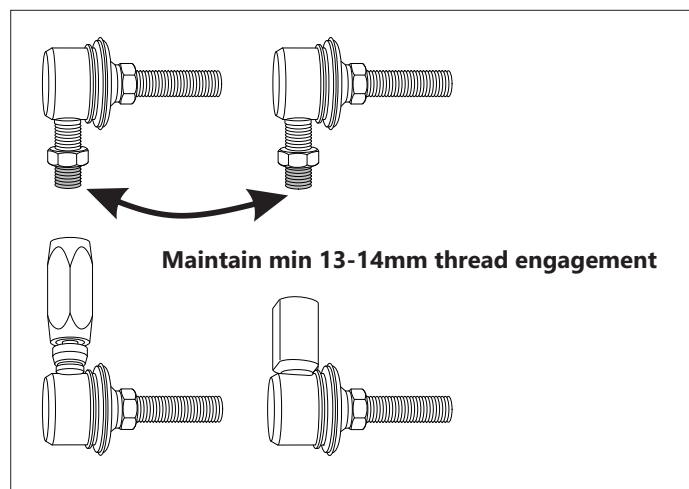
Performance Swaybar Links - Live Adjustable

(This installation guide should be used in conjunction with the workshop manual)

IMPORTANT - Big diameter/performance swaybars add significant stress to swaybar links. WHITELINE recommends a minimum thread engagement of 13-14mm - refer image below. WHITELINE supply 'hardened/thick washers' to maintain solid contact to swaybar blade, ensuring excellent operation.



Toyota Example below - swaybar performance is best with swaybar near 90 degrees to swaybar link



Subaru Example below - place hardened washers either side of swaybar blade

- Place 1x hardened washer over each stud before pushing through swaybar hole.
- Proceed to bolt up new links to vehicle.

IMPORTANT - confirm supplied hardened washers are placed either side of swaybar blade (and vehicle control arm)

- Tighten ball joints with supplied flange nuts, then proceed to fine tune turn buckles.

WIND centre turn buckles - lengthen or shorten link length until there is **zero** pre-load on swaybar. Now tighten lock nuts.

If possible, this is best done at ride height.
(wheels on ramps)

- All nuts to be re-torqued after 100-200kms



Instructions

Rear Swaybar Link

N.B: This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Install Guide

- Raise vehicle evenly and safely support.

Never rely on a Jack only

- Completely remove old swaybar links.
- Confirm the length of new supplied links are adjusted as per OE links.
- Grease lower bushing with supplied grease.
- Loosely bolt up links to vehicle.

Note image regarding supplied flat washers and 6mm spacer

Supplied 6mm thick spacer

Supplied flat washer 10mm ID

Supplied flat washer 8mm ID with OE M8 bolt

- Tighten upper nut and lower bolt.
- Using the middle turn-buckle, fine tune link length to remove any pre-load from side to side. Tighten lock nuts.
- Re-check all hardware after 100kms

Application - MINI F Series
- 2013 - on

Always refer complete catalogue listing

Contents - Complete swaybar links x2
- Including - flat washer 8mm ID x2
- flat washer 10mm ID x2
- spacer 6mm thick x2
- grease



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