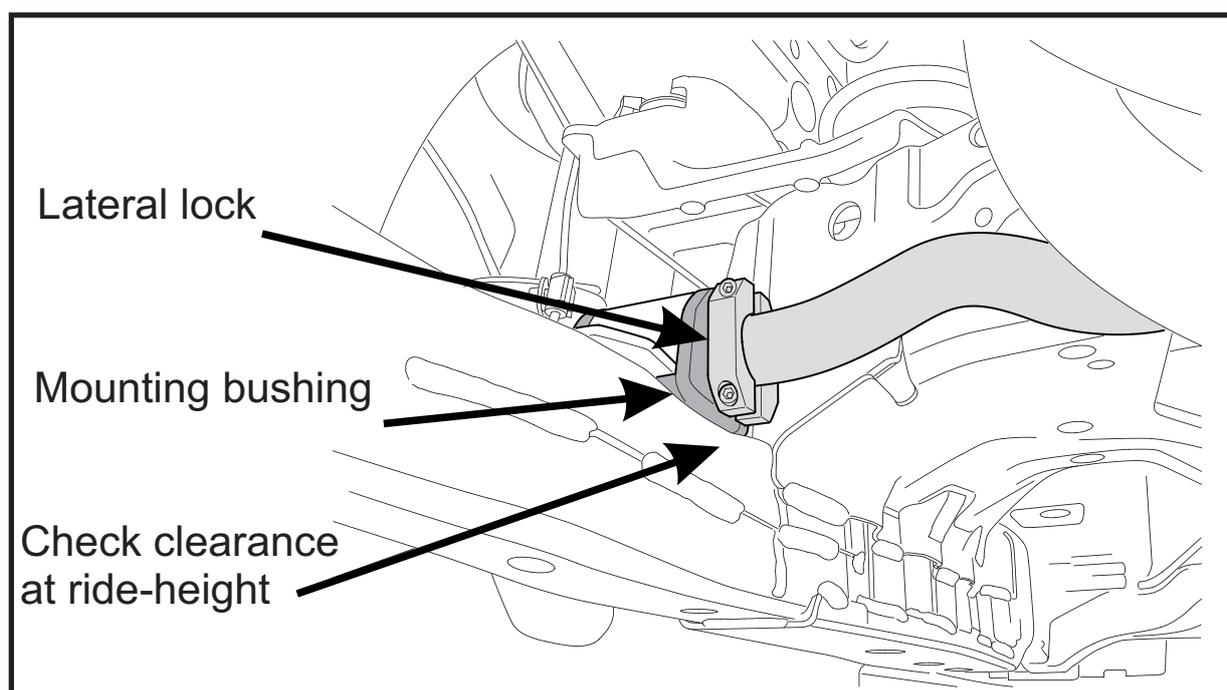


Alloy Lateral Lock Kit

Alloy Lateral Locks are designed to centralize your swaybar during operation



Confirm your Swaybar is central with links attached - this is best performed at ride-height.

Loosely bolt Lateral Locks next to the mounting bushing (leave approx 3-4mm gap). This can be either side of the mounting bushing but must maintain that both locks are fitted to identical positions LH and RH sides (both outside or both inside).

Check for clearance on full droop and full bump - the rotation of the lateral lock along the axis of the bar may foul other suspension components during rotation.

Tighten the Lateral Lock bolts down evenly and use mild force to secure. Careful to not over tighten.

Re-check Lateral Lock position after initial 100kms travelled.

General instructions - Swaybar Bushings, Drop Links

N.B: This instruction sheet should be used in conjunction with the workshop manual

If required, vehicle should be jacked up evenly and safely supported with stands,

Ensure all components are free from rust, scale and dirt. Compare new supplied components to old parts for correct application.

Be careful when working near hot components, such as exhaust systems.

Swaybars vertical links do not require greasing. Swaybar mounting points (D bushings) do require greasing - grease internal diameter of bushing only.

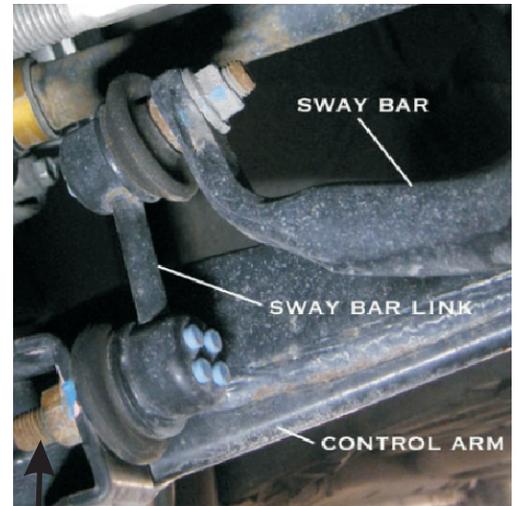
Drop links, with a pivoting bushing do require greasing - bushing internal diameter and side face must be greased with the supplied grease only.

Do not over tighten swaybar pin type link bushings

It is recommended, if possible all components be tightened when vehicle is at ride-height.

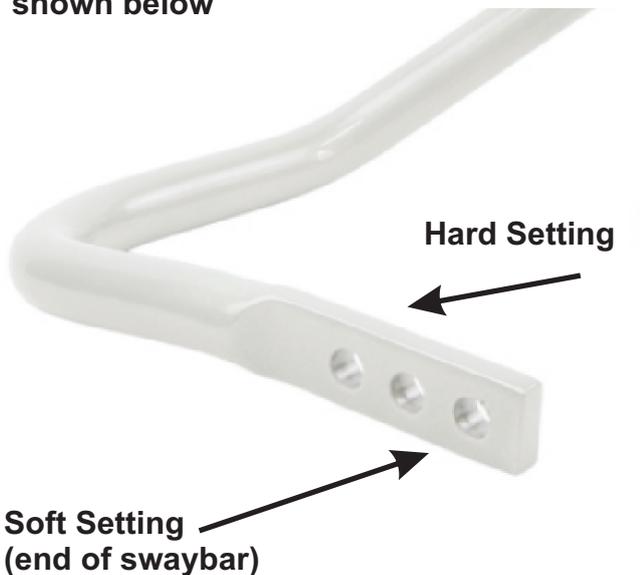
Depending on application and suspension component removal, it may be necessary to carry out a Wheel Alignment post install.

We suggest re-checking all hardware after initial 100kms travelled.

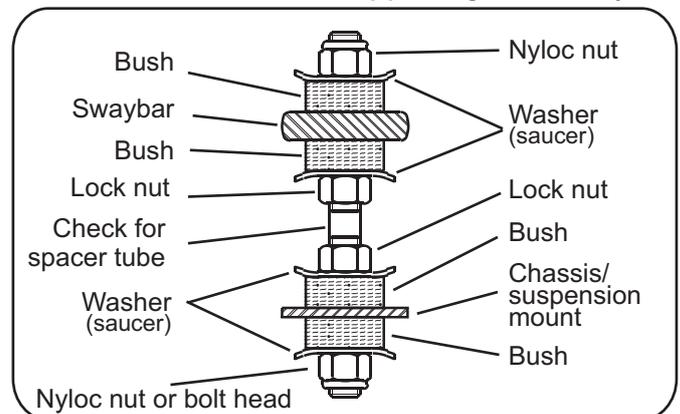


Re-check Ball Joint nuts after 100kms travelled

3 point adjustable swaybar shown below



Grease bushing face and ID with supplied grease only



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.

Instructions

Rear Swaybar Kit

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

Application - Ford Ranger PX
- Mazda BT-50 UP UR
(Refer current catalogue listing)

Content - 1x 22mm swaybar
- 2x D mount bushings
- 2x mount saddles
- 2x mount plates with threaded holes
- 2x square U-bolts with washers and nuts
- 2x L shape brackets
- 4x saddle bolts
- 4x links bolts and nuts
- 4x spring washers - for saddles
- 4x large washers - for link bushings
- 4x small washers for link bolts
- grease



- Start by placing square U-bolt over chassis rail - refer images.

You may find this easier by removing the rear wheels.

- Sit supplied L shape bracket under chassis rail and secure with washers and nuts - do not tighten nuts yet.
- Bolt up links as per images - note the large flat washer sits against poly bushing.

NOTE - place bolt head near leaf spring side and exhaust side for best clearance.

Add small amount of grease to link bushing face.

- Hang swaybar from the links - do not tighten links yet.

Bolt up link to middle hole initially

Fine tune later to best suit conditions



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.

Instructions

Rear Swaybar Kit

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

Page 2 of 2

- Grease D bushings with supplied grease.

Place bushings over swaybar.

Note - the 2x steel saddles are not identical.

Refer holes on shock bracket/axle tube - place the appropriate saddle on best side of swaybar.

- Slide the supplied steel plates behind shock bracket.



- Mount steel saddles in position by using supplied button head bolts and spring washers.

Do not tighten yet.

- While vehicle is at ride-height, check swaybar is central and no clearance issues.
- Tighten all bolts.
- Road test, then re-check hardware, including U-bolt nuts.



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.