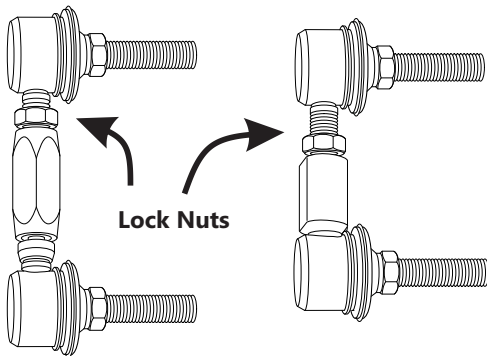


Installation Guide

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

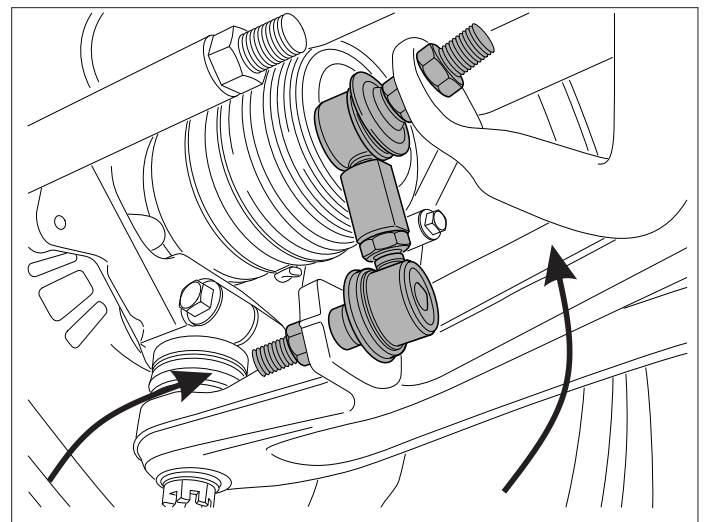
Note - Swaybar links are best accessed with wheels at full droop.

- 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

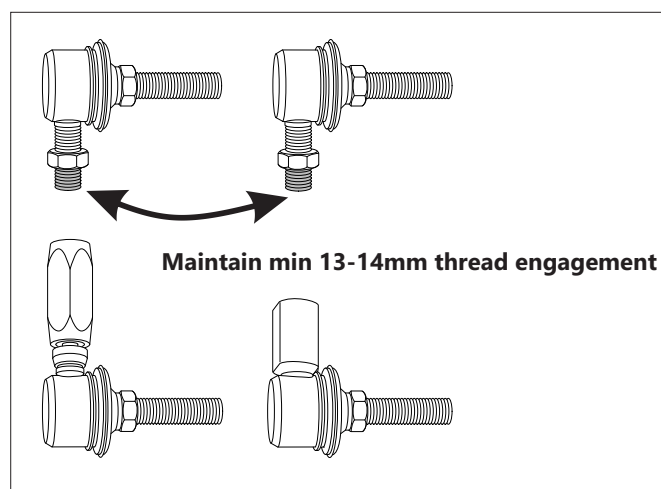
Installation Guide

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



Installation Guide

Z5238

Rev A

Heavy Duty Rear Swaybar

Application:

**Mustang 2005- on Rear adjustable sway bar.
(Refer catalogue for exact listing)**

Specification:

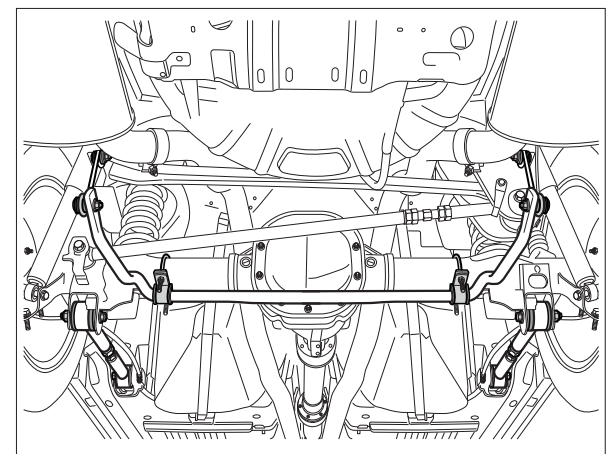
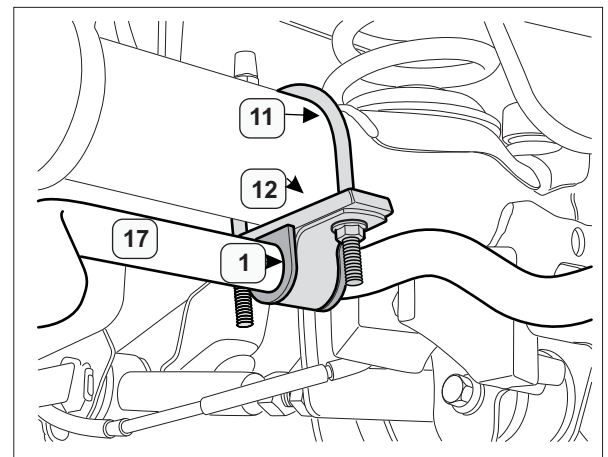
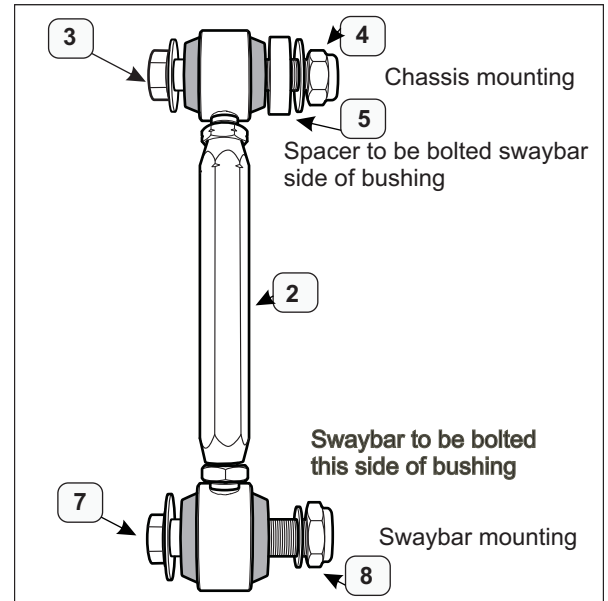
27mm blade-adjustable full kit sway bar.

Contents:

- | | | |
|-----|-----|-----------------------------------|
| 1. | 2 x | D-bush |
| 2. | 2 x | Sway Bar adjustable links |
| 3. | 2 x | M12x60 bolts |
| 4. | 2 x | M12 Nyloc nuts |
| 5. | 2x | 12mm I.D. - 8mm wide spacers |
| 6. | 2x | 30mm O.D. - 12mm I.D. Flat washer |
| 7. | 2 x | M10x60 bolts |
| 8. | 2 x | M10 Nyloc nuts. |
| 9. | 4x | 28mm O.D. - 12mm I.D. Flat washer |
| 10. | 2x | 32mm O.D. - 10mm I.D. Flat washer |
| 11. | 2x | 20mm OD. - 10mm I.D. Flat washer |
| 11. | 2 x | "U" bolts |
| 12. | 2 x | Axle plates |
| 13. | 1 x | grease bag |
| 14. | 2 x | D-bush mounting saddle |
| 15. | 4 x | 3/8 UNC Nyloc nuts |
| 16. | 1 x | Fitting instructions |
| 17. | 4 x | Flat washers |
| 18. | 1 x | Blade adjustable sway bar |

Fitting:

1. Raise Vehicle and support with chassis stands.
2. Remove OE sway bar and mounts as per workshop manual, remove standard sway bar mount captive bolts and sway bar link nuts from mounting points.
3. Fit sway bar links(2) to standard mounting position on chassis, use M12 bolts(3), 8mm spacers(5) and M12 nyloc nuts(4). Place flat washer(6) under M12 nyloc nut.
4. Further fitting must be done with the vehicle at normal ride height - drive on ramps can be used.
5. Grease ID of D-bushes (1) with grease (13) and fit onto the sway bar.
6. Fit the "U" bolts (11) over the axle housing and fit 10mm plates (12).
7. Mount the sway bar (18) onto sway bar mounts, using D-bush brackets (14) and 3/8 Nyloc nuts/flat washers (15 & 17). Push Bushings against outer bends to laterally locate sway bar.
8. Mount links into hole in sway bar using M10 bolts(7), large flat washer(10), smaller washers(9) and M10 nyloc nuts(8).
9. Refer instruction Z5146RTR for link adjustment.
10. Tighten all mounting hardware.
11. Re check hardware after initial 100kms



Please drive carefully while you custome yourself to the changed vehicle behaviour

GREASE FREE TECHNOLOGY

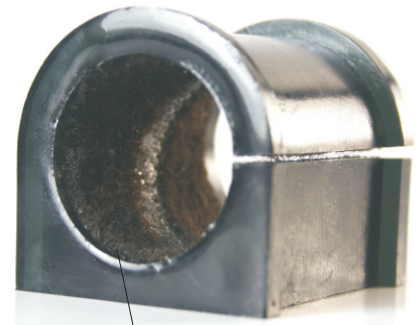


Introducing Grease Free Technology Bushings

Bushings supplied in this kit feature not only the latest synthetic elastomer bushing material technology but a high performing PTFE inner lining boasting an extraordinary low coefficient of friction. This inner lining eliminates the need to lubricate the bushing on installation and therefore makes these bushing 'grease free'!

Superior friction management

- reduces heat build up known to deform or degrade bushing over time
- dramatically reduces high frequency noises (squeaking)
- eliminates the need for maintenance/ greasing



PTFE LINING

Installation tip

Ensure a clean mating surface when installing these bushings for optimum performance!

Frequently Asked Questions

What happens if I do apply grease to the lining?

Don't stress, simply wipe away as much of the lubricant from the surface as possible and install. Adding grease does not further improve the bushings function/ performance nor does traces of lubricant impede the function/ performance.

Do I need to grease other areas of the bushing?

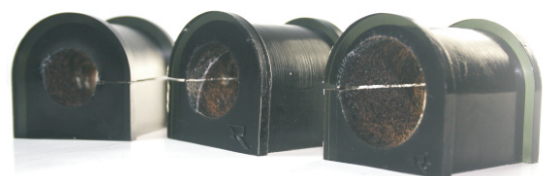
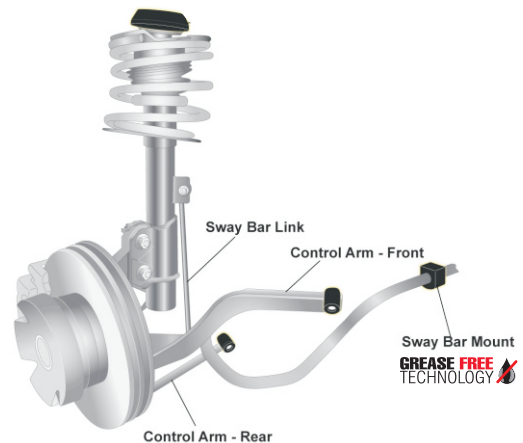
Simply, no! Unless the kit is supplied with a grease packet and lubrication instructions, no other area of the bushing requires lubrication.

Do these bushings require maintenance?

Significant improvements in grease retention within bushing design has dramatically improved over recent years, however this new grease free technology does away with all lubricants and subsequent or periodical maintenance.

Is this technology available across the entire range?

For the most up to date offering of grease free technology bushings visit the website!



FRICION FREE | SILENT OPERATION | MAINTENANCE FREE