

General Fitting Instructions

WHITELINE

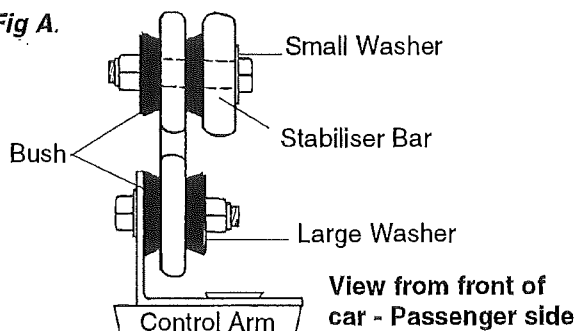
AUTOMOTIVE *Flat out*

The **Blade** adjustable stabiliser bar is designed to replace the existing bar and linkage assemblies on all Commodores from VB-VP. The new linkage assemblies connect to the lower control arm stabiliser bar link holes. Note that the new linkage assemblies have adjustment holes that correspond with those on the bar. The adjustment in anti-roll force, or torsion, is achieved by connecting the links to the different holes provided on the bar. The position closest to the ends of the bar provides the softest setting. Prior to fitting, please carefully study the table below to determine the most appropriate tension setting for your needs.

IMPORTANT: For normal driving conditions, the same corresponding holes should be used on both ends of the bar. Using different holes will pre-load the bar to a different tension on one side causing uneven anti-roll forces. This effect may be desirable for oval track racing but should be used with caution.

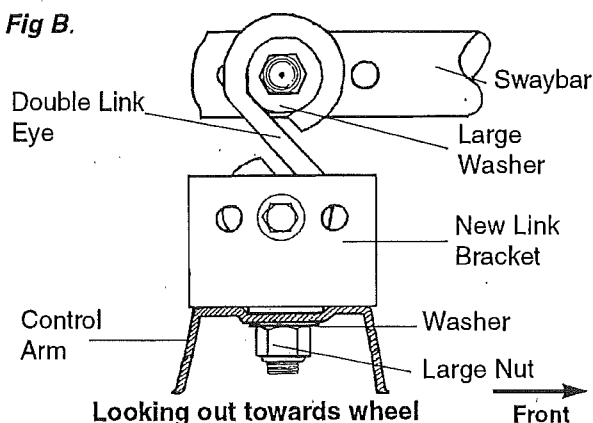
1. Remove the existing bar and complete linkage assemblies from the car.
2. Assemble the double eye links around the appropriate hole in the bracket. Refer to the **Fig.A.** Then, fit the new linkage assembly brackets to the lower control arm. Do not tighten any of the fittings at this stage.

Fig A.



3. Loosely fit the bar to the chassis mounts using the original saddles and the new polyurethane bushes provided. Make sure that the inside of the bushes are lubricated with the special grease provided.
4. Centre the bar on the chassis using the links as a guide. Having chosen the appropriate mounting hole, attach the free end of each link eye to the bar, refer **Fig. B.** Tighten all nuts taking care not to over tighten the double eye link mounting bolts as distortion of the bushes through over tightening will effect the performance of the bar and bush. Future torsion and anti-roll force adjustments can

Fig B.



be made by simply changing the mounting holes on the bracket and bar.

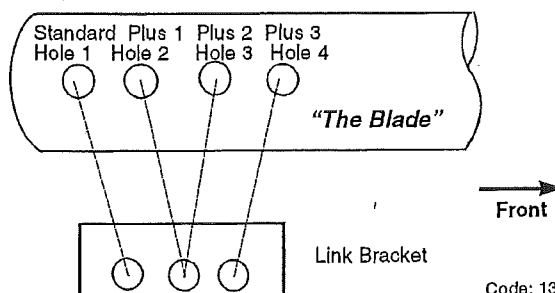
The Blade - Adjustment Guide

The table below shows the percentage increase in torsion or anti-roll force from the standard original compared with the various settings of **The Blade**. Having selected the desired increase, refer to the drawing below for the correct settings. The table uses two commonly used standard bar sizes for the comparison. These sizes may vary from car to car so the following is provided as a general guide only.

The Blade - Setting

	Bar Hole	VB-VL	VN-VP
		24mm	26mm
Standard	1	30%	4%
Plus 1	2	41%	13%
Plus 2	3	59%	27%
Plus 3	4	73%	38%

It is important to note that for VN-VP Commodores, fitting the **The Blade** will convert the bar linkage points down to the lower control arms from the struts. This has the added benefit of improving reliability and reducing front end harshness. This drawing is a guide to the optimal alignment between the bar and link bracket. As a general rule, choose the link bracket hold that most closely aligns vertically with the desired bar hole. The actual relative distances may vary on some cars depending on the vehicles ride height and other factors.



PLEASE DRIVE CAREFULLY AND ACCUSTOM YOUR SELF TO THE FLATTER RIDE AND IMPROVED HANDLING CHARACTERISTICS OF YOUR VEHICLE.