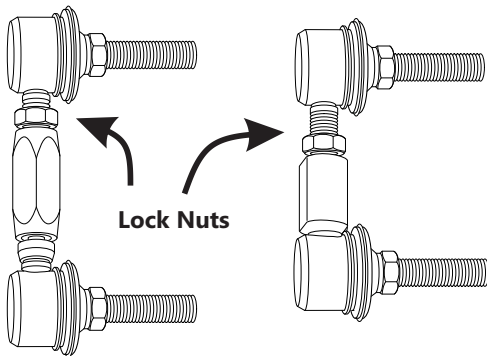


## Installation Guide

# 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*

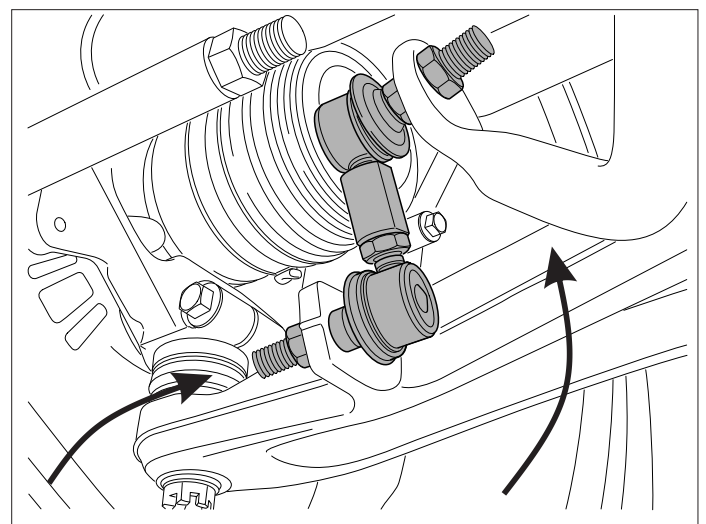
**Note - Swaybar links are best accessed with wheels at full droop.**

- 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

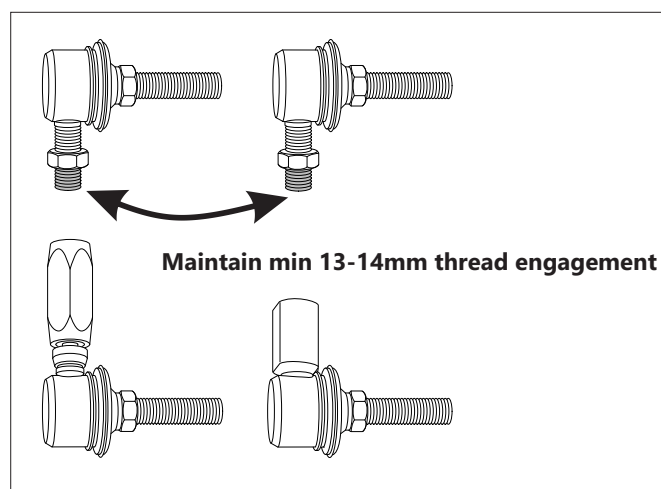
## Installation Guide

# 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.

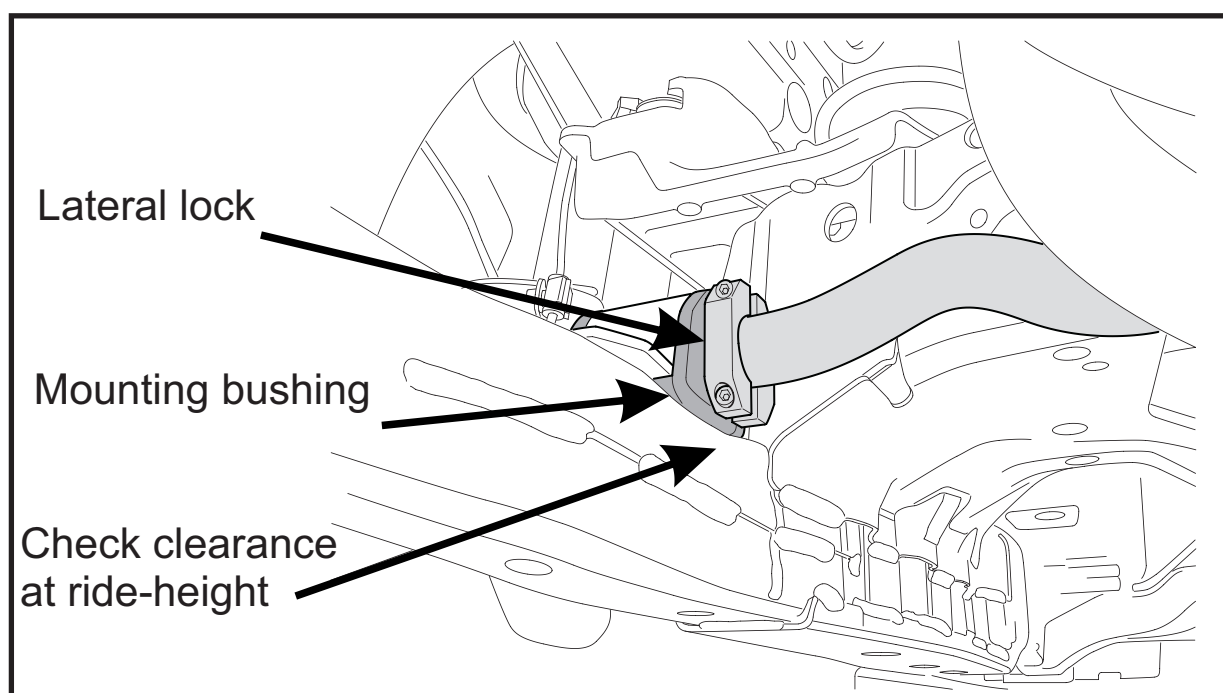
**If possible, this is best done at ride height.**  
(wheels on ramps)

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



# 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.

# Instruction Sheet

## Front Swaybar

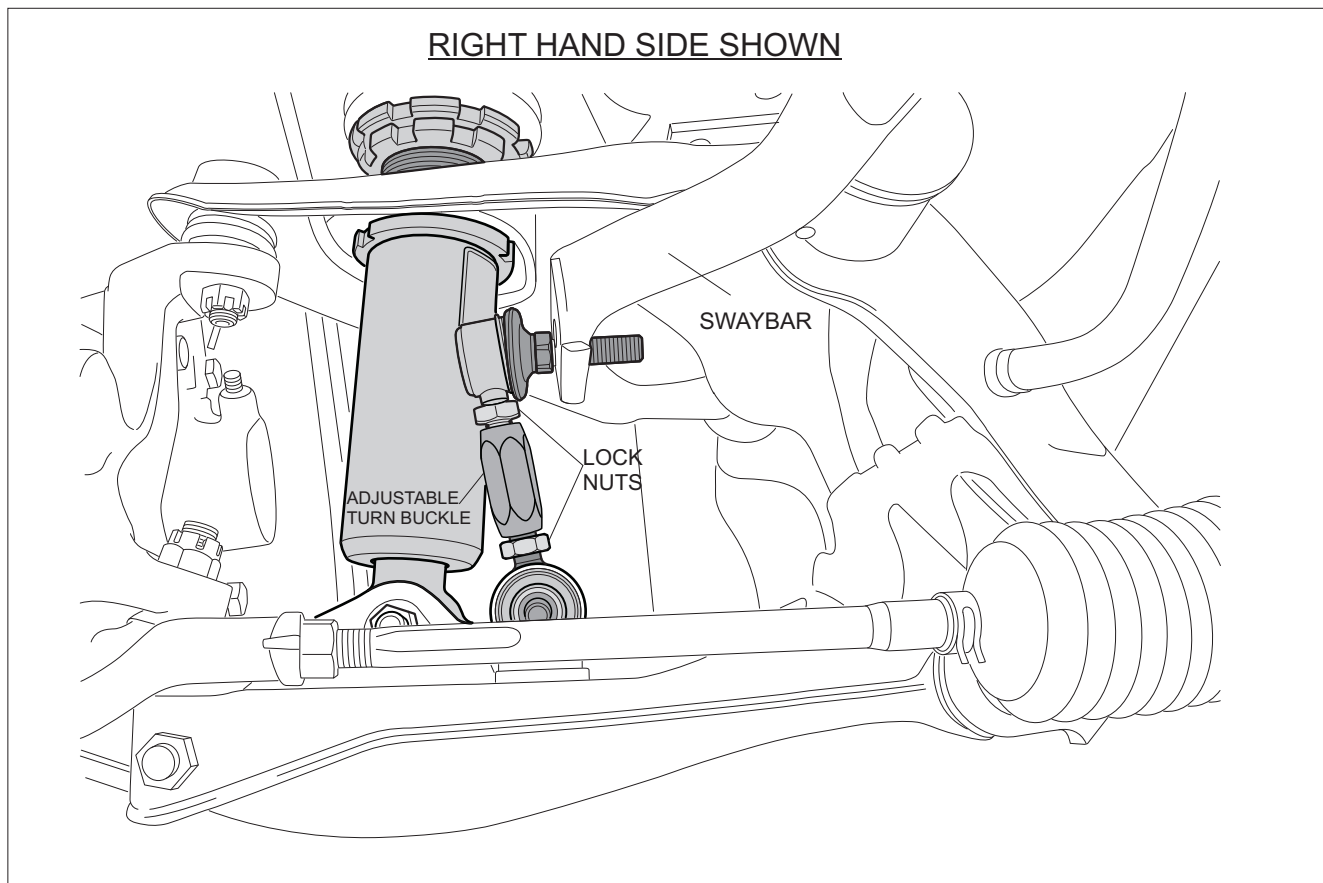
Z5237

**Suits: MAZDA MIATA NA**

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

### INSTRUCTIONS

1. Raise vehicle evenly and safely support.
2. Remove OE front swaybar and links.
3. Generously grease the ID of the supplied D bushes.
4. Bolt the swaybar to the vehicle using the OE saddles.
5. Loosely bolt up the supplied links as per image below.
6. Centralize the swaybar and confirm there are no clearance issues.
7. Fit the supplied aluminium Lateral Locks (refer instructions Z5160).
8. Fine tune swaybar link lengths and tighten lock nuts (refer instructions Z5146).
9. Re check bolts after initial 100km travelled.



**Warning:** Please drive carefully while you accustom yourself to the changed vehicle behaviour.

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.