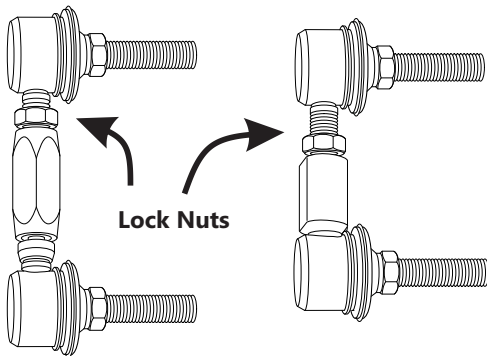


## Installation Guide

# 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*

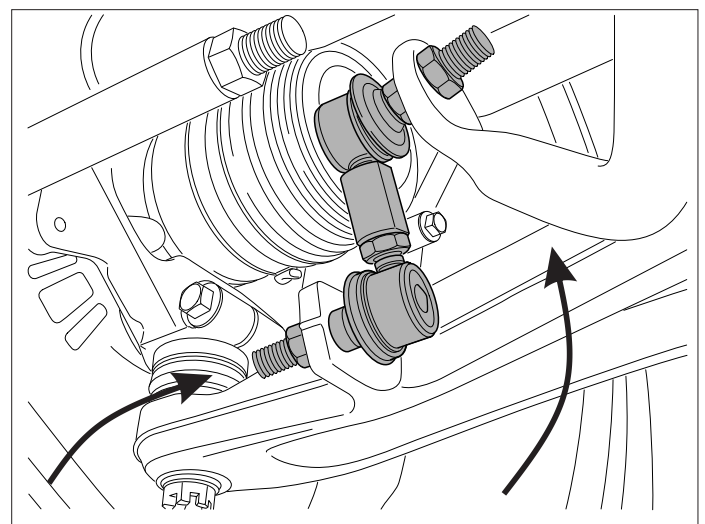
**Note - Swaybar links are best accessed with wheels at full droop.**

- 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

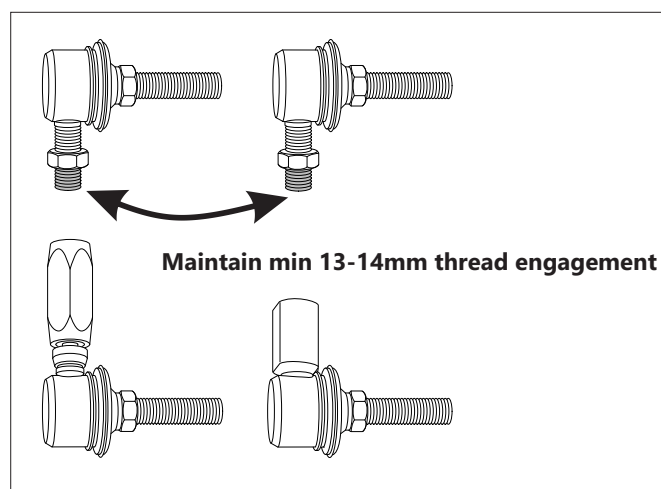
## Installation Guide

# 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.

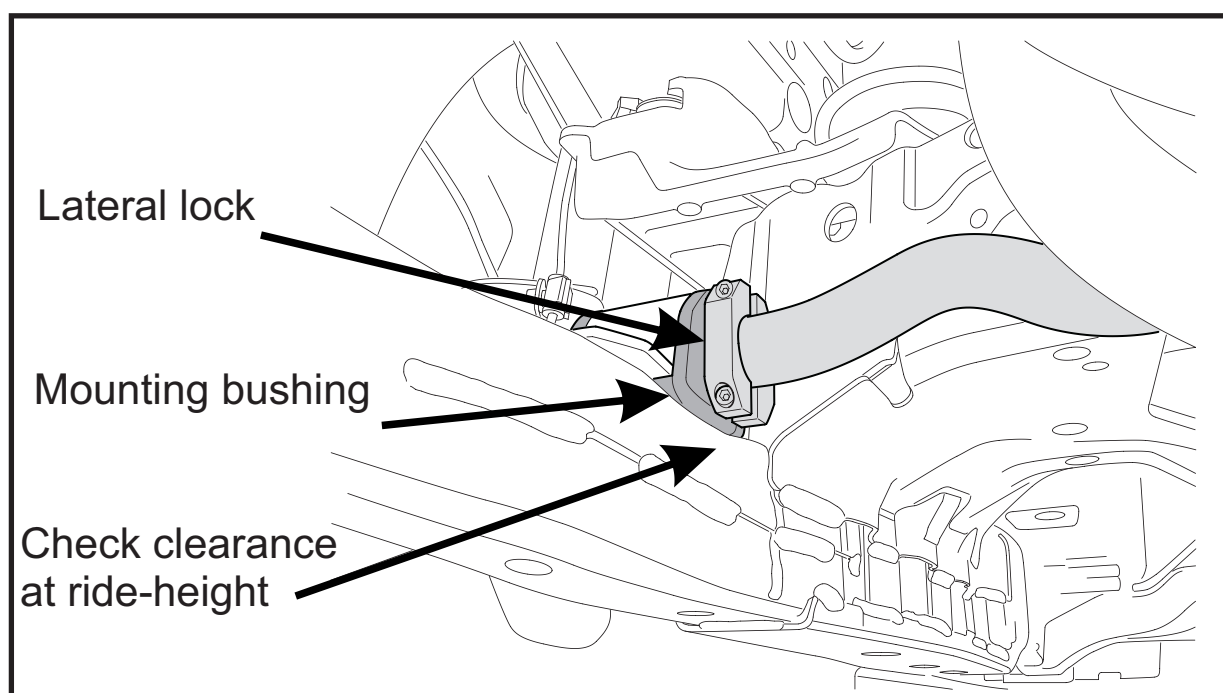
**If possible, this is best done at ride height.**  
(wheels on ramps)

- 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.

# Installation Guide

## Heavy Duty Front Swaybar

Z 5212

(Always refer to the current catalogue for complete application listings)

### Application:

- Ford Mustang

### Contents:

- 1x 33mm adjustable Swaybar
- 2x mounting bush 67490
- 2x mounting bush 67510
- 2x alloy lateral locks

## INSTRUCTIONS

1. Raise vehicle evenly and support with suitable jack stands or ramps.
2. Unbolt OE Swaybar links and mounting saddles and remove OE swaybar.
3. Clean any dirt/grease from the OE mounting saddles.
4. This Swaybar kit is supplied with 2 Swaybar mounting bush designs - check which mounting bush design you require for your vehicle (67490 or 67510) and discard other bushes.
5. Generously lubricate bush ID with the supplied grease.
6. Once swaybar is central and in position, tighten the mounting saddles and links.
7. Recheck all bolts after initial 100km.

N.B: This installation guide should be used in conjunction with the workshop manual. It is recommended that a licenced workshop or trades person carry out the below procedure and that workshop manual and relevant safety procedures are followed in addition to the below.

# GREASE FREE TECHNOLOGY

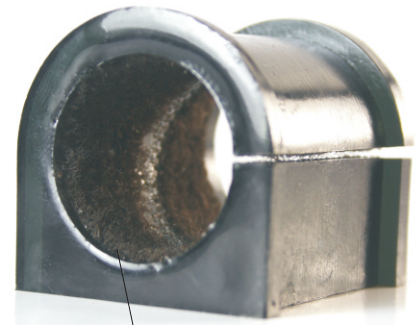


## Introducing Grease Free Technology Bushings

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?

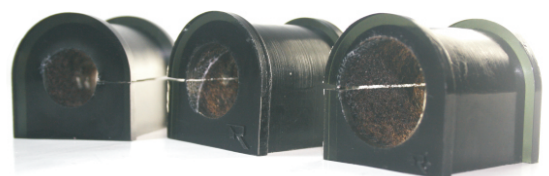
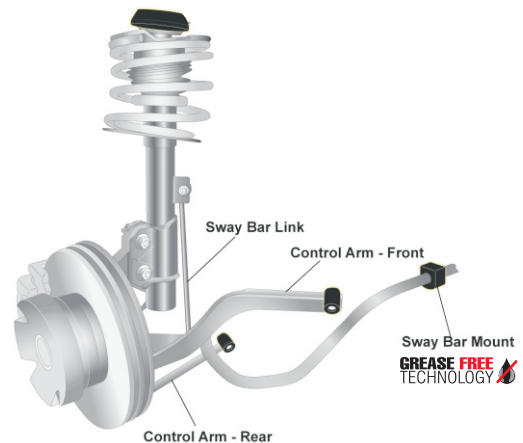
Simply, no! Unless the kit is supplied with a grease packet and lubrication instructions, no other area of the bushing requires lubrication.

### 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**