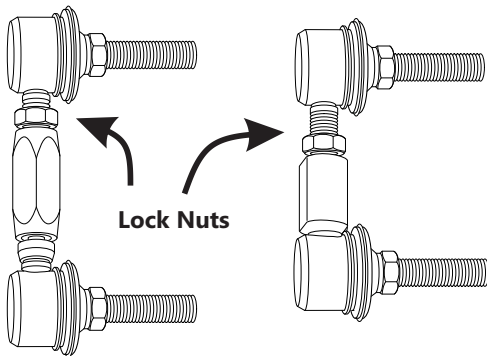


Installation Guide

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

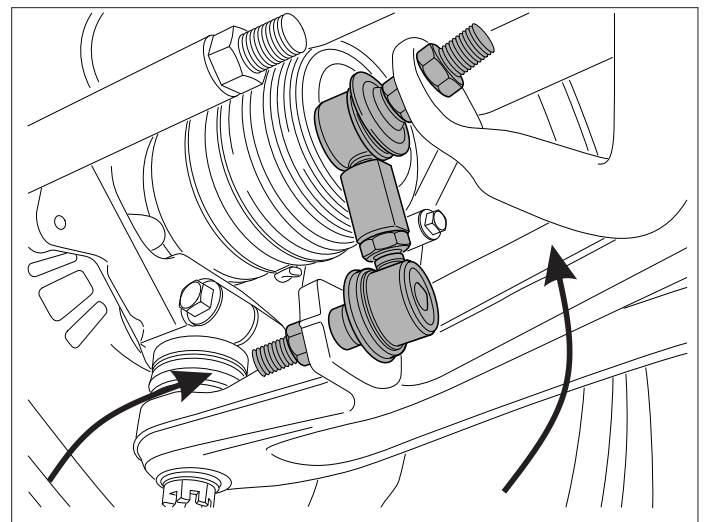
Note - Swaybar links are best accessed with wheels at full droop.

- 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

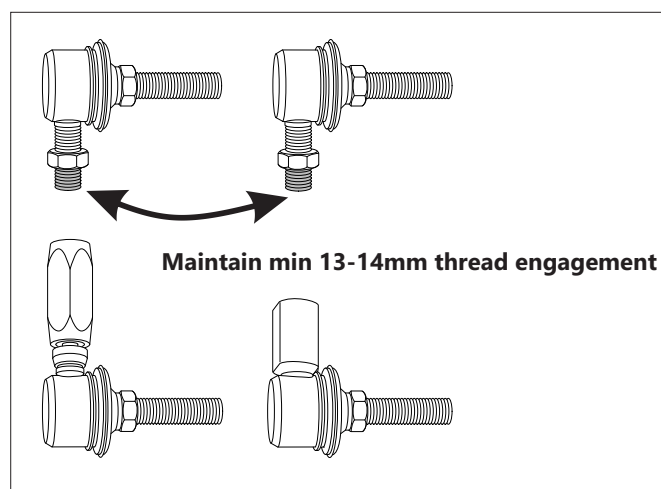
Installation Guide

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.

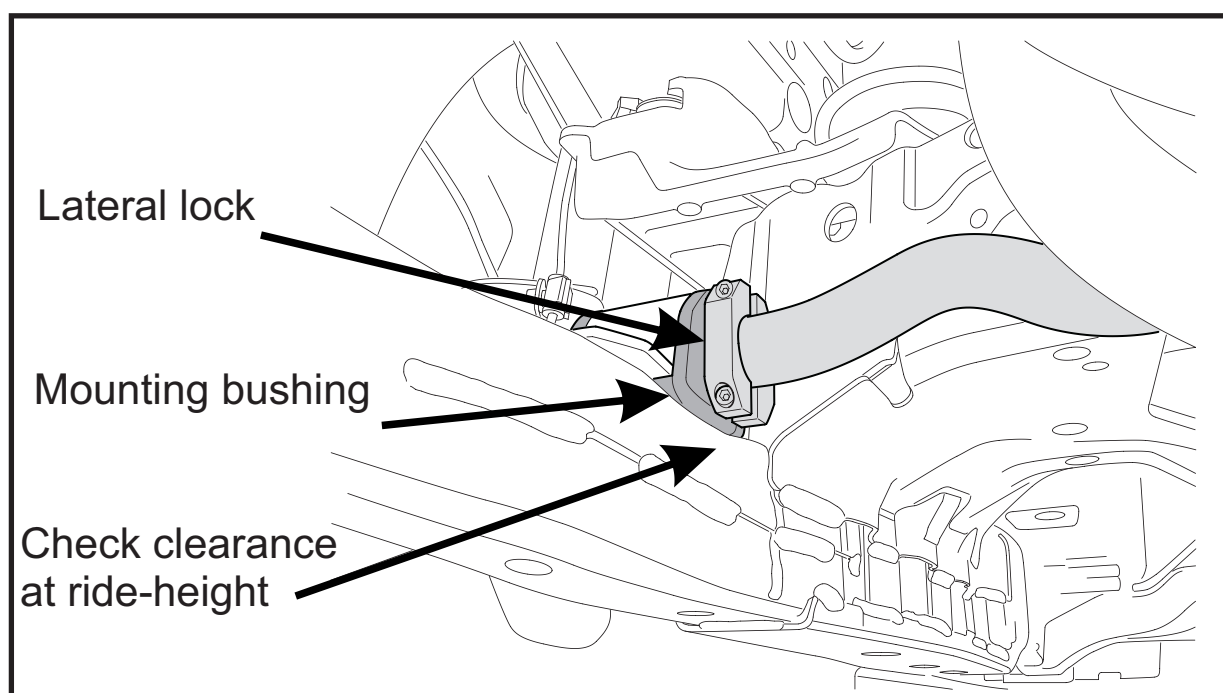
If possible, this is best done at ride height.
(wheels on ramps)

- 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.

Rear Swaybar Kit

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

WORK ORDER

1. Raise the vehicle evenly and support with jack stands then remove rear wheels.
2. Remove the 2 inner beam axle mounting bolts on either side of the vehicle (indicated in FIG.2) assemble the swaybar link mount placing the supplied 20mm (thick) crushtubes between the beam axle mount and the supplied swaybar link mount (spacing the supplied bracket away from the floorpan) using the supplied 90mm long bolts.
3. Place the supplied U bolts over the suspension beam axle, then secure the swaybar loosely using the supplied flat plates, urethane bushing's, bushing saddles and supplied nuts (as per FIG.1).
Ensure the internal bore of the bushing's are greased liberally and distance between the inside of the urethane bushings is approximately 605mm (as shown in FIG.3).
4. Mount swaybar links in place making sure the supplied small washers are between the nuts and the swaybar. Ensure the swaybar links are mounted into the softest hole on the swaybar (as indicated in FIG.2) until you are accustomed to the change in the vehicles suspension characteristics.
5. Ensure all mounting nuts and bolts are tight and secure before lowering vehicle down from jack stands and test driving.

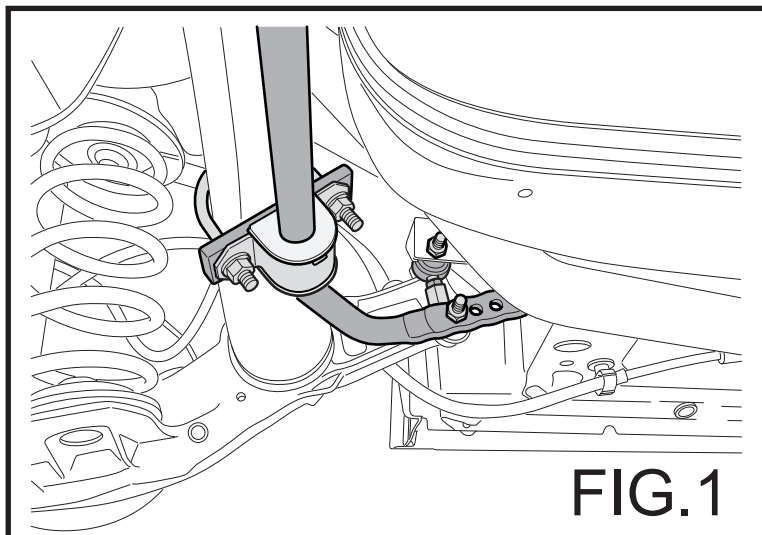


FIG.1

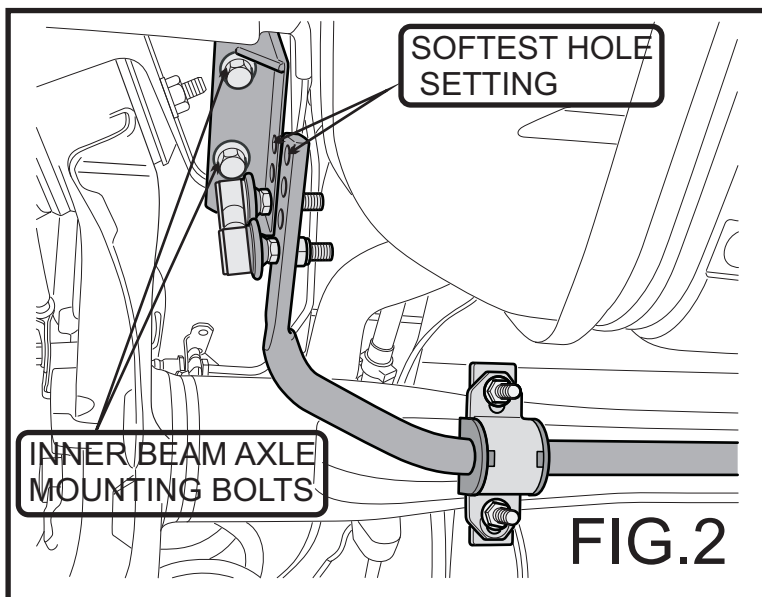


FIG.2

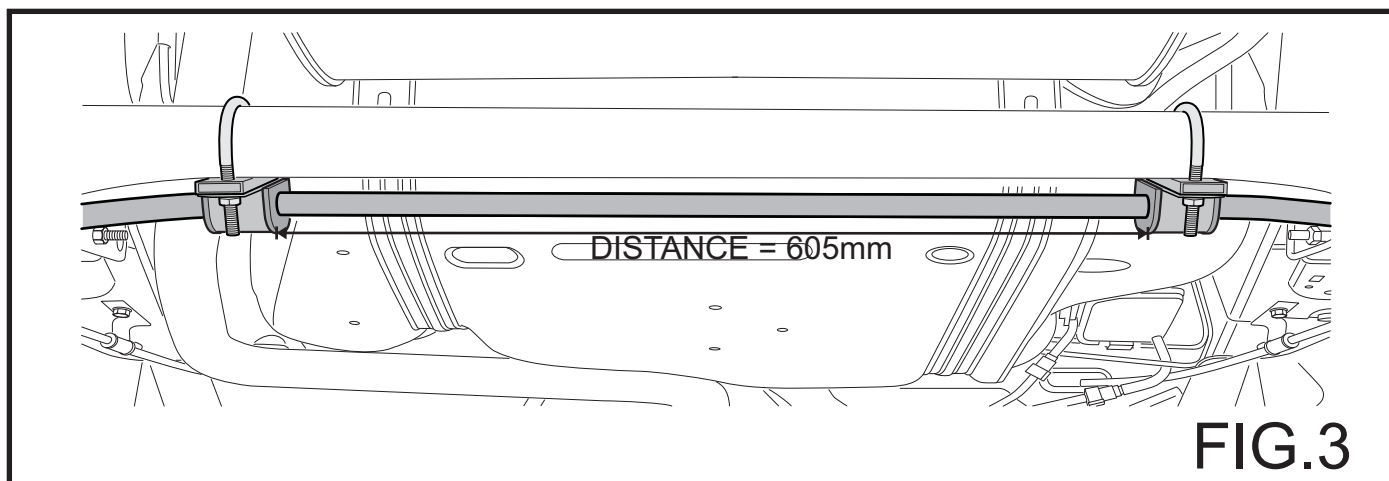


FIG.3

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.