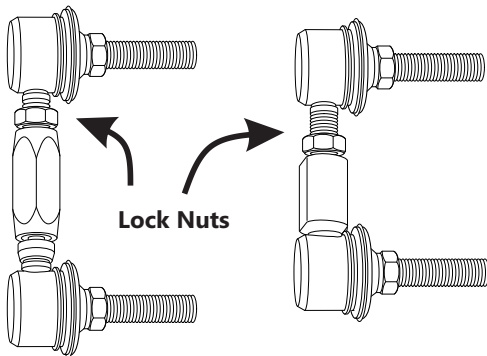


Installation Guide

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

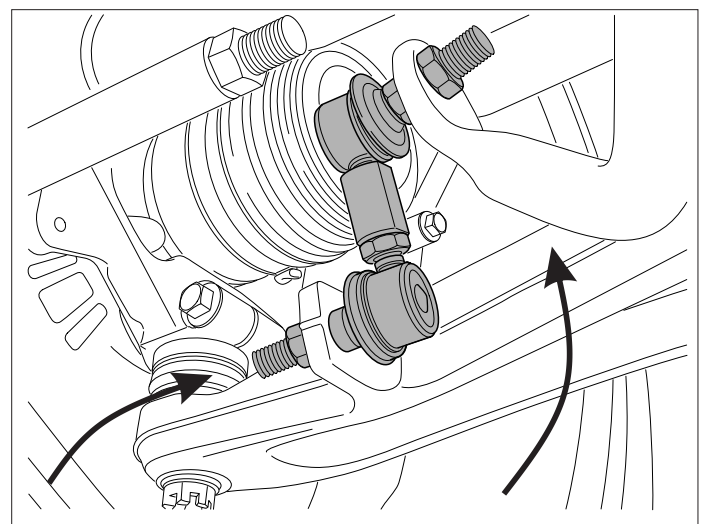
Note - Swaybar links are best accessed with wheels at full droop.

- 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*



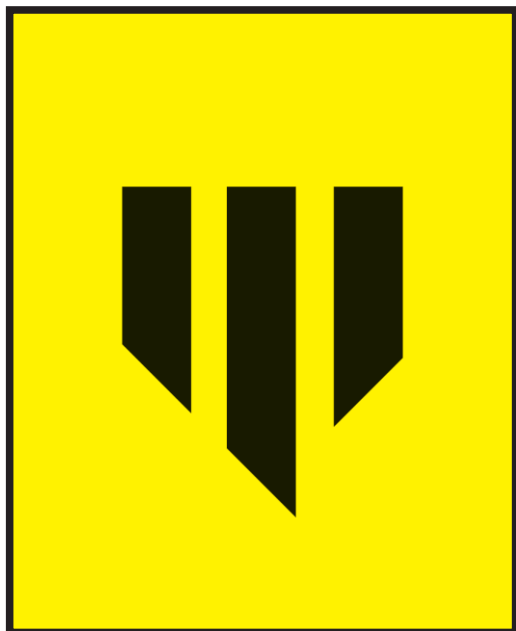
Subaru Example - note swaybar location and link stud direction

Installation Guide

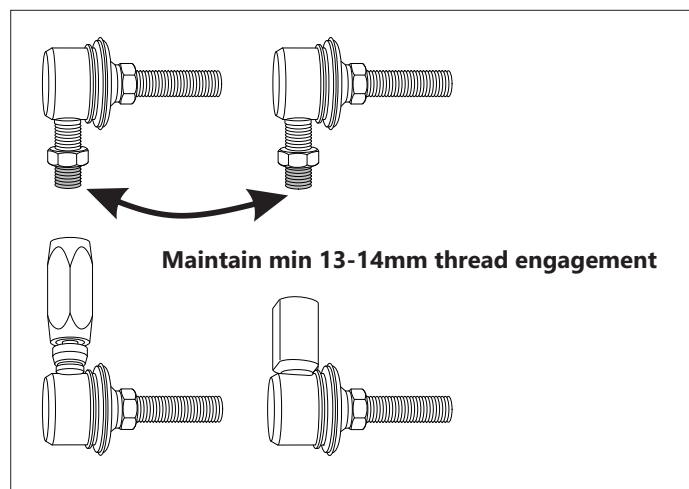
Performance Swaybar Links - Live Adjustable

(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





Instruction Sheet

REAR SWAYBAR LINKS - ADJUSTABLE

Application

SUBARU: Impreza 9/07-on
Forester 9/08-on
Liberty 9/09-on
BRZ 2012-on

Kit Contents

- 4x small washers.
- 4x gold spacers
- 2x complete Adj. links

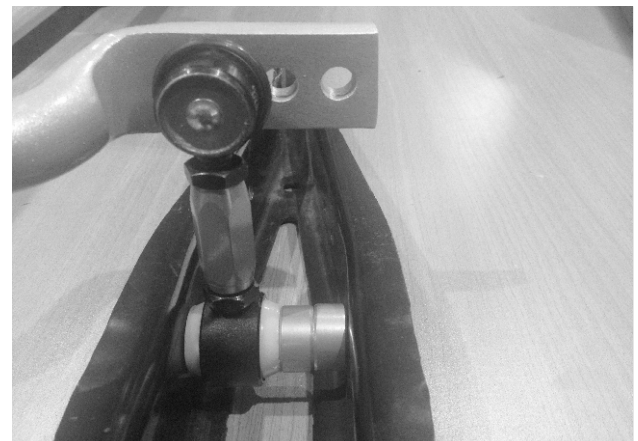
TOYOTA: Scion FR-S 2012-on
GT-86 2012-on

1. Raise the vehicle evenly and safely support.
2. Un-bolt the original links.
3. If your vehicle is fitted with an adjustable swaybar, confirm which hole you will be mounting to, prior to install - please see images on the right.
4. Arrange the spacers in the control arm respective to your preferred swaybar setting.
5. Note: the 4 washers supplied - 1 washer is to be placed either side of the swaybar blade.
6. Tighten mounting bolts (recommended torque spec - 38N-m (28ft-lb)).
7. Fine tune the centre turn buckle to remove any unwanted pre-load. Tighten the upper and lower lock nuts.
8. Re-check all hardware after initial 100-200kms.

- Place spacers either side of link for OE swaybar or 'middle setting' on adjustable swaybar.



- Place spacers towards front side of control arm for hard setting on adjustable swaybar.



- Place spacers towards rear of control arm for soft setting.



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.