

# Installation Guide

## ADJUSTABLE SWAYBAR LINKS

Z5146  
Rev. B

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

**N.B:** This installation guide should be used in conjunction with the workshop manual.

1. Drive the vehicle up on ramps (if available) or alternatively raise the vehicle evenly on both sides and support with jack stands.
2. Loosen and remove the existing OE sway bar links.
3. Use a ruler or tape measure to check and confirm your OE link length.
4. For best performance and strength;  
Wind thread 100% inside turn buckles. then proceed to fine tune.  
Note a minimum of 13-14mm is required (REFER FIG 1)
5. Once the length is determined, hand tighten all lock nuts with fingers. (REFER FIG 3)
- Note : Studs can point in any direction to suit application.
6. Place the supplied washers over each stud prior to installation.  
After installing one side check that the other link's studs line up with the sway bar and control arm holes. If you find the studs won't easily slide in then you now have the ability to fine tune the length of the adjustable ball link to remove any unwanted sway bar pre load.
7. Once both links are installed and there are no visible clearance issues, then tighten all lock nuts with appropriate spanners.
8. Check all fittings after test drive and re-check after initial 100km.

FIGURE 1

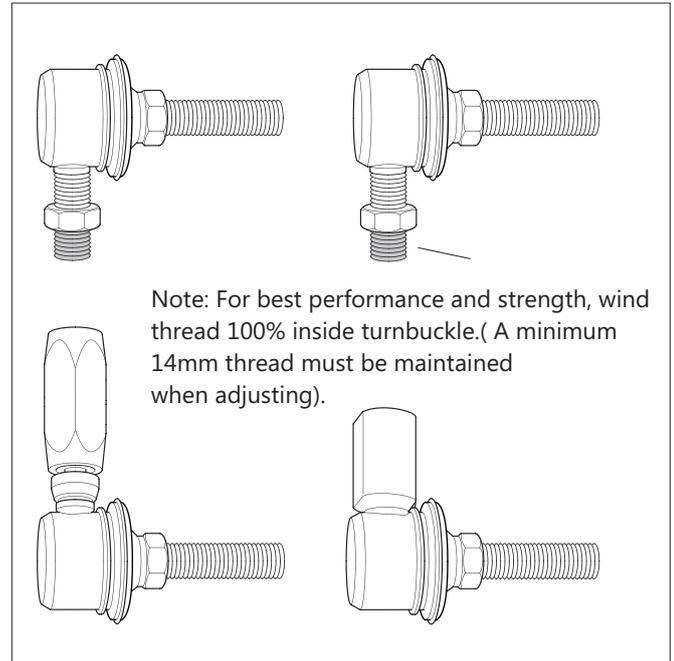


FIGURE 2

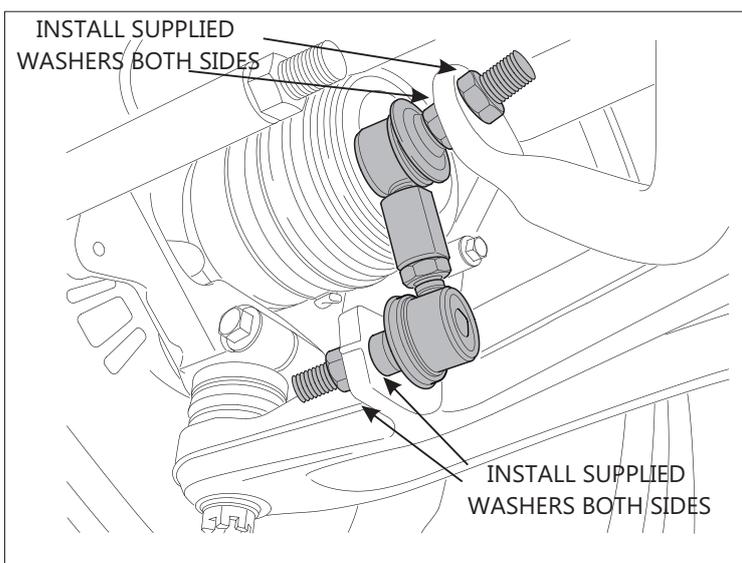
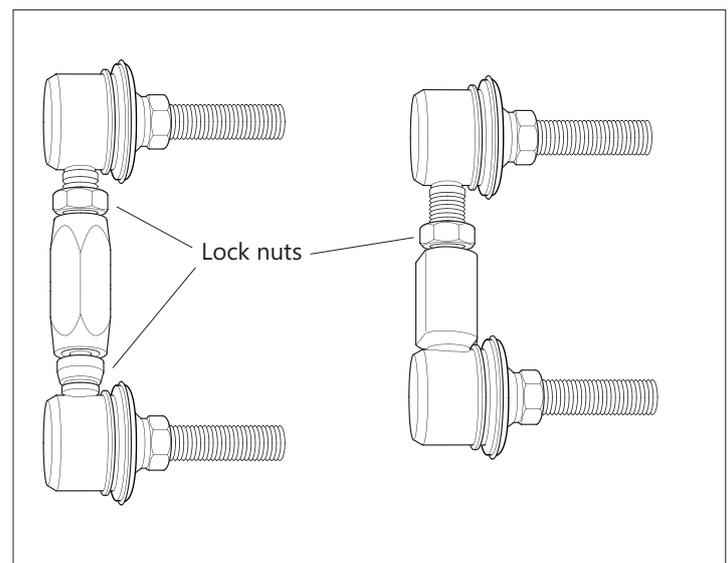


FIGURE 3

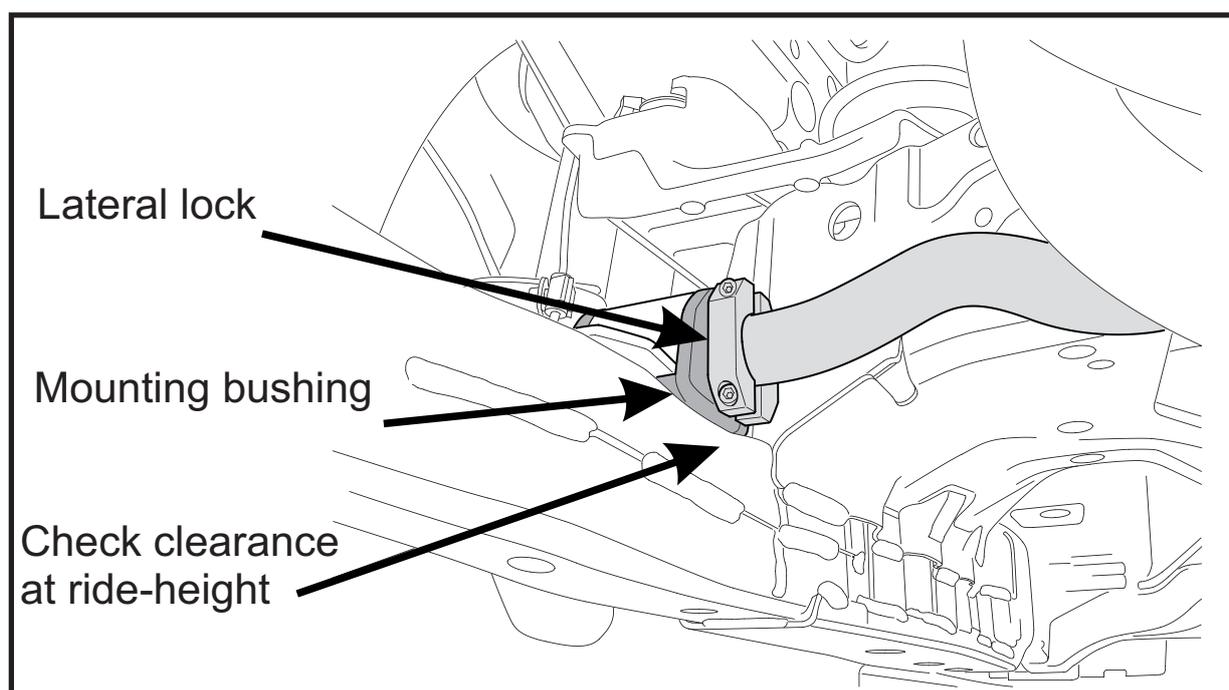


**Warning:** Please drive carefully after fitting any suspension modifications while you accustom yourself to the vehicles changed behaviour.

**Note:** It is recommended that a licensed workshop or trades person carry out the above procedure and that the workshop manual be used in conjunction with the above.

# 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.

# General instructions - swaybar bushings, drop links and track bars, control arms

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

Please read instructions carefully. Improper installation may result in premature failure.

If required, vehicle should be jacked up evenly and safely supported.

Ensure all components are free from rust, scale and dirt.  
Compare new supplied components to old parts for correct application.

Be careful when working near hot components, such as exhaust systems.

Swaybars vertical links do not require greasing. Swaybar mounting points (D bushings) do require greasing - grease ID of bushing only.

Drop links, control arms and track bars with a pivoting bushing do require greasing - bushing ID and side face must be greased with the supplied grease only.

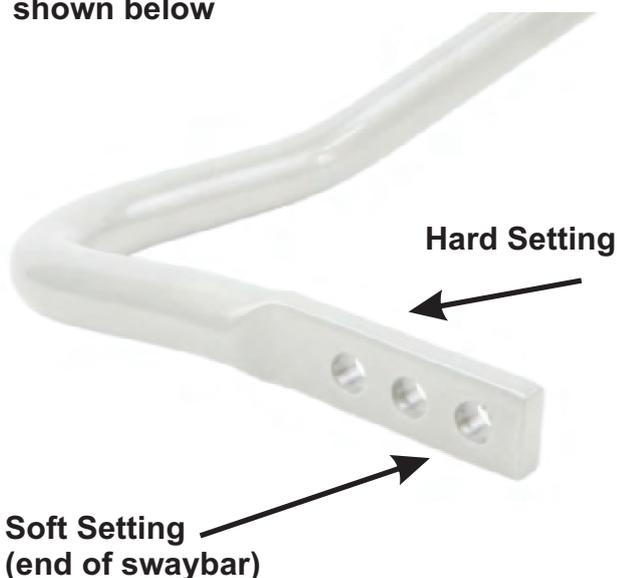
Do not over tighten swaybar pin type link bushings

It is recommended all components be tightened when vehicle is at ride-height.

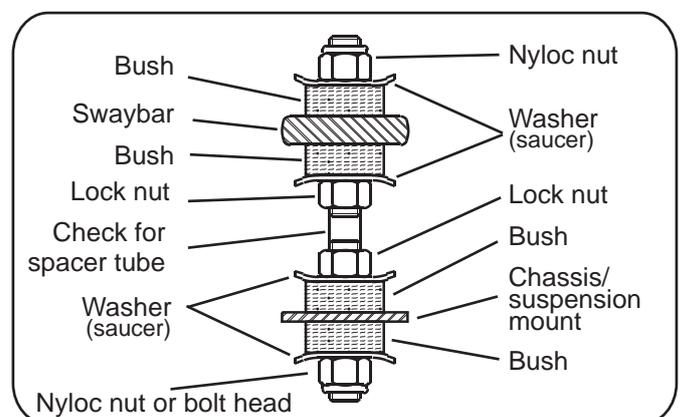
Depending on application and suspension component removal, it may be necessary to carry out a Wheel Alignment post install.

We suggest re-checking all hardware after initial 100kms travelled.

## 3 point adjustable swaybar shown below



Grease bushing face and ID only



**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.