

### TOOLS YOU'LL NEED FOR INSTALLATION

- 19MM wrench
- 18MM wrench
- 15MM wrench
- 8MM wrench
- Safety glasses
- Gloves
- Jack Stands
- Floor Jack
- Red Lock-Tite

### **WARNING!**

- Always wear safety glasses and gloves when working around automotive equipment
- Always support a raised vehicle with jack stands
- Please review these instructions carefully. If any part of this procedure seems out of your scope of capabilities, please seek a certified mechanic to perform this installation.

### **INTRODUCTION**

The goal of replacing your factory sway bar end links is to:

- 1) accurately maintain and correct the vehicles intended stiffness in roll contributed by the sway bar and
- 2) increase stiffness and strength of this highly stressed component for a more predictable feel and added safety. This is especially beneficial on lowered vehicles where often times these values are negatively affected.

### **INSTALLATION**

Start by raising the front of the vehicle with a floor jack and removing your wheels and tires.

Next remove your factory sway bar end links with an 18MM and 8MM wrench (**Figure 1**). Pay attention to the orientation of the end link in relation to the sway bar and strut, as this will be duplicated with the replacement links.

As a starting point, adjust one of the replacement end links to the same length as the factory piece and hand tighten the jam nuts, ensuring that an equal amount of threading exists on each side of the center link shaft (**Figure 2**).

Install this end link on the driver side of the sway bar with a 15MM wrench on the stud, and an 18MM wrench on the nut. We recommend using the rear-most mounting hole as a starting point on your sway bar, if it provides multiple hole locations. Be sure to place a drop of red lock-tite on the studs of the end links before you thread the bolt nuts (not to be confused with jam nuts) on and torque them down to 40 ft/lbs.

At this point DO NOT install the passenger side end link. Instead, replace your wheels and tires, turn the steering wheel all the way to the right (passenger side) and lower the vehicle to the ground. ***It is very important for the end link adjustment that the vehicle not be supported and is under it's own weight load.***

Reaching around the back of the driver side wheel to the end link, you'll want to loosen the previously hand-tightened jam nuts. At this point, refer to the technical photos, located on the back of this page. You want to adjust the end link so that the sway bar end is parallel with the front lower control arm body mount pivots. This may take a few minutes while you turn the wheels for a better angle to view the suspension and verify proper adjustment. Once satisfied, torque the jam nuts down with a 19MM wrench.

At this point you can raise your vehicle, remove the passenger side tire and install the other end link; adjusting it so that the holes line up perfectly from the strut and sway bar with no resistance. Again, a drop of red lock-tite on the end link studs before you install the nuts and torque down to 40ft/lbs. Torque down jam nuts next and re-install the passenger wheel and tire. Lower the vehicle to the ground and torque your wheels to the manufacturer's specifications.

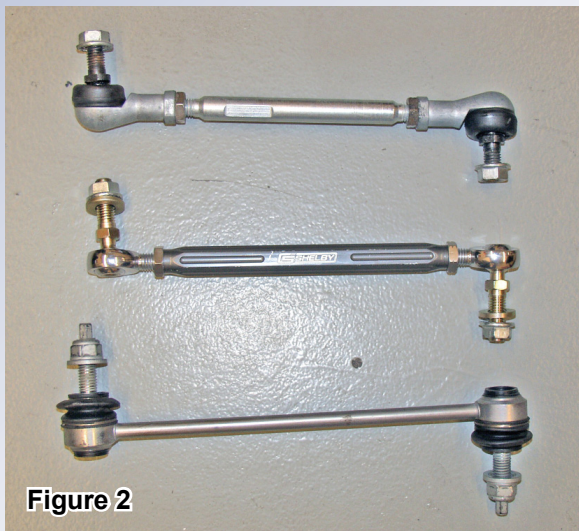
You are now finished with the installation of your new adjustable sway bar end links and can take your vehicle for a test drive.

### **FOLLOW-UP**

It is recommended that after you put a few miles on your car that you raise it back up and ensure that all components of the end links are still properly torqued down and have not become loose. This would be good practice to check before and after any type of track event with the vehicle as well.



**Figure 1**



**Figure 2**

Both diagrams are of the passenger side, front of the vehicle

