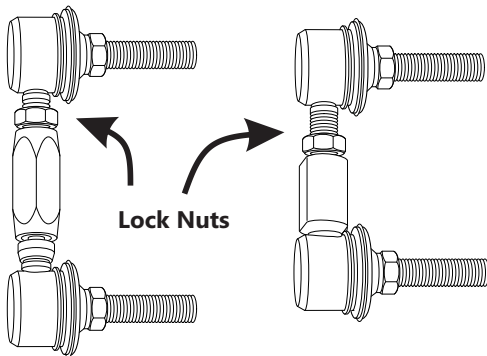


## Installation Guide

# 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*

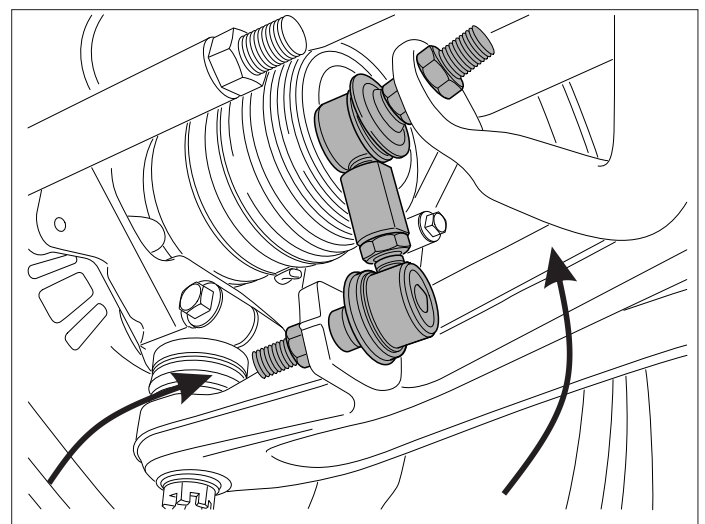
**Note - Swaybar links are best accessed with wheels at full droop.**

- 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*



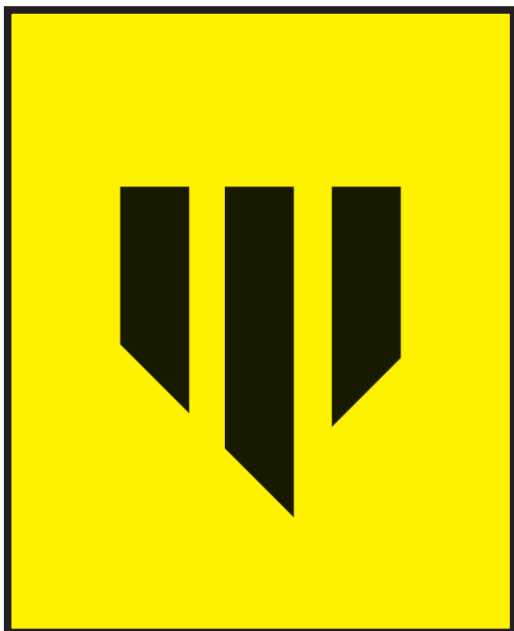
Subaru Example - note swaybar location and link stud direction

## Installation Guide

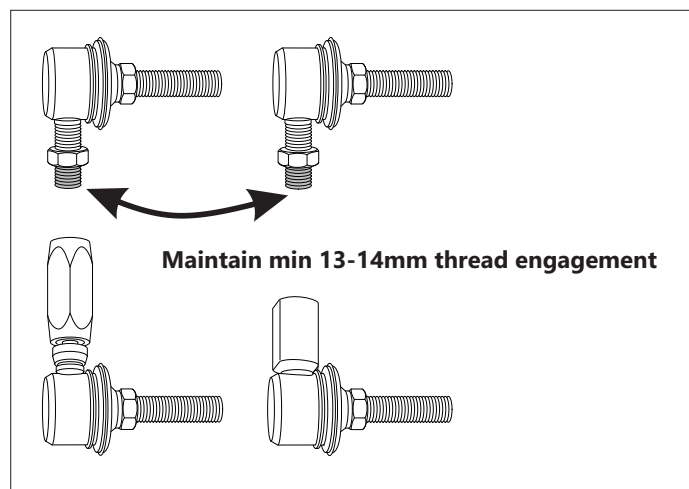
# Performance Swaybar Links - Live Adjustable

(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

