



REAR SWAY BAR ENDLINKS for ALL MINI's

Thank you for purchasing this aftermarket part for your car. Persons experienced with installation of aftermarket performance parts and proper operation of high performance automobiles should only perform installation of this part. If vehicle is required to be lifted off ground, use proper jack and jack stands or professional lift. If car is lifted improperly, serious injury or death may occur. Please read through all instructions before performing installation.

SUSPENSION INSTALLATION NOTE

Installation of this product is a modification to the vehicle suspension. As a result, the vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state or country. Consult your owner's manual, service manual, instructions accompanying this product, and local laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Parts Included with ALTA Rear Swaybar Endlinks:

- (2) Red Wrinkle Finish Aluminum hex rods 7" long
- (2) Studded Right hand threaded rod ends and jam nuts
- (2) Left hand threaded rod ends and jam nuts
- (2) 3/8-24x2.5" long Grade 8 hex bolts
- (2) SS Front endlink spacers
- (6) 3/8" washers
- (4) 3/8-24 nuts
- (4) 3/8 split washers
- (2) 3/8" hi-collar split washers

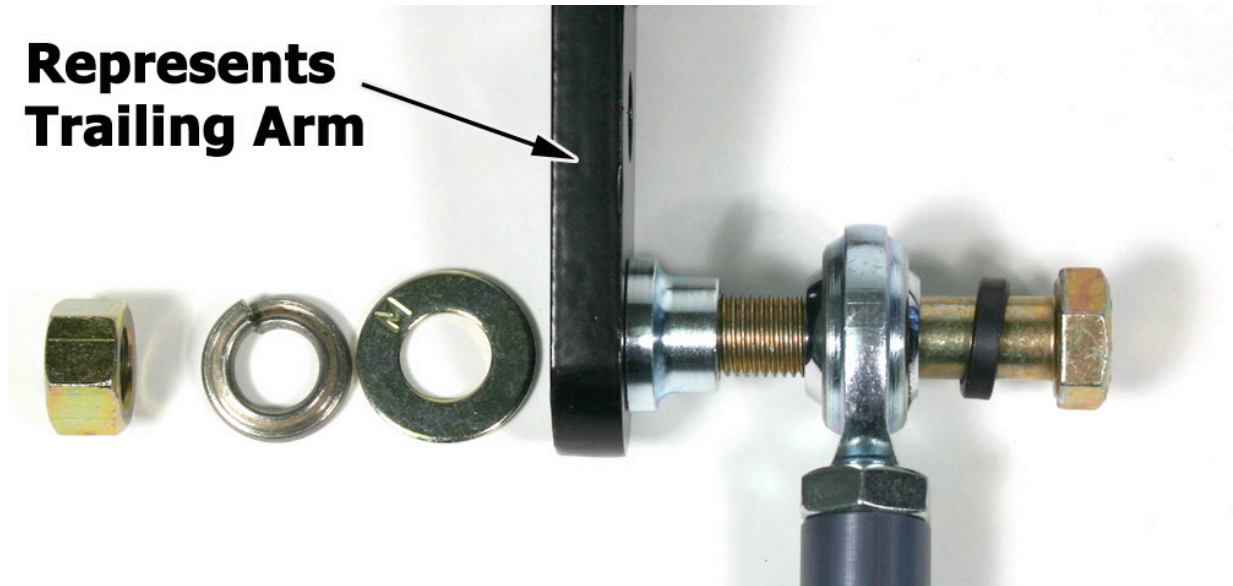
ENDLINK INSTRUCTIONS:

- 1) Raise vehicle onto jack stands or use commercial vehicle hoist.
- 2) Starting on one side of the vehicle, loosen and remove (2) 16mm nuts connecting end link to sway bar and control arm.
- 3) Remove OEM end link using thin 17mm wrench to hold back side of link while removing 16mm nut. NOTE: Alternatively use M5 allen wrench to hold center stud while removing nut.
- 4) Adjust new end link to same length as original or adjust to fit a lowered car. After adjusted, tighten both jam nuts to roughly 20ft-lbs.
- 5) Using below picture, bolt one end onto sway bar. NOTE: Order of spacers, washers, bolts and nuts is critical to proper function.



SHOWS SWAY BAR CONNECTION, AND PLACEMENT OF WASHERS

- 6) Using below picture, bolt remaining end onto trailing arm. NOTE: Order of spacers, washers, bolts and nuts is critical to proper function.



SHOWS TRAILING ARM CONNECTION, AND PLACEMENT OF WASHERS

- 7) Tighten nuts to 25ft-lbs, then double check jam nuts for being tight.
- 8) Inspect top and bottom rod end alignment. Ensure that endlink can spin left or right at least 10 degrees or $\frac{1}{4}$ ". This is to ensure no binding occurs during suspension action.
- 9) Repeat steps 2) through 7) on opposite side.
- 10) Lower vehicle from jack stands. Test-drive vehicle carefully. Listen for any new noises from rear suspension. If noises are noted raise vehicle again and check installation.