

# General fitting instructions for Whiteline swaybars.

# WHITELINE

*Flat out*

Code: Z320

**Universal swaybar fitting guide for replacement and full kit swaybars, to be used whenever specific fitting instructions are not supplied or as a supplementary fitting instruction sheet.**

Sound motor vehicle mechanical knowledge is expected. In some countries and states, fitment may only be legally performed by a licenced mechanic. Check the regulations in your area.

Swaybar fitting kit components will vary depending on the individual product and application. Fitment can be separated into 3 stages; swaybar fitment, swaybar link fitment and adjustment, and post installation check and maintenance.

### Stage 1. Swaybar fitment.

- Swaybar installation should be done with the vehicle at normal ride height. If not, always tighten at ride height. To enable better access to the undercarriage, drive-on hoist/ramp may be used.
- For replacement type swaybars, take note of the fitment, alignment and clearances of OEM swaybar, endlink and any other associated components before removing.
- Apply grease to the contact surfaces of new polyurethane bushes.
- Place the swaybar in position and connect to the chassis. Parts supplied, procedure to follow and configuration type will vary between individual swaybars.
- In some cases, it may be necessary to raise the vehicle and/or remove road wheels and/or suspension, drive-train or exhaust system components. It is critical that vehicle is safely secured on hoist or on chassis stands.
  - If suspension components need to be removed, it may be beneficial to measure original wheel alignment settings before continuing.*
- Proper safety procedures must be followed, and care taken. Be extra careful when working with hot components.
- Always use new hardware if supplied.
- Only tighten fittings with the vehicle at ride height.

### Stage 2. Swaybar link assembly fitment and adjustment.

- Swaybar endlink assembly, fitment and tensioning must be done with the vehicle at normal ride height to ensure correct alignment, clearance and operation. In most cases, endlinks should be kept as close to vertical as possible.
- Fit the swaybar link assembly in place. Parts supplied, procedure to follow and configuration type will vary between individual swaybars.
- For replacement type swaybars supplied without links, re-use factory links and hardware.
- For swaybars supplied with new links and hardware, refer to Figures 1 to 4 for most common endlink types and their correct assembly.
- Whiteline Blade adjustable swaybars vary between 2, 3 and 4 holes per side, depending on application. Refer to Fig. 5 to work out the desired setting on how to connect the endlink. If multi-hole endlink brackets are supplied, choose the hole that maintains the endlink close to vertical.

**Caution:** Always start with softer setting rather than harder.

- Always use new hardware if supplied.
- Tighten all fittings with the vehicle at ride height.

**Caution:** Do not over tighten swaybar pin type link bushes, refer Fig 1. Nuts should be tightened until washer meets the bush & stops rotating. Then tighten a further  $\frac{2}{3}$  of a turn. Over tightening compresses and pre-loads the polyurethane bush which reduces articulation and may cause premature failure.

### Stage 3. Post installation check and maintenance.

- Depending on the application and the removal of suspension components during installation in stages 1 and 2, wheel alignment settings may have been altered. Check wheel alignment settings, and adjust as required.
- Re-tension all fittings after a settling-in period, but not later than 100kms (60miles) after installation.
- For noise and friction free operation, carry out periodic inspections and maintain proper bush lubrication.
- Some swaybar lateral movement is acceptable. For excessive movement, Whiteline swaybar lateral lock kit should be used.

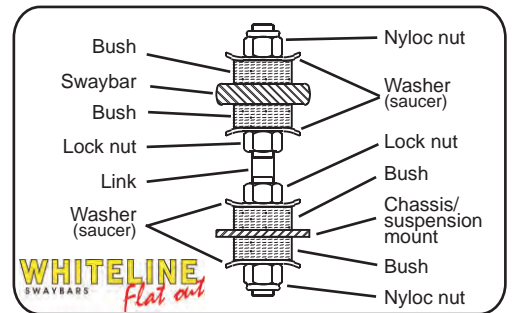


Fig.1. Whiteline double pin type link.

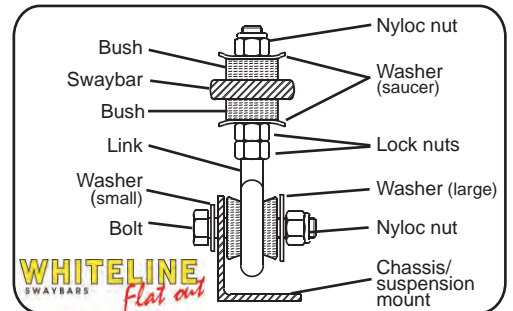


Fig.2. Whiteline pin/eye type link.

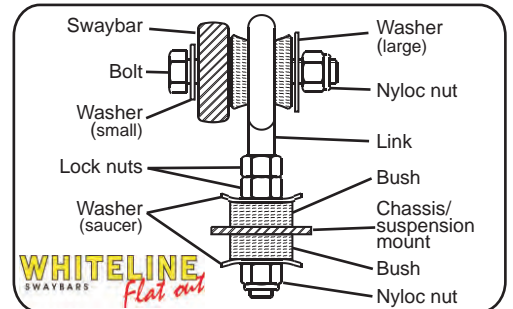


Fig.3 Whiteline eye/pin type link.

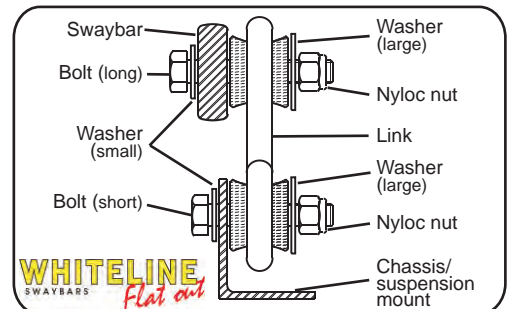


Fig.4 Whiteline double eye type link.

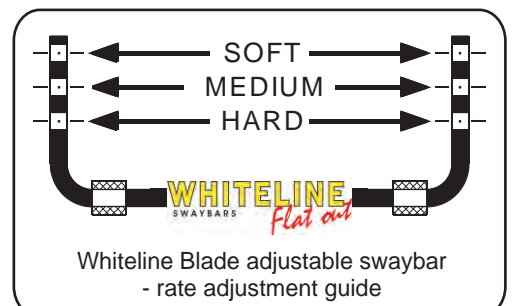


Fig.5 Whiteline 3 hole Blade swaybar shown.

**Warning:** Please drive carefully while you accustom yourself to the changed vehicle behaviour.

# Installation guide KBR15

# WHITELINE

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## **Application:**

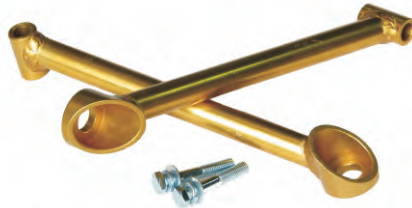
- Subaru Impreza GH 10/07-on

*Always refer to current catalogue for complete application listing.*

**KBR15** - rear swaybar support brace kit - is designed to reduce flex and fatigue of the original swaybar mounting and increase swaybar performance. Highly recommended for uprated swaybars.

## **Contents:**

- 1 x support brace L
- 1 x support brace R
- 2 x M8 bolt
- 2 x M8 washer, flat
- 2 x M8 washer, spring



## **Installation guide:**

1. Undo rear swaybar to chassis mounting bracket lower bolt and discard.
2. Undo rear lower control arm chassis mount nut.

*Note: Rear lower control arm chassis bolt is factory assembled with the bolt fitted from the front and the nut at the back of the subframe, allowing easy fitment of the support brace. If however the bolt is fitted from the rear, it will be necessary to raise the car and support on chassis safety stands to carry out the installation. Refer to workshop manual and observe all safety procedures.*

3. Identify correct left and right hand side support brace, marked 'L' and 'R'.
4. Using new hardware supplied, fit support brace over the lower control arm bolt and the rear of swaybar mounting bracket.
5. Torque all hardware to manufacturers' torque specifications.
6. Check and re-tension all fittings again between 100km and 200km.

**Code: Z388**



Fig 1 - LEFT brace



Fig 2 - RIGHT brace



Fig 3 - RIGHT brace, rear view.

**Warning: Please drive carefully while you accustom yourself to the changed vehicle behaviour.**