

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.

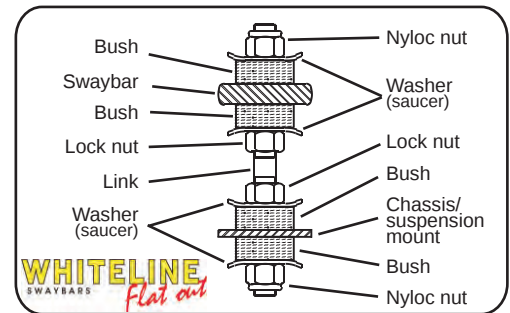


Fig.1. Whiteline double pin type link.

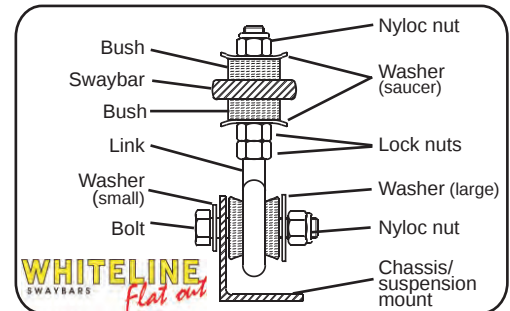


Fig.2. Whiteline pin/eye type link.

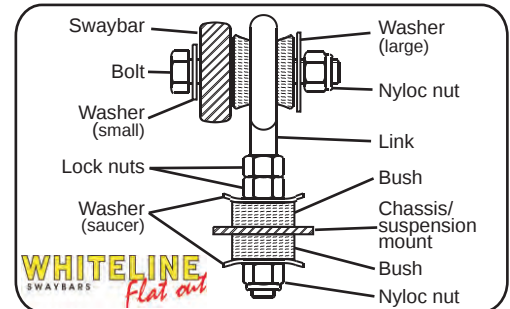


Fig.3 Whiteline eye/pin type link.

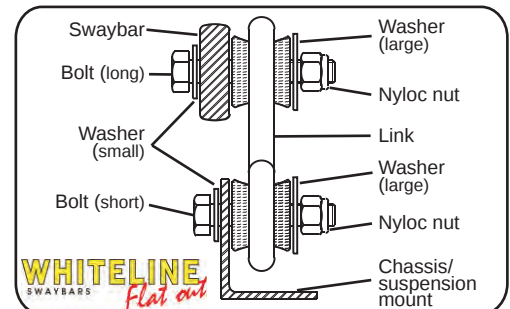


Fig.4 Whiteline double eye type link.

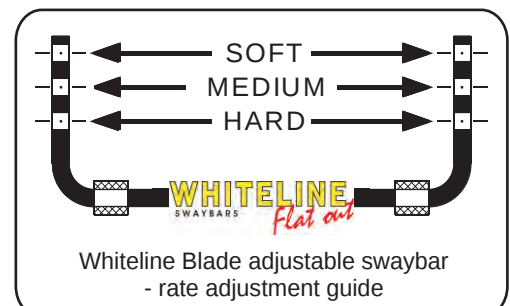


Fig.5 Whiteline 3 hole Blade swaybar shown.

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



Z 5277

Warning Guide

Rear Adjustable Anti Roll Bar

Suits: Subaru BRZ, Scion FR-S, Toyota GT-86

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Warning!

Only applicable to lowered vehicles with NON standard suspension heights.

Figure 1



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Warning Guide

Rear Adjustable Anti Roll Bar

Suits: Subaru BRZ, Scion FR-S, Toyota GT-86

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Note!: When lowering the vehicle or fitting the rear adjustable anti roll bar to a vehicle already lowered the maximum acceptable suspension fully compressed height is 300mm or 11.8 Inches measured from the centre of the wheel rim to the bottom of the guard (As shown in Figure 1)

This will allow a minimum safety clearance for the rear adjustable anti roll bar from the fuel line bracket in the unlikely event that there may be a anti roll bar mounting bushing failure or anti roll bar link failure.

Figure 2

