

(Always refer to the current catalogue for complete application listings)

**N.B:** This installation guide should be used in conjunction with the workshop manual.

1. Drive the vehicle up on ramps (if available) or alternatively raise the vehicle evenly on both sides and support with jack stands.
2. Loosen and remove the existing OE sway bar links.
3. Use a ruler or tape measure to check and confirm your OE link length.
4. For best performance and strength; Wind thread 100% inside turn buckles, then proceed to fine tune.  
Note a minimum of 13-14mm is required (REFER FIG 1)
5. Once the length is determined, hand tighten all lock nuts with fingers. (REFER FIG 3)
- Note : Studs can point in any direction to suit application.
6. Place the supplied washers over each stud prior to installation. After installing one side check that the other link's studs line up with the sway bar and control arm holes. If you find the studs won't easily slide in then you now have the ability to fine tune the length of the adjustable ball link to remove any unwanted sway bar pre load.
7. Once both links are installed and there are no visible clearance issues, then tighten all lock nuts with appropriate spanners.
8. Check all fittings after test drive and re-check after initial 100km.

FIGURE 1

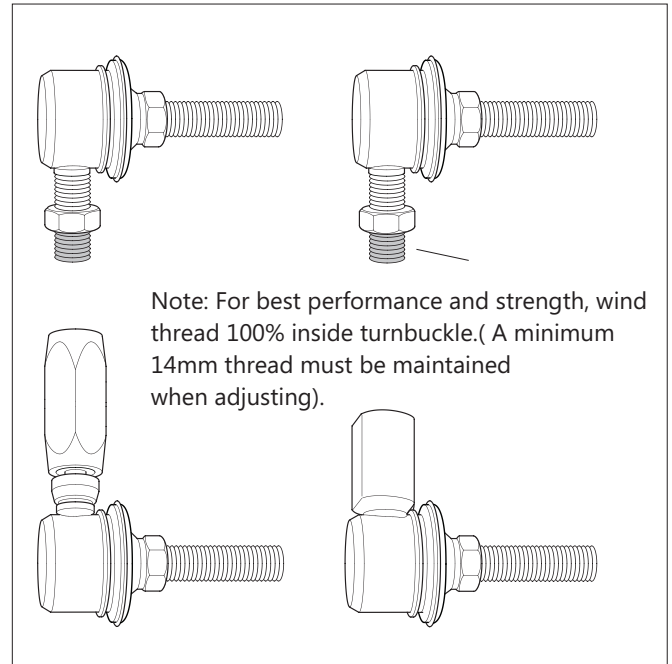


FIGURE 2

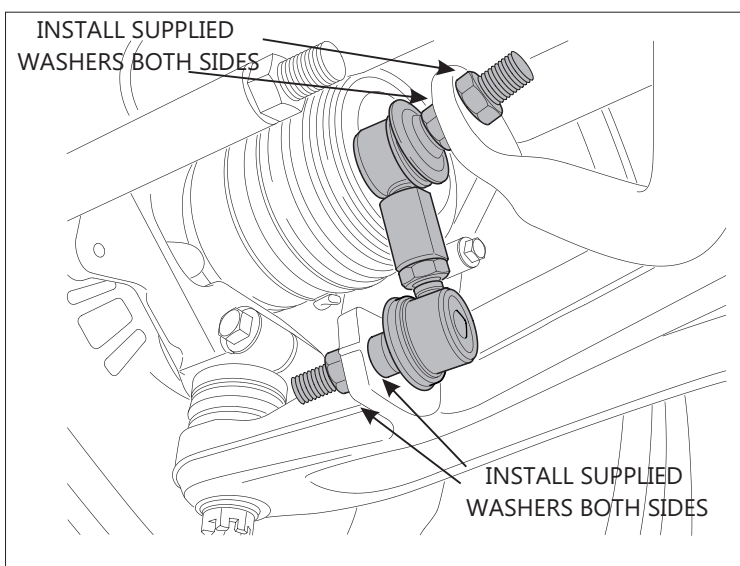
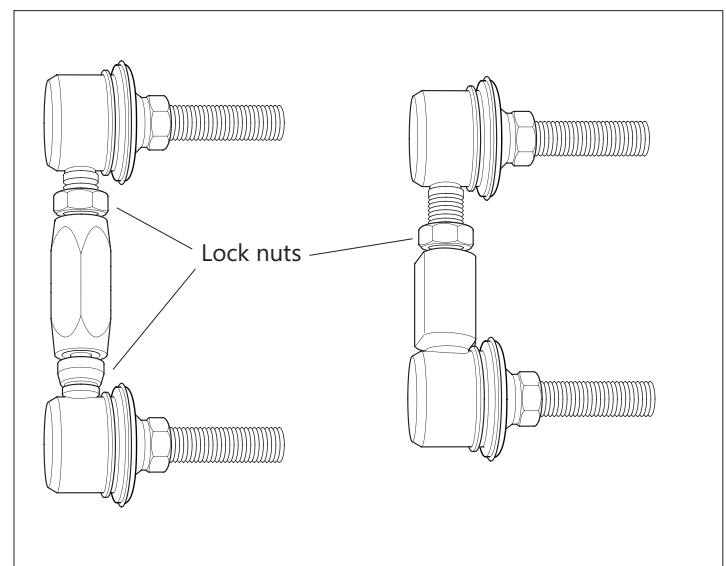


FIGURE 3



**Warning:** Please drive carefully after fitting any suspension modifications while you accustom yourself to the vehicles changed behaviour.

**Note:** It is recommended that a licensed workshop or trades person carry out the above procedure and that the workshop manual be used in conjunction with the above.

# Instructions

## Swaybar Links - On Car Adjustable

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

- Raise vehicle evenly and safely support.

*Never rely on a Jack only.*

- Proceed to remove front wheels.
- Un-bolt original swaybar links.
- Place original links next to new links to confirm OE length.

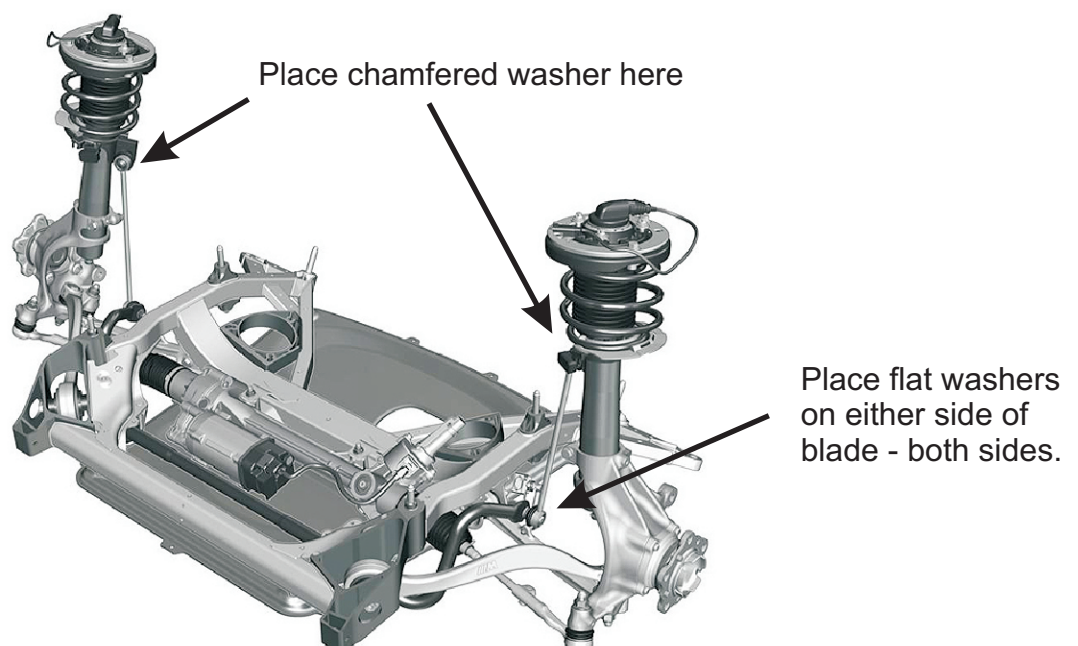
**Note - for F80 M3 only, place supplied chamfered washers on upper link stud**

- **between strut mount and link ball-joint.**
- **followed by flat washer under flange nut.**

- Place all other hardened flat washers on both sides of swaybar blade.
- Refer guide **Z5146** for swaybar link adjustment.
- Tighten flange nuts to 60Nm. Re-tighten after 100kms travelled.

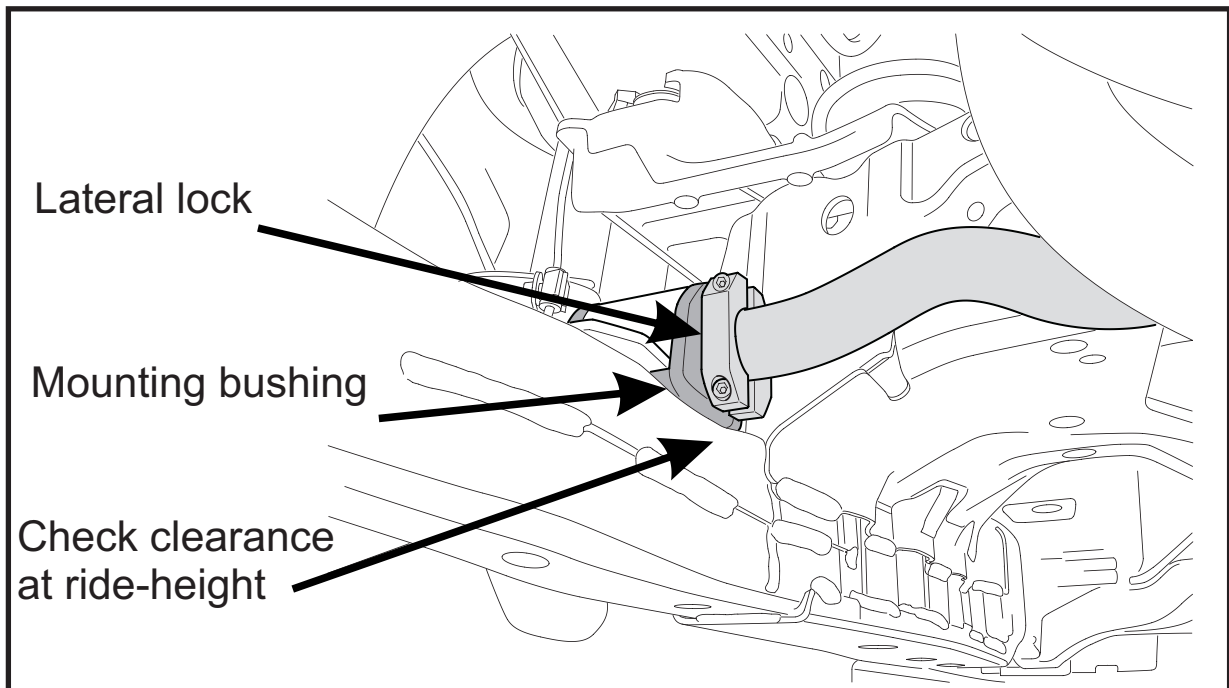
**Application** - BMW F80 M3  
- also various McPherson strut vehicles  
*Always refer complete catalogue listing*

**Contents** - 2x forged swaybar links  
- On-car adjustable  
- 8x hardened flat washers  
- 2x chamfered washers



# Alloy Lateral Lock Kit

Alloy Lateral Locks are designed to centralize your swaybar during operation



Confirm your Swaybar is central with links attached - this is best performed at ride-height.

Loosely bolt Lateral Locks next to the mounting bushing (leave approx 3-4mm gap). This can be either side of the mounting bushing but must maintain that both locks are fitted to identical positions LH and RH sides (both outside or both inside).

Check for clearance on full droop and full bump - the rotation of the lateral lock along the axis of the bar may foul other suspension components during rotation.

Tighten the Lateral Lock bolts down evenly and use mild force to secure. Careful to not over tighten.

Re-check Lateral Lock position after initial 100kms travelled.

# GREASE FREE TECHNOLOGY

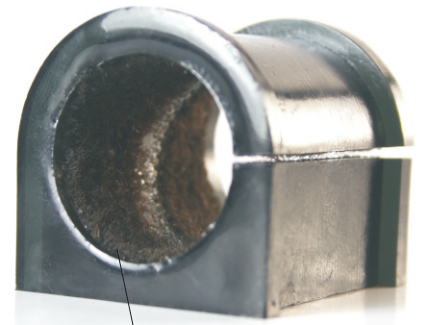


## Introducing Grease Free Technology Bushings

Bushings supplied in this kit feature not only the latest synthetic elastomer bushing material technology but a high performing PTFE inner lining boasting an extraordinary low coefficient of friction. This inner lining eliminates the need to lubricate the bushing on installation and therefore makes these bushing 'grease free'!

### Superior friction management

- reduces heat build up known to deform or degrade bushing over time
- dramatically reduces high frequency noises (squeaking)
- eliminates the need for maintenance/ greasing



PTFE LINING

## Installation tip

Ensure a clean mating surface when installing these bushings for optimum performance!

## Frequently Asked Questions

### What happens if I do apply grease to the lining?

Don't stress, simply wipe away as much of the lubricant from the surface as possible and install. Adding grease does not further improve the bushings function/ performance nor does traces of lubricant impede the function/ performance.

### Do I need to grease other areas of the bushing?

Simply, no! Unless the kit is supplied with a grease packet and lubrication instructions, no other area of the bushing requires lubrication.

### Do these bushings require maintenance?

Significant improvements in grease retention within bushing design has dramatically improved over recent years, however this new grease free technology does away with all lubricants and subsequent or periodical maintenance.

