

Fitting Instructions KLC047

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Application:

KLC047 is an adjustable high performance spherical bearing swaybar link kit to suit Subaru Impreza STi GD (with ball-joint OE rear link) rear, Subaru Forester SG rear and Mitsubishi FTO GPX (with ball-joint OE rear link), (possibly others to be confirmed).

Always refer to current catalogue for complete application listing.

Contents:

- 4 x M10 spherical bearing rod ends
- 2 x lock nuts
- 8 x rod end dust seals
- 4 x M10 high tensile bolts
- 4 x M10 nyloc nuts
- 12 x washers

Optional parts available separately:

- W0902** - Replacement dust seal kit - contains 8 seals
W0450-(size) - Swaybar lateral lock kit
(Available in Ø18,20,22,24,26,27,30mm)

General fitting guide:

Please read complete fitting instructions and check kit components prior to fitment.

Fitment must be done with the vehicle at normal ride height. It is also critical that the car is parked on level surface to avoid swaybar pre-load.

Note: It is recommended to apply thread locking compound to all threads.

1. Remove OEM swaybar links.
2. Adjust the length of the link to be same as OEM link.
3. Assemble link, placing dust seals and spacers as shown in Fig.s 1 & 2.
4. Using new mounting hardware supplied, loosely fit link to car on one side only.
5. Tighten lock nuts and all mounting hardware on that side (link) only.
Rod ends must be in the centre of their axis in the housing to prevent binding.
6. Loosely fit the second link to the other side and adjust for length to remove swaybar pre-load.
Rod ends must be in the centre of their axis in the housing to prevent binding.

Note: Link rod end threads MUST be engaged by at least 10-12 mm. Do not adjust the length out beyond this point. As a guide this link has an adjustment range between 63 and 73mm centre-to-centre.
Failure to maintain adequate thread engagement may result in premature component failure.

When using these links as a replacement to OE bushed link, self-centering of the swaybar may be reduced and it is recommended to use W0450-(size) swaybar lateral lock kit to prevent swaybar movement.

It is very important that the link assembly is carefully checked for adequate range of link articulation and rotation *before* driving to make sure there is no binding. Wheels should be moved through their entire operating range to check for binding of the links or swaybar *before* driving.

Though designed for a long, silent life, all spherical bearings are affected by dirt, water and high loads (motorsport). Some noise may develop after prolonged heavy use but this is relatively normal and does not automatically imply component failure. Noisy operation should prompt inspection with components replaced if showing excessive play.

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

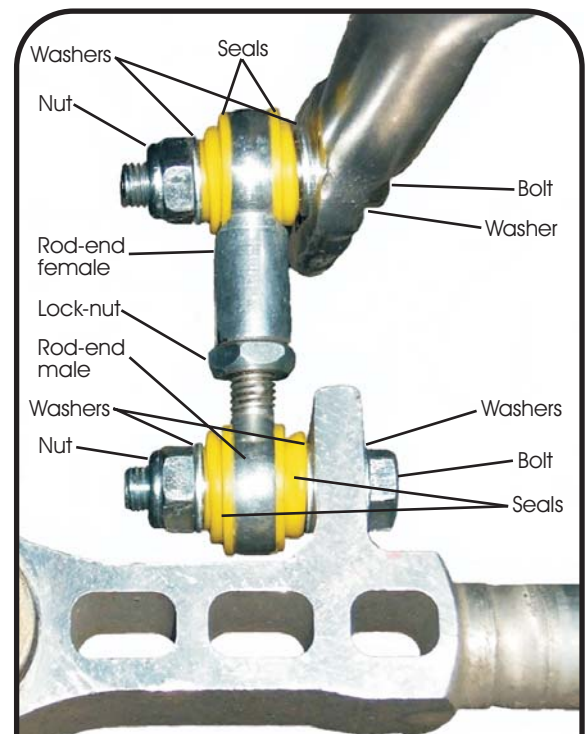


Fig 1. KLC047.

Fitted at 0 deg off-set, eg: Subaru Impreza STi

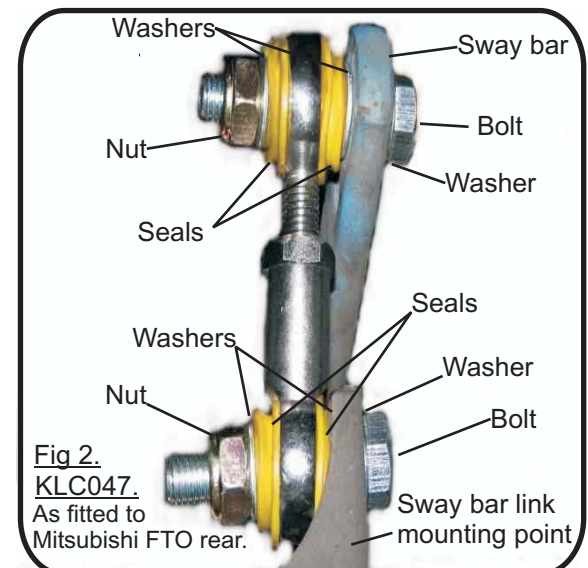


Fig 2.

KLC047.

As fitted to Mitsubishi FTO rear.