

Instruction Sheet

ADJUSTABLE REAR SWAYBAR LINKS

N.B: This instruction sheet should be used in conjunction with the workshop manual

Application

SUBARU: Impreza 9/07-on

Forester 9/08-on

Liberty 9/09-on

BRZ 2012-on

TOYOTA: Scion FR-S 2012-on

GT-86 2012-on

Kit Contents

1. 2x M10 x 75mm bolts.
2. 2x M10 Nyloc nuts.
3. 8x small washers.
4. 4x gold spacers
5. 2x complete Adj. links.

INSTRUCTIONS

1. Raise the vehicle evenly and safely support.
2. Un-bolt the original links.
3. If your vehicle is fitted with an adjustable swaybar, confirm which hole you will be mounting to prior to install - please see images on the right.
4. Arrange the gold spacers in the control arm respective to your preferred swaybar setting.
5. Note: the 8 washers supplied - 1 washer is to be placed either side of the swaybar blade. Place the remaining washers over the lower mounting bolt.
6. Tighten mounting bolts (recommended torque spec - 38N-m (28ft-lb)).
7. Fine tune the centre turn buckle to remove any unwanted pre-load. Tighten the upper and lower lock nuts.
8. Re-check all hardware after initial 100kms.

- Place spacers either side of link for OE swaybar or 'middle setting' on adjustable swaybar.



- Place spacers towards front side of control arm for hard setting on adjustable swaybar.



- Place spacers towards rear of control arm for soft setting.



N.B: It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

Installation Guide

ADJUSTABLE SWAYBAR LINKS

Z5146
Rev. A

(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. Please remember to leave at least 12mm of ball link thread in the lock nut, you can check this by completely removing the ball link and marking the thread. (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

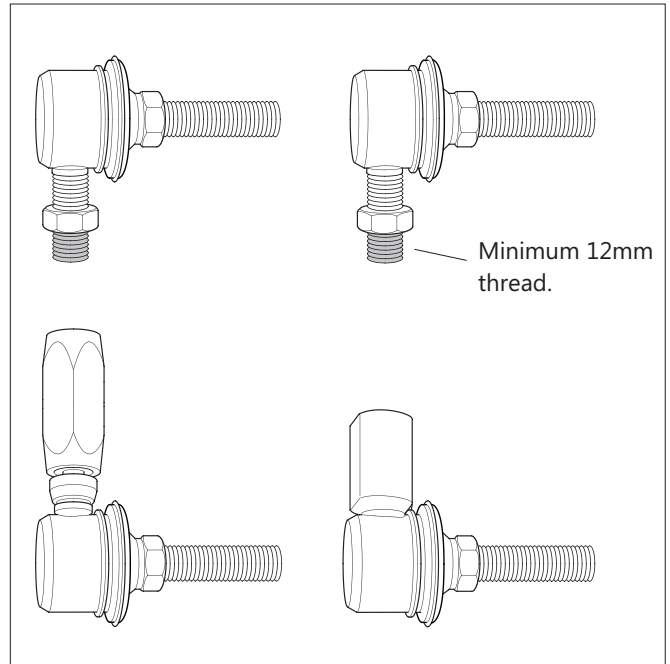


FIGURE 2

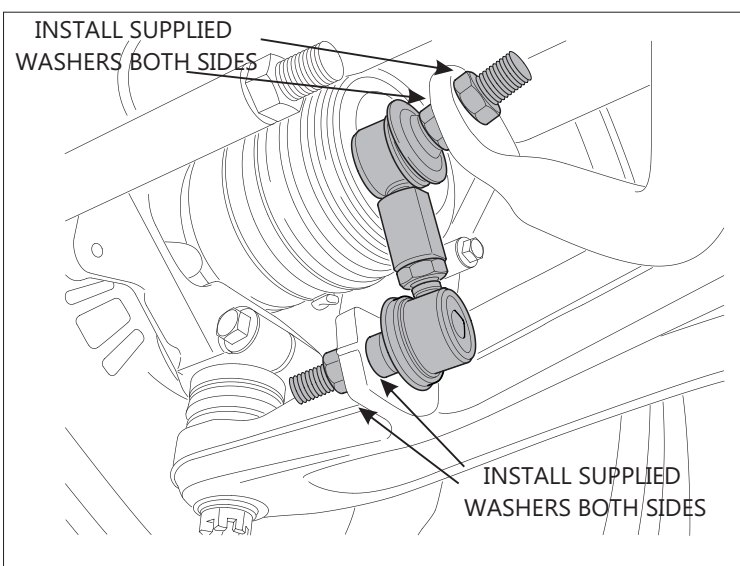
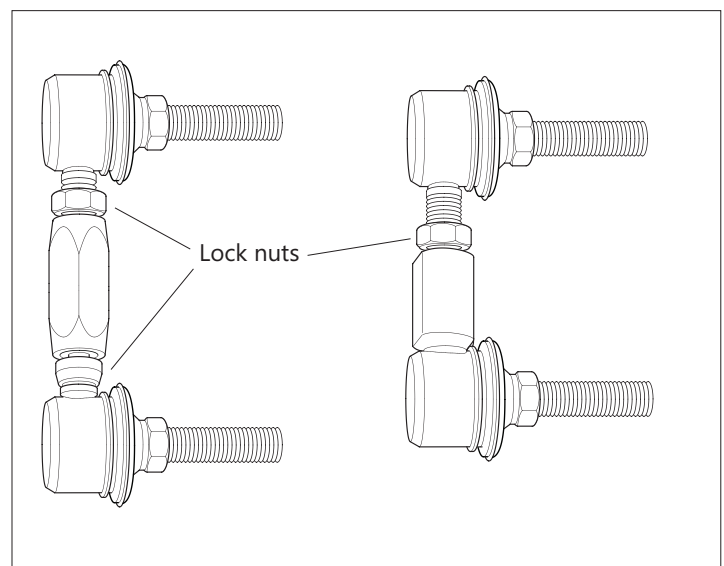


FIGURE 3



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.