

# Fitting Instructions KLC40 series

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## Application:

**KLC40 series** - universal sway bar link kits featuring;

- ⊕ PTFE lined spherical bearing
- ⊕ Angle adjustment for true multi-fit potential
- ⊕ Length adjustment - a must for cars with coil-overs to remove sway bar pre-load while corner weighting.
- ⊕ Available in variety of lengths to suit many applications
- ⊕ Dust cover for prolonged life

## Contents:

**KLC40-series** kit contains 2 pairs of link assemblies;

- 4 x M10 x 1.5 spherical bearing rod ends (LH + RH)
- 2 x M10 x 1.5 centre left/right-hand turn-buckle (except KLC40-060 which uses male and female type - Fig. 2 )
- 4 x lock nuts (LH + RH)
- 8 x rod end dust boots
- 8 x dust boot retaining washers

Due to large number of variations in possible mounting configurations, all mounting hardware including bolts and nuts must be determined and supplied by customer. Suggest Grade 8 bolts or better.

## Optional parts available separately:

**KLC40-01** - Step down convertor kit, 10 to 8 mm ID x 4 halves.

**KLC40-02** - Mixed spacer kit - 10mm ID (4x 3, 6, 9 mm long)

**W0902** - Replacement dust boot kit - contains 8 boots

**W0450-(size)** - Sway bar lateral lock kit  
(available in Ø18,20,22,24,26,27,30mm)

## General fitting guide:

Fitment must be done with the vehicle at normal ride height.

KLC40-series links can be fitted in any off-set alignment.

1. Determine all necessary mounting hardware, including bolts, nuts, washers, etc... These need to be sourced by customer. Suggest Grade 8 or better
2. It is recommended to apply thread locking compound on all threads.
3. Assemble the links with dust covers and retaining washers supplied, and fit to car using chosen mounting hardware.

**Note:** Link must be kept perpendicular or vertical to both mounts (sway bar and chassis or suspension mount) to maintain full bearing articulation. KLC40-02 mixed spacer kit may be purchased separately if required.

**Although bearings used are high misalignment type - 20 deg, failure to maintain full bearing articulation may result in premature component failure.**

4. With the link correctly assembled and aligned, tighten all mounting hardware.
5. Adjust link length as required, and tighten lock nuts. Rod ends must be in the middle of their rotation in their 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 KLC40-090 has an adjustment range between 90 and 115mm centre-to-centre, where "....-090" represents a minimum centre-to-centre length of 90mm plus maximum adjustment of 25mm.

**Failure to maintain adequate thread engagement may result in premature component failure.**

When using KLC40 as a replacement to OE bushed link, self-centering may be reduced and it is recommended to use W0450-(size) sway bar lock kit to prevent sway bar lateral 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 sway bar 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.

