

# Fitting Instructions

## KLC051

# WHITELINE

AUTOMOTIVE *Flat out*

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Code: Z330

### Application:

**KLC054** is a spherical rod-end adjustable front swaybar link kit to suit Mazda 3.

Always refer to current catalogue for complete application listing.

This is a high performance, high misalignment replacement link kit utilising ultra low compliance spherical rod-ends. The result is much more precise and direct roll control, negligible rotational resistance, no binding, and increased steering feel and feedback.

### Contents:

- 4 x spherical rod-ends - M10 (2 x LH + 2 x RH thread)
- 2 x centre left/right-hand turn buckles
- 4 x lock nuts (2 x LH + 2 x RH thread)
- 8 x rod-end seal
- 8 x spacer - 6mm
- 2 x bolt - M10 \* 60mm high tensile
- 2 x bolt - M10 \* 55mm high tensile
- 4 x nut - M10 nyloc
- 8 x washer, flat M10 small

### Optional parts available separately:

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

### Fitting instructions:

Please read complete fitting instructions and check kit components prior to fitment. Initial installation may be done with the vehicle raised off the ground and wheels removed for better access. However, link adjustment and tightening must be done with the vehicle at normal ride height.

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

1. Raise front of the vehicle, support on chassis safety stands, and remove wheels.
2. Remove OEM swaybar links.
3. Assemble links as shown in photo 2.
4. Adjust the length of the link assembly equivalent to the OEM link.
5. Attach complete link assemblies to both struts using two 6mm spacers per link, as shown in photo 1. Tighten using new nyloc nuts.
6. Loosely connect both link assemblies to the swaybar using two 6mm spacer per link as shown in photo 3.
8. Refit wheels, and lower the vehicle. Installation must be continued with the vehicle at normal ride height. Do not drive at this stage.

*It is critical that the car is parked on level surface to avoid swaybar pre-load.*

9. Tighten lock nuts and all mounting hardware on one side (link) only.  
*Rod ends must be in the centre of their axis in the housing to prevent binding.*
10. Adjust the length of the second link to remove swaybar pre-load.  
*Rod ends must be in the centre of their axis in the housing to prevent binding.*
11. Tighten all mounting hardware.

**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 300 and 330mm 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.**

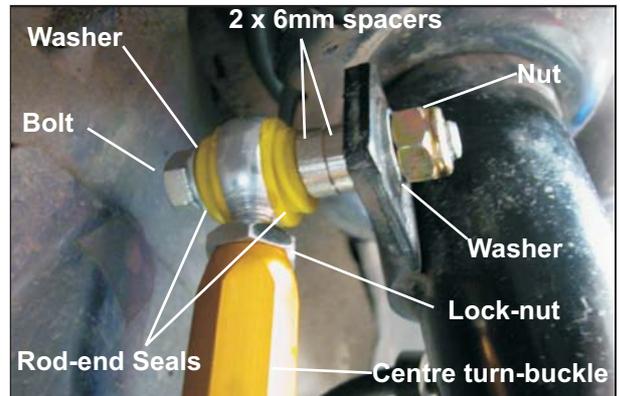


Photo 1. KLC051 - strut mount

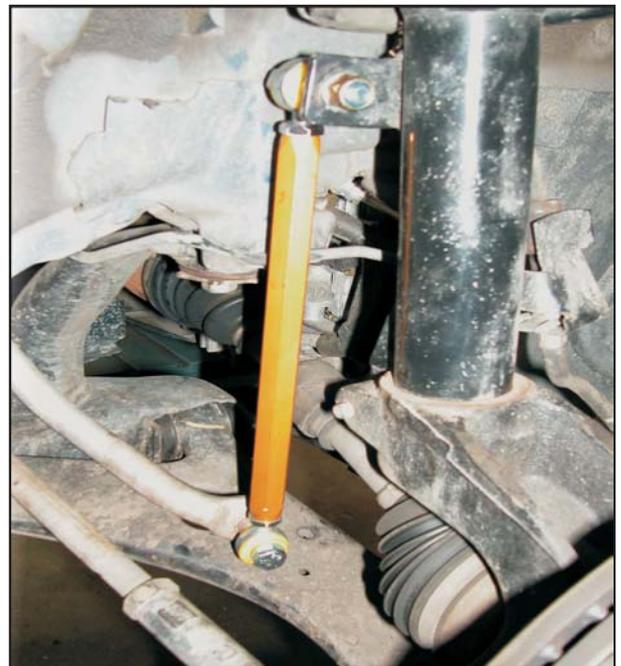


Photo 2. KLC051 - complete assembly

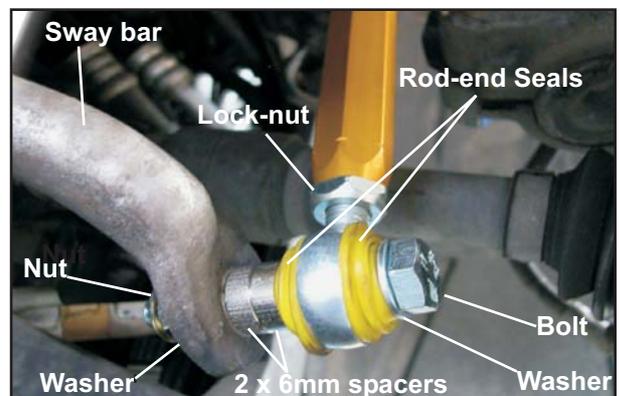


Photo 3. KLC051 - swaybar mount