

Fitting Instructions KLC003

WHITELINE

AUTOMOTIVE *Flat out*

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Code: Z340

Application:

KLC003 is a spherical rod-end adjustable front swaybar link kit to suit Holden Commodore / Monaro VX-VY with pin-bush/ball-joint type OEM link. 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 (LH + RH thread)
- 2 x centre left/right-hand turn buckles
- 4 x lock nuts (LH + RH thread)
- 8 x rod-end seal
- 4 x spacer - 6mm
- 2 x bolt - M10 * 40mm high tensile
- 2 x bolt - M10 * 60mm high tensile
- 6 x nut - M10 nyloc
- 4 x washer, flat
- 2 x spacer - stepped 18mm to 10mm
- 2 x link bracket, U-shape with stud

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, placing dust seals and spacers as shown in Fig. 1.
4. Attach new U-shape link bracket to each link using 40mm bolt and nut.
5. Adjust the length of the link assembly equivalent to the OEM link.
6. Attach complete link assemblies to both struts using the stepped spacer on top of the strut bracket with the step facing down. Align the new bracket so that the sides are parallel with the car. Tighten using new nyloc nuts. Refer Fig. 2.
7. Using new hardware supplied, loosely connect both link assemblies to the swaybar. Refer Fig. 1.
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 183 and 208mm 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.

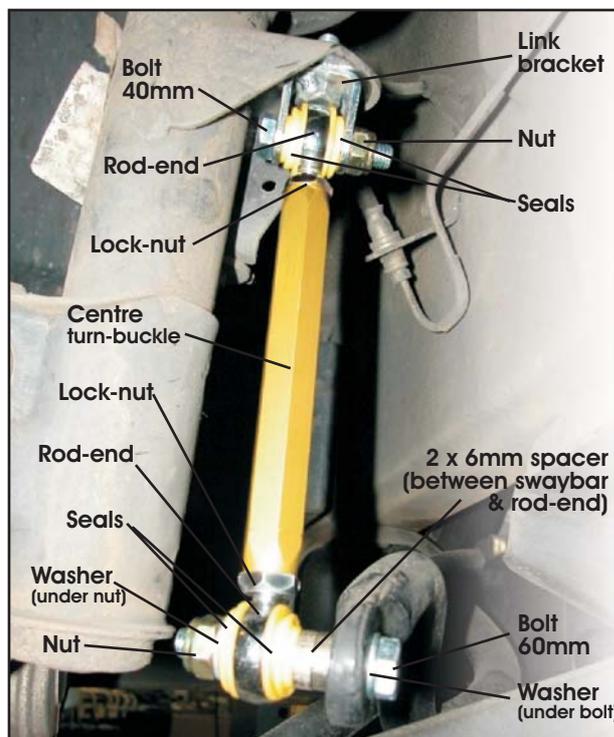


Fig1. KLC003 complete assembly

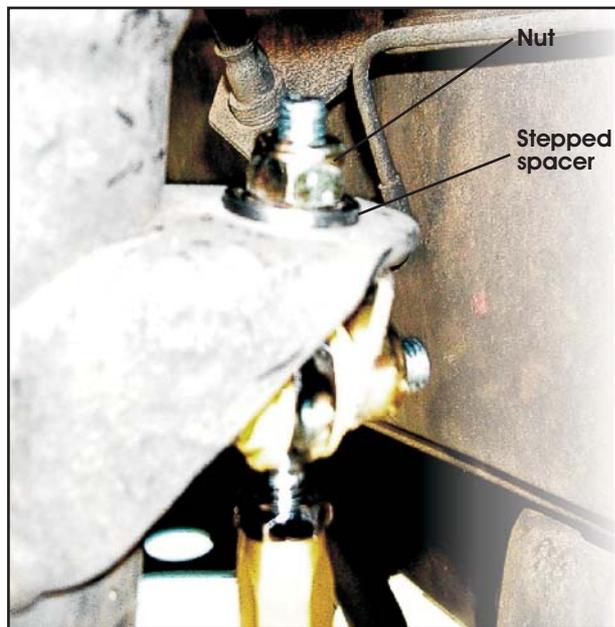


Fig2. KLC003 strut mount