

# Fitting Instructions

## KLC043

# WHITELINE

AUTOMOTIVE *Flat out*

PO Box 5666, Minto, NSW, 2566 Australia  
Ph: 61 2 9603 0111 Fax: 61 2 9820 2500  
E-mail: admin@whiteline.com.au  
A.B.N. 68 073 002 034

Code: Z342

### Application:

**KLC043** is a spherical rod-end adjustable rear swaybar link kit to suit Ford Falcon BA IRS 2004-on.

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 link rotational resistance and no binding.

### 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
- 2 x spacer - stepped 20mm to 10mm
- 2 x link bracket
- 2 x bolt - M10 \* 25mm high tensile
- 2 x bolt - M10 \* 40mm high tensile
- 2 x bolt - M10 \* 50mm high tensile
- 6 x nut - M10 nyloc
- 6 x washer, flat M10 small
- 2 x washer, flat M10 large

### 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. Installation, adjustment and tightening must be done with the vehicle at normal ride height. For better access and ease of fitment, use of drive-on hoist or ramps is recommended.

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

1. Remove OEM swaybar links.
2. Instal new link mounting bracket to the inside of the control arm, as shown in photos 1 and 2. Note the placement of large flat washer below the control arm and stepped spacer above the control arm. Tighten using new 25mm long bolts and nyloc nuts supplied.
3. Attach complete link assemblies to new mounting brackets on both sides using, as shown in photo 3. Tighten using new 40mm long bolts and nyloc nuts.
4. Loosely connect both link assemblies to the swaybar as shown in photo 3.

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

5. 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.*

6. 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.*

7. 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 90 and 110mm 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.**

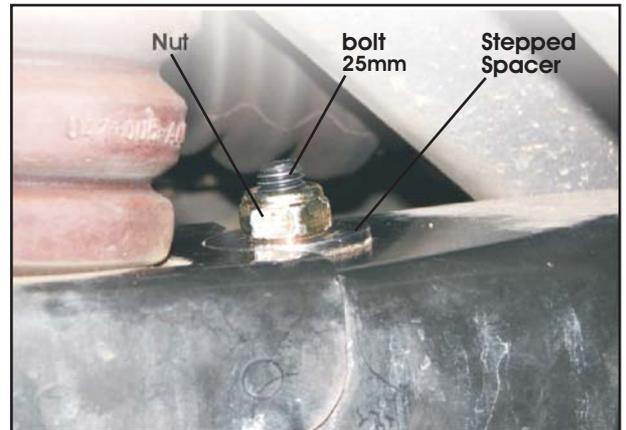


Photo 1. KLC043 - control arm mount, top view

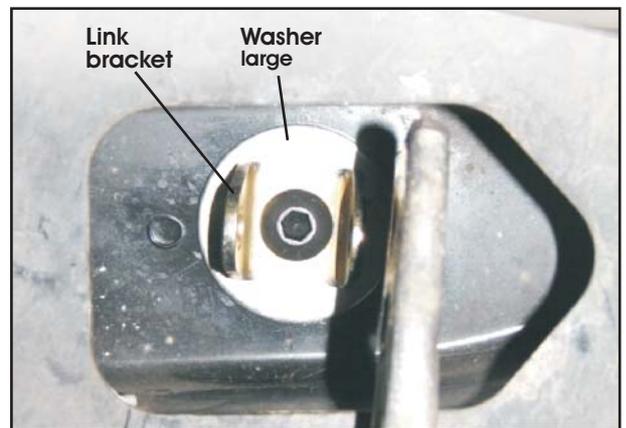


Photo 2. KLC043 - control arm mount, bottom view

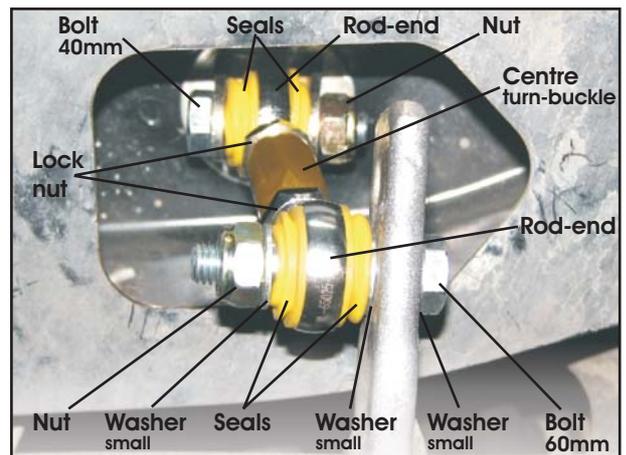


Photo 3. KLC043 - complete assembly