

Fitting Instructions

KLC058

KLC059

KLC062

WHITELINE

AUTOMOTIVE *Flat out*

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Application:

The above parts are spherical rod-end adjustable swaybar link kits to suit the following vehicles:

Nissan Patrol GQ, front and rear swaybars.

Nissan Patrol GU, front swaybar.

KLC058 - Suit 100mm suspension lift.

KLC059 - Suit 50mm suspension lift.

KLC062 - Suit 150mm suspension lift.

This is a high performance, high misalignment link kit utilising ultra low compliance spherical rod-ends, allowing original swaybar angles when the vehicle is fitted with varying suspension lift kits.

The result is much more precise and direct roll control, negligible rotational resistance with no binding.

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
- 2 x M10 * 40mm bolt, high tensile
- 2 x M10 * 60mm bolt, high tensile
- 6 x M10 nyloc nut
- 4 x flat washer
- 8 x spacer - stepped 12.8mm to 10mm
- 2 x spacer - 9mm
- 2 x link bracket, U-shape with stud

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 original swaybar links.
3. Assemble new links, as shown in photo 3.
4. Attach new link bracket (with stud) to upper end of link using 40mm bolt and nut.
5. Attach complete link assemblies to chassis using 2 x 12>10mm spacers on either side of the chassis bracket, with the step providing location. Tighten using new nyloc nuts. Refer photo's 1&2.
6. Using new hardware, 9mm spacer & 2 x 12>10mm spacers, connect both links to the swaybar. Refer photo 3.
7. 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.
8. 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.
9. 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.
10. 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. 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.

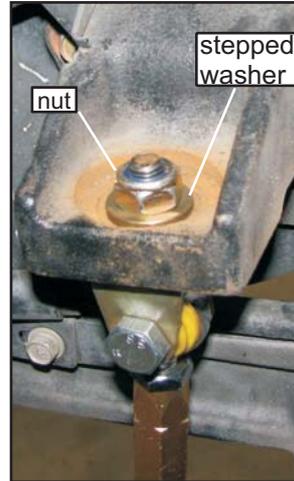


Photo 1. upper chassis mounting - GU front



Photo 2 - Upper Link bracket as fitted to GU front.

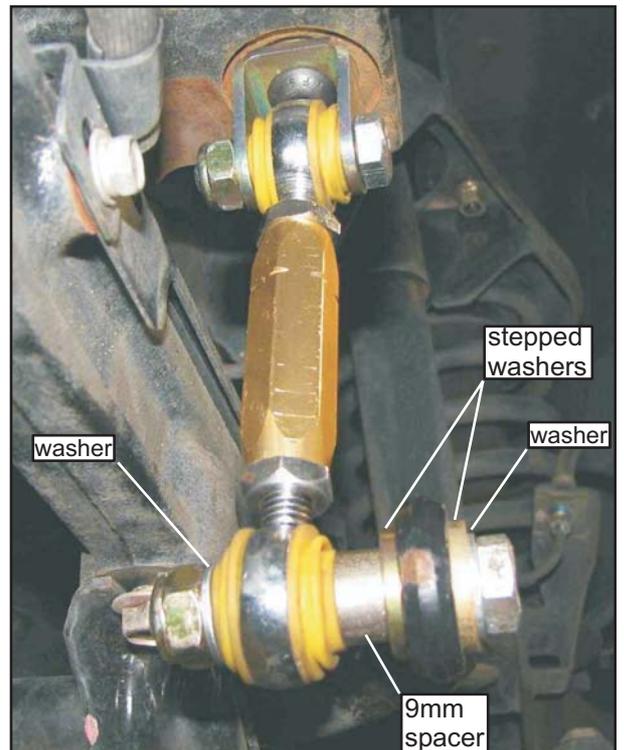


Photo 3. Complete link assembly - GU front.