# Fitting Instructions

**Code: Z5019**

# Swaybar link kit-spherical rod end

## Application:

- Mustang 2005 - On heavy duty sway bar link kit.
Note - Only for use with adjustable sway bar, not suitable for use with OE sway bar.
*Always refer to current catalogue for complete application listing.*

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

## Contents:

4 x M10 spherical rod-ends (2xLH + 2xRH thread)
2 x centre left/right-hand turn buckles
4 x lock nuts (2xLH + 2xRH thread)
8 x rod-end seals
2 x M10 x 55mm long high tensile bolts
2 x M10 x 70mm long high tensile bolts
4 x M10 nyloc nuts
4 x M10 flat washers
4 x spacer tubes, 8.5mm long
4 x spacer - stepped 12mm - 10mm

## Fitting Instructions:

Please read complete fitting instructions and check kit components prior to fitment. These instructions are to be used in conjunction with workshop manual, and it is recommended that all work be carried out by a qualified technician.

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. Remove original swaybar links.
2. Remove captive nuts from upper sway bar link clevis.
3. Assemble new links, as per diagram.
4. Using new mounting hardware supplied, loosely fit link to car on one side only.
5. Chassis end, fit one 8.5mm spacer either side of link, then use stepped spacers either side of chassis mount to reduce clevis bolt hole I.D. from 12mm to 10mm for M10 bolt
6. Sway bar end, use flat washer between head of bolt and sway bar. Use another flat washer between nyloc nut and sway bar link.
7. Tighten lock nuts and all mounting hardware on that side (link) only.

   *Rod ends must be in the centre of their axis in the housing to prevent binding.*
8. Loosely fit the second link to the opposite side.
9. With the car parked on level ground, adjust the length of the link to remove swaybar pre-load.

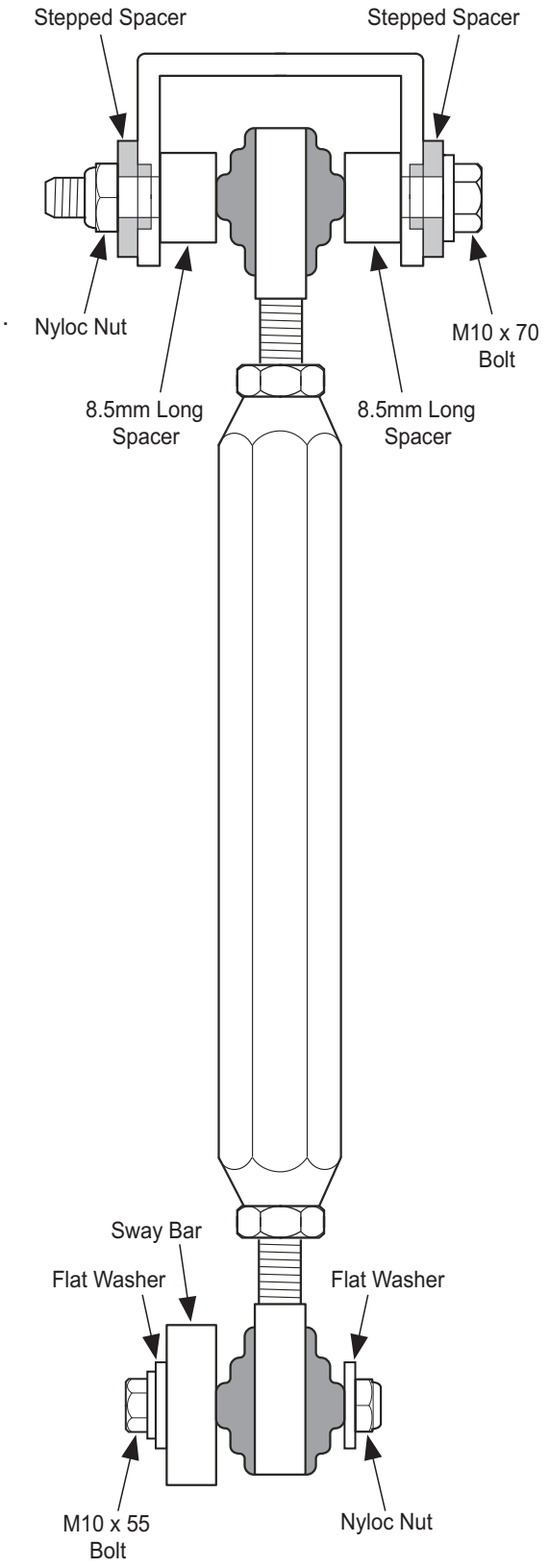
   *Rod ends must be in the centre of their axis in the housing to prevent binding.*
10. Tighten all mounting hardware.

***Note:* Link rod end threads MUST be engaged by at least 10-12 mm. Do not adjust the length out beyond this point. As a guide this link has an adjustment range between 165 and 180mm centre-to-centre.**

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

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.**