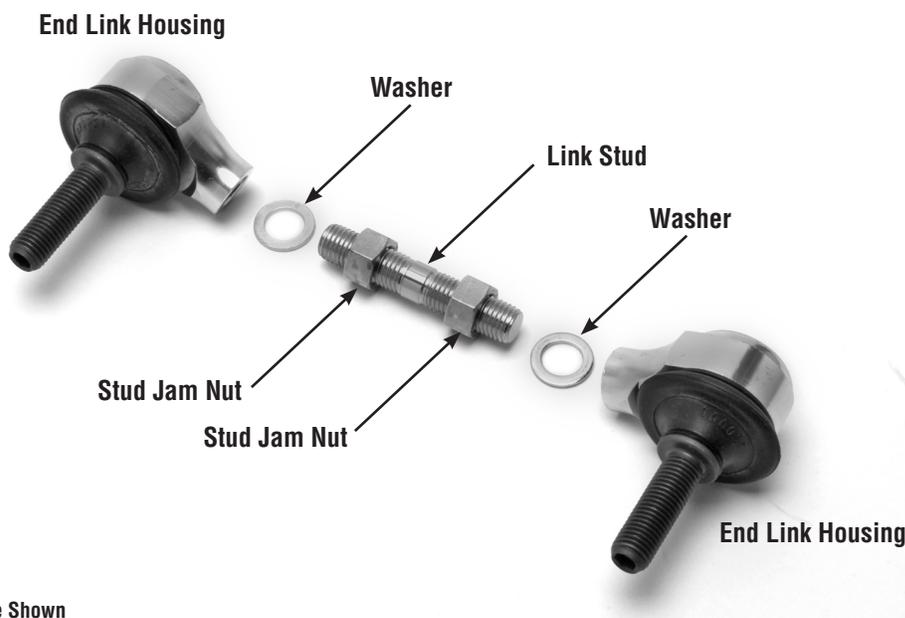


Sway Bar End Link Set (10mm Ball Studs)

Installation Instructions

The Racing Beat Aluminum Ball Joints have approximately 10 full threads in the aluminum housing. They should NEVER be used with less than 5 full threads of stud engagement.

Before installation, assemble the end link assemblies as shown. Threading the studs fully into the housings should correspond roughly to the length of the stock links, allowing for the orientation of the ends to match the stock links.



Actual Parts May Differ From Those Shown

1. Raise The Vehicle

Front - Loosen the wheel lug nuts and raise the front of the car, place the car on jack stands. Leave the key in the ignition with the key turned to the accessory position (if applicable). This will allow the hub assemblies to be turned during the installation.

Rear- Set the parking brake. Raise the rear of the car, place the car on jack stands.

2. Remove the wheels, then remove both stock endlinks for either front, rear, or both.

3. Following the application tips and adjustment method listed on the next page; install the end links, rotating the front hub assemblies as needed, and tighten the fasteners as follows:

- End link-to-sway bar & end link-to-chassis: Ball Stud Nuts - 45 ft/lbs
- Stud Jam Nuts: 30-45 ft/lbs

4. Install the wheels and lower the car to the ground.

Application Tips

If you are particularly sensitive to the handling of your car, you may wish to make the extra effort of setting the “neutral” position of the sway-bar links - see below. This is accomplished by parking the car on a perfectly level surface and adjusting the length of one of the links on each bar so that there is no load on the sway-bar. We recommend that you make this adjustment by shortening the links rather than lengthening them.

It is also possible to “jack” weight from one corner of the car to another by intentionally mismatching the length of the links. We do not recommend weigh “jacking” for street use. If you have adjusted the Racing Beat links to a non-stock length, you must check carefully to ensure that the sway bar and links will not strike any part of the chassis, brake lines, suspension, differential, radiator or any other portion of the car.

Suggested Installation & Adjustment Method

Assemble and fully install one (1) link at the front and one (1) at the rear at the nominal length and tighten completely. Install one end of the remaining links (front and rear) with the link set to the nominal length (that is, one end torqued and the other not installed). Now let the car down onto a flat surface, roll the vehicle back-and-forth to settle the suspension, and reach into the suspension area at one end of the car and attempt to install the free end of the link into its hole position. Loosen or tighten the end link housing on the stud as necessary until the end fits in place without preload. Repeat this process on the other end of the car. Now raise the car (if needed) and tighten the remaining nuts.