

Mazdatrix

2730 Gundry Ave, Signal Hill, CA, 90755

The most ideal positioning of the car is on ramps, or some method of getting the car safely off the ground, high enough to work under it, yet with the weight still on the wheels and tires. This makes "zeroing" the bar pre-load much easier.

1) Remove the original bar links from both sides of the car. If the links are being installed on one end of the car only, then leave the other bar connected. If all four links are being done, then remove all of them, but only install, and adjust the pre-load, one end at a time (i.e. install one set and set the pre-load, then install the other pair, and adjust pre-load, leaving the other set of links already done).



2) Assemble both links, leaving the jam nut loose. Adjust the length to approximately the middle of the range.

3) Install one of the links, using the original bolts. Put one of the spacers on each side of the swiveling ball part of each end.



Tapered end of spacer must be toward ball!

4) Position the links so that there is no rubbing or binding through the full range of motion of the bar. The male end should always be used at the **BAR END**.

5) The one thicker spacer supplied with the rear links kit must be installed at the upper end between the bar and the link.

6) For 89-92, use the bolts supplied with the links as your links have integral studs.

7) For 89-92 **FRONT BAR**-- use the 4 extra small spacers, putting 2 on each side of the lower rod end.

8) Install the link on the other side, but leave out either the upper, or lower bolt. At this time the easiest thing is to find somebody nearby who is close to the weight of whoever does most of the driving. Have them sit in the driver's seat while the pre-load is being set. (If you don't have anybody available, after the zero length is found, just shorten the DRIVERS SIDE link one full turn).

NOTE: If it was not possible for you to get the car in the air and still sitting on the wheels, the links can still be set completing steps 1 -4, then put the car back on the ground. Have somebody of about the drivers weight sit in the car. Slide under the corner of the car, and adjust the link length as in step #5. Then raise car back up, and finish tightening everything as in step #6.

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