

BOLT-STYLE END LINK



Kit Contents:	Pcs.
PU Bushing	8
Spacer	8
Sleeve	2
Long Bolt	2
Lock Nut	2
Silicone Based Lubricant	1

BALL-JOINT-STYLE END LINK



Kit Contents:	Pcs.
PU Bushing	4
Spacer	4
Ball Joint End Link	2
Lock Nut	4
Silicone Based Lubricant	1

Thank you for the purchases!

It is our honor to help you. So please write us about what you think and what you need.

We will reply you ASAP and try our overwhelming best to help you solve the problem.

Please feel free to contact us via eBay message or Amazon tools.

INSTALLATION

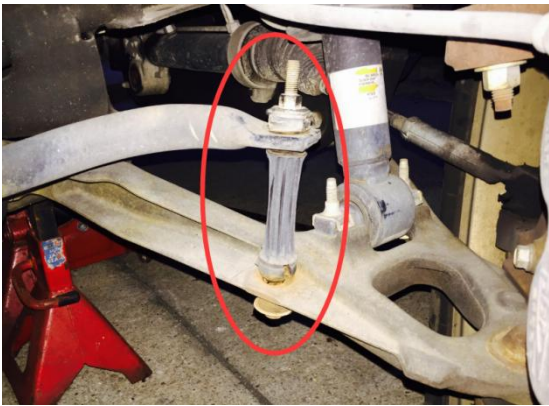
1. RAISE THE VEHICLE

Park your vehicle on a level surface if possible. Then lift the wheel where you're changing the sway bar link using the floor jack. It's not considered safe to work on your vehicle with only the floor jack holding it since it could move or fall, so secure your vehicle on a jack stand.



2. LOCATE THE SWAY BAR LINK

The sway bar link is relatively easy to identify if you already have the new part in hand. There are a few different styles, and yours might be fastened by a straight stud and nut or it could be a small ball joint. You'd better remove the wheel to access the sway bar link clearly and make space for installation. Use the lug nut wrench to remove it.



3. REMOVE THE OLD SWAY BAR LINK

Removing the sway bar link may be the toughest part of the process. And even so, it should not take too long to figure out. Start by spraying the fasteners at both ends of the link with penetrating fluid, then let it sit for at least five minutes to take effect.

The link or the ball joints and socket are likely to spin when you try to loosen it. Clamp a pair of vice grips securely onto the link to stop it from spinning. Or clamp the vice grips onto the

ball joints and socket. Alternatively, on some vehicles, there might be a notch where a wrench fits instead. Use your ratchet and socket to begin loosening the nut on one end. Repeat the process on the other end.



If you can't prevent the link or joint from spinning, you may need to cut the link free. Your cutting wheel can access it closely to do it, but take care not to contact any other parts like brake lines, calipers or CV joints.

4. INSTALL THE NEW SWAY BAR LINK

With the old link off, you can now install the new link in. Remove all rust and debris before installation.

Tip: Adding an appropriate amount of Silicone Based Lubricant can reduce abnormal noise.

There will be two fasteners, just like the old one. Install the lower control arm or sway bar inside 2 bushings. Installing the link in the wrong direction will lead to failure.



Position the new link and start the nuts on the ends of the link, then tighten the nuts. Use a torque wrench to finish the job, tightening them to at least 20 Ft • lbs (27 N • M) .