

APR Sway Bar End Link Installation

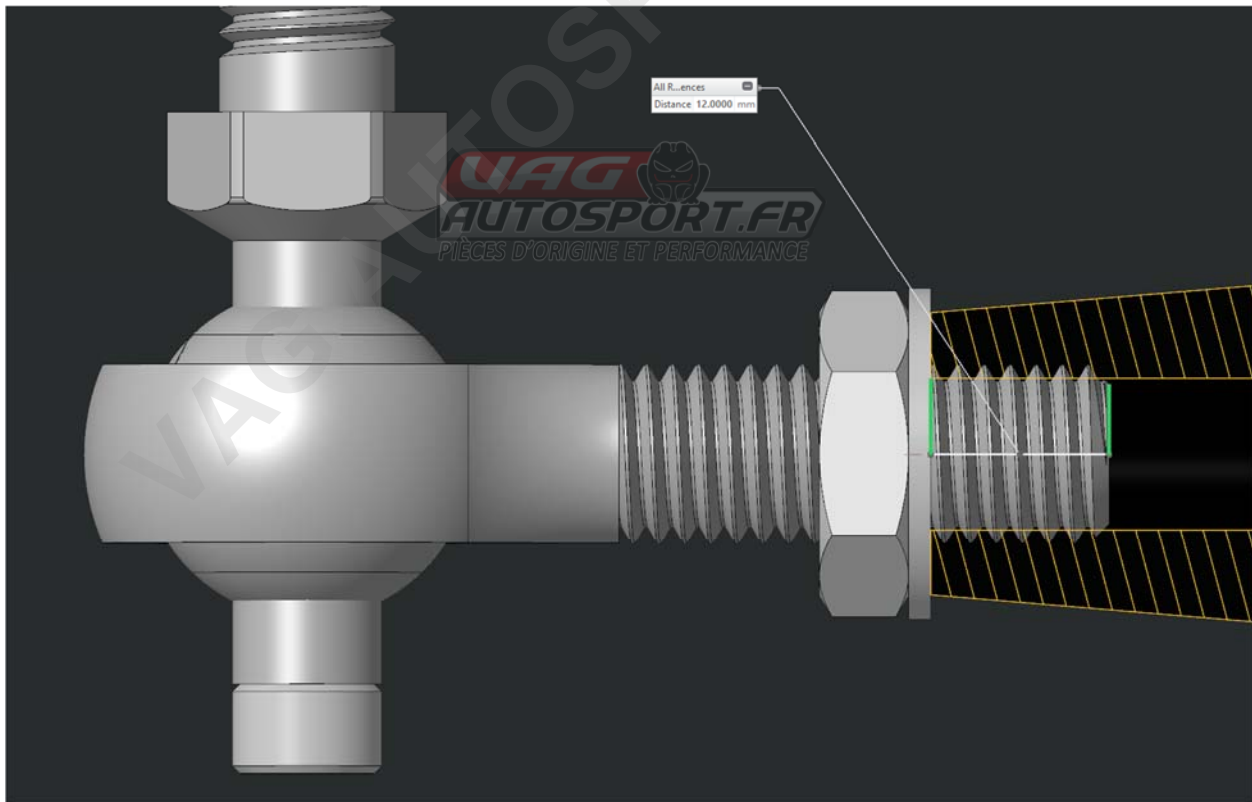
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- APR End Links come loosely assembled as they should be on the car. Note how they are assembled before installing them in the car, below is how they are referred to in the manual:



- Do NOT disassemble the threaded stud from each rod end.
- When setting the length of the end link, the vehicle should be on an alignment rack where you can access the back side of the suspension with the weight of the car on the wheels/tires. Alternately, raise the vehicle and then set the car down with boards under the tires. The car must be level and evenly loaded to properly set the length of the end links.
- Remove the existing factory end links.
- Before initially fitting the APR end links in the car, thread all rod ends in as far as possible in the center shafts.
- Adjust the center shaft length to roughly match the application you are installing them on. The APR end link assembly, with the rod ends fully collapsed (all of thread in the center shafts), should be slightly shorter than the intended application.
- Once the correct length has been set for the center shafts of the end links, use a 13mm socket and 5mm allen and torque the locking fasteners to 177in-lb (20Nm).

- Install the end links between the end of the sway bar and the mounting point on the strut, with the female center shaft on the upper side. On some vehicles, the upper end link may need to be installed from the front side of the shock instead of the back.
- Install and tighten the 19mm lock nuts on the end of the thread stud by counter holding the 17mm feature on the threaded stud. Do NOT use the allen screw on the threaded stud as a counter hold. Torque all four 19mm lock nuts to 48ft-lb (65Nm).
- Turn the center shaft of the APR end link to extend the overall length of the APR end link. There should be little to no preload on the sway bar after adjusting the overall length of the end links, with the car sitting evenly on its tires.
- Ensure the APR end links are installed so the threaded studs come out from the rod ends as close to their center positions as possible, and the end links overall are not in a bind.
- Make sure a minimum of 12mm (8 turns) of thread are installed in the center shafts before tightening the jam nuts. The center shaft of the APR end links can be held from rotating with a 17mm wrench while tightening the 19mm jam nuts:



- After installation and driving the vehicle for approximately 50 miles, recheck all fasteners to ensure they have not become loose.

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