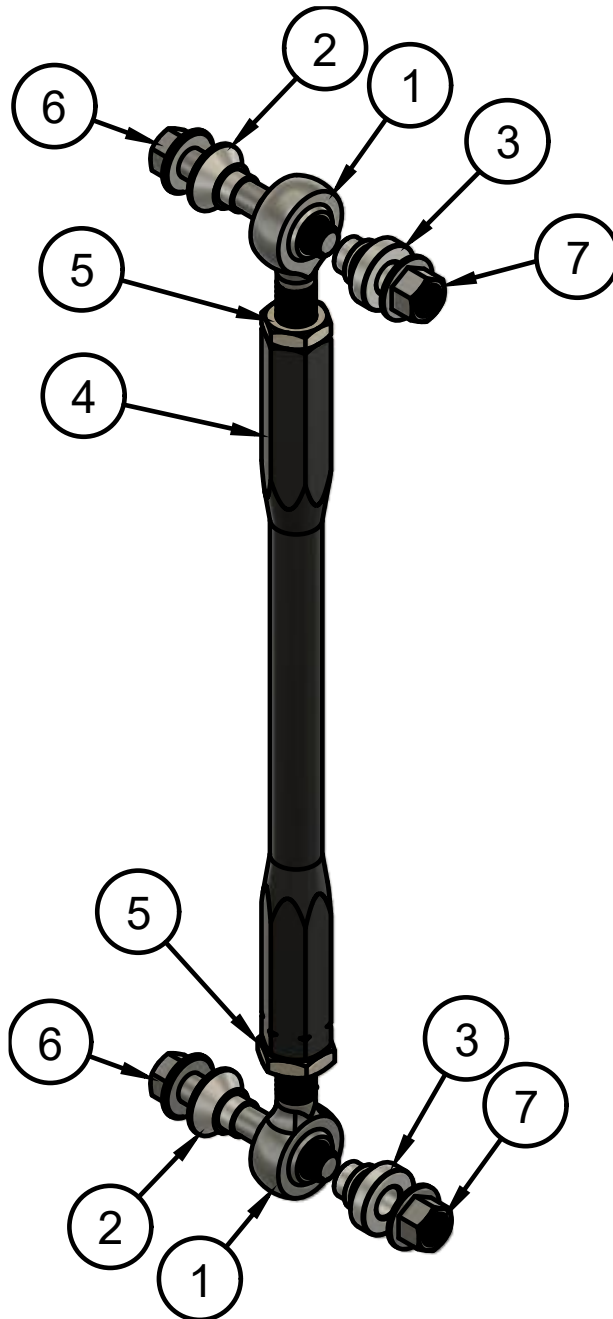
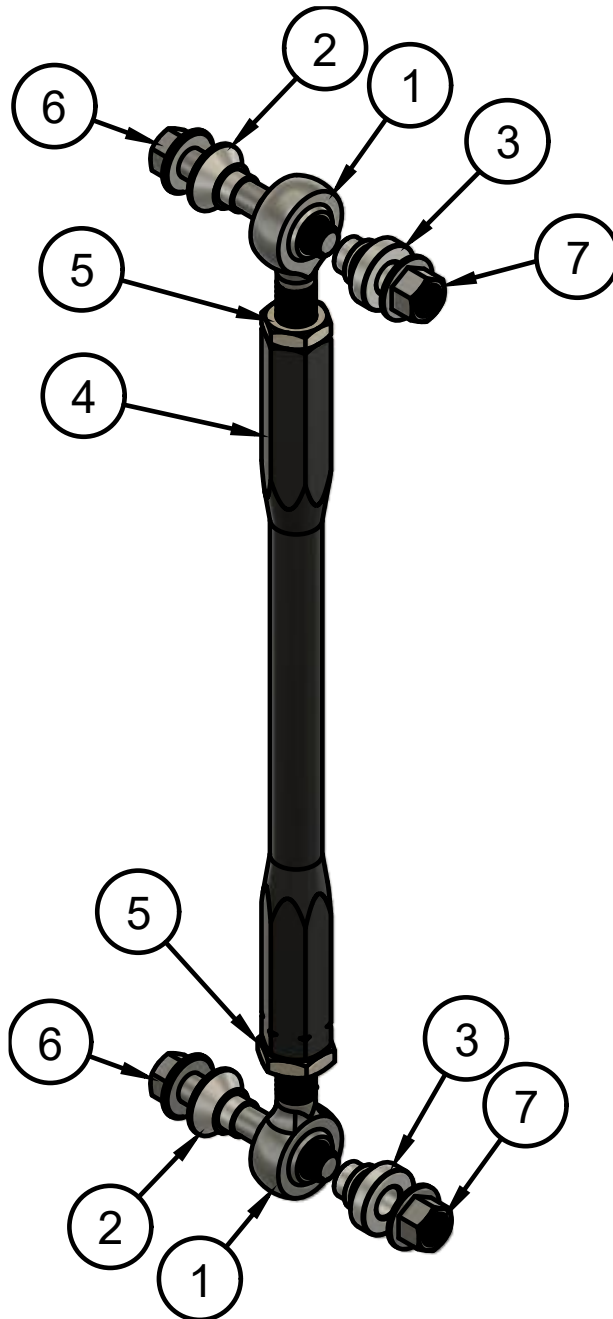


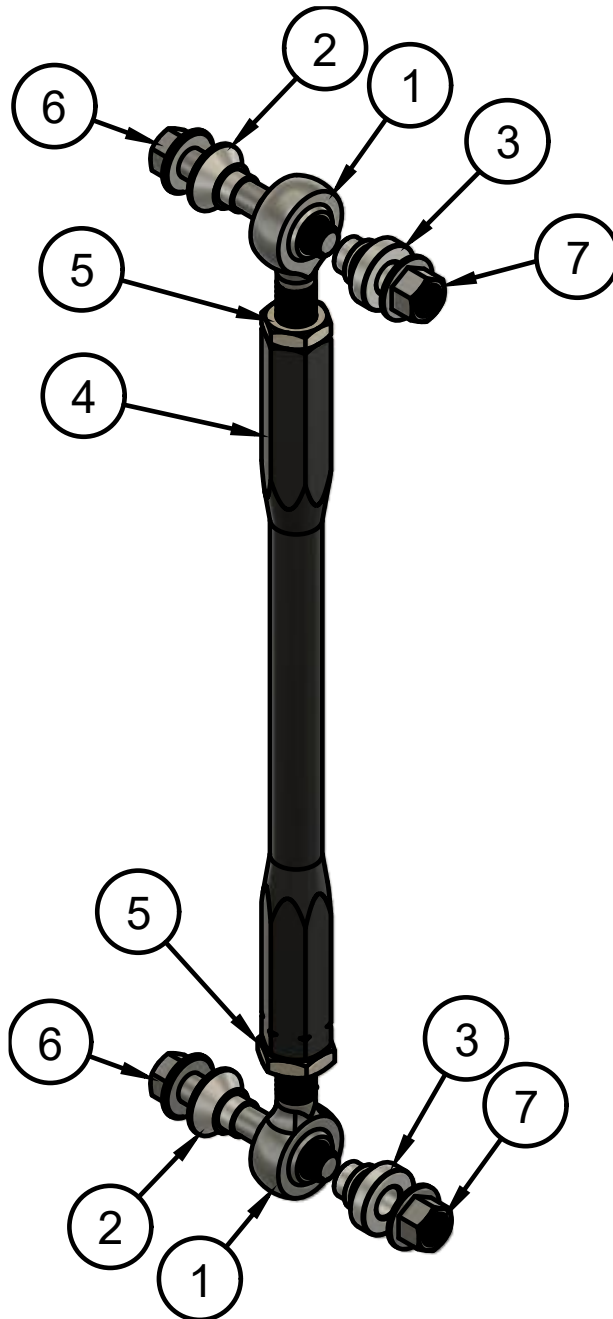
- Before removing factory end links, notate the orientation and positioning of each end link.
- Adjust both spherical end link assembly lengths to match the factory links, from Center-to-Center of the bearings.
 - Keep male and female rod ends parallel with one another for the time being.
 - If desired, adjust to a shorter length on lowered vehicles while making sure the lengths stay equal left-to-right.
- With the appropriate length set, match the phasing/clocking of the Rod End Bearings to match that of the OEM End Links.
- Tighten Jam Nuts on each end link assembly to 30~35 ft·lb.
- Assemble the spherical end links onto the car, in their corresponding side, as shown in the diagram.
 - Sway Bar End and Strut/Shock Mounting Tab will sit between Spacers (3) and Flanged Nuts (7).
- Fasten the M10 Flanged Hardware (7) by applying a drop of the optional thread locker and tightening to a final torque of 40~45 ft·lb.
- *After roughly 100 road miles or day at the track, check hardware making sure everything is securely fastened. Also, wipe off any excess oils and spray a dry lubricant onto the bearings [such as Graphite or PTFE].*



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