



Adjustable End-Links

Installation | Sway Bar End Links



1 Prepare and Measure

- Verify the kit part number, end links, mounting hardware and spacer arrangement before removing OE parts.
- If the kit does not specify a preset length, measure the original link center-to-center and use it as the initial reference.
- Lift and support the vehicle safely. Remove wheels as needed and support the suspension so the sway bar is not loaded.

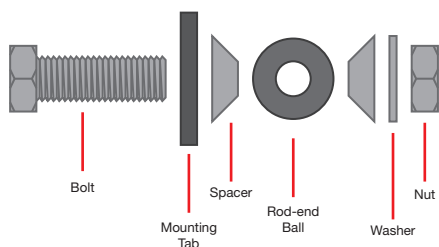
2 Remove OE End Links

- Remove the original end links. Retain OE hardware only when the Eibach kit instructions specifically require it.

3 Pre-Set and Install

- Thread both rod ends evenly into the turnbuckle. Keep similar thread engagement at each end and remain within the published minimum/maximum center-to-center length.
- Install the supplied misalignment spacers and hardware in the specified order. Start all fasteners by hand; do not fully tighten.
- Center each rod end within its articulation range. Check clearance to the sway bar, shock, spring, axle, brake hose, chassis and tire.

Typical Single Shear Hardware Stack



! Never exceed the minimum link length. Do not use the end link to pull, push or force the sway bar into position.

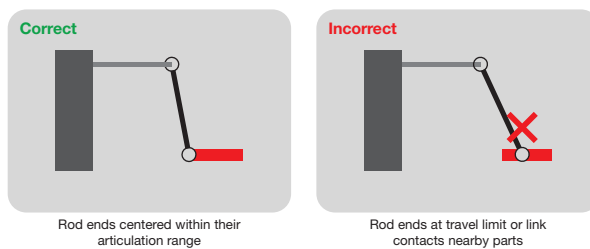
4 Set Neutral Sway Bar Preload

- Place the vehicle on level ground, alignment racks or ramps with its full weight on the suspension and the floor level.
- Install one. Adjust the second end link until its mounting bolt slides through freely without moving the sway bar. This establishes neutral preload.
- For adjustable sway bars, select the desired sway-bar hole setting end-link length.

5 Orient and Tighten

- Hold the turnbuckle/rod end the tighten both jam nuts. Tighten mounting hardware to the Eibach kit or OEM torque specification.
- Opposite-hand threads may be used. Confirm both jam nuts lock against the turnbuckle and that thread engagement remains balanced.

ROD-END ORIENTATION AND CLEARANCE



! Torque values are application specific. Do not publish or substitute generic torque values. Recheck fasteners after the initial drive and periodically thereafter.

6 Final Inspection and Road Test

- ☐ Both links are installed in the correct position and orientation.
- ☐ Rod ends are centered and do not bind at ride height.
- ☐ Wheels are installed and lug fasteners are torqued to specification.
- ☐ Mounting bolts and jam nuts are tightened to specification.
- ☐ Steering and suspension travel remain clear through their full range.
- ☐ Road test at low speed, listen for noise, then recheck all hardware.