

SPL PARTS

Rear Sway Bar Endlinks Q50/Q60 (V37/CV37)

1. Lift the car and safely support it on jackstands or with a locking lift. Always be sure the car is stable and secure before working under the vehicle.
2. Use a 17mm wrench to hold the base of the stud on the factory end-links while loosening the nut.



3. Then repeat for the upper end of the link.



4. After removing, we need to set the length of the endlink. If the car is factory height, measure the distance between the center points on the two studs on the factory link, then adjust the SPL endlink to match. Match up the angle of the two end link studs as well, but don't tighten down the jam nuts yet.



If the car is lowered, it is best to set the length with no preload. To do this, leave one link connected, and on the other side, install the link on just the spindle, leaving it disconnected from the sway bar. Set the car on the ground (all 4 wheels), and adjust the loose endlink until it easily installs in the sway bar. This will be your length setting for both sides. Ideally, the sway bar should be parallel to the ground once this is set.

Be sure to also keep an even amount of thread visible on the rod ends, and you should have no more than 5/8" or 16mm of visible threads.

5. Once both lengths are set, install the SPL endlink, and tighten the nuts using two wrenches, just like in Step 2. **Tighten nuts securing end-links to sway bar and control arm to 15-20 ft-lbs. Do not exceed.**



- Repeat for the upper joints. Again, tighten to 15-20 ft-lbs.



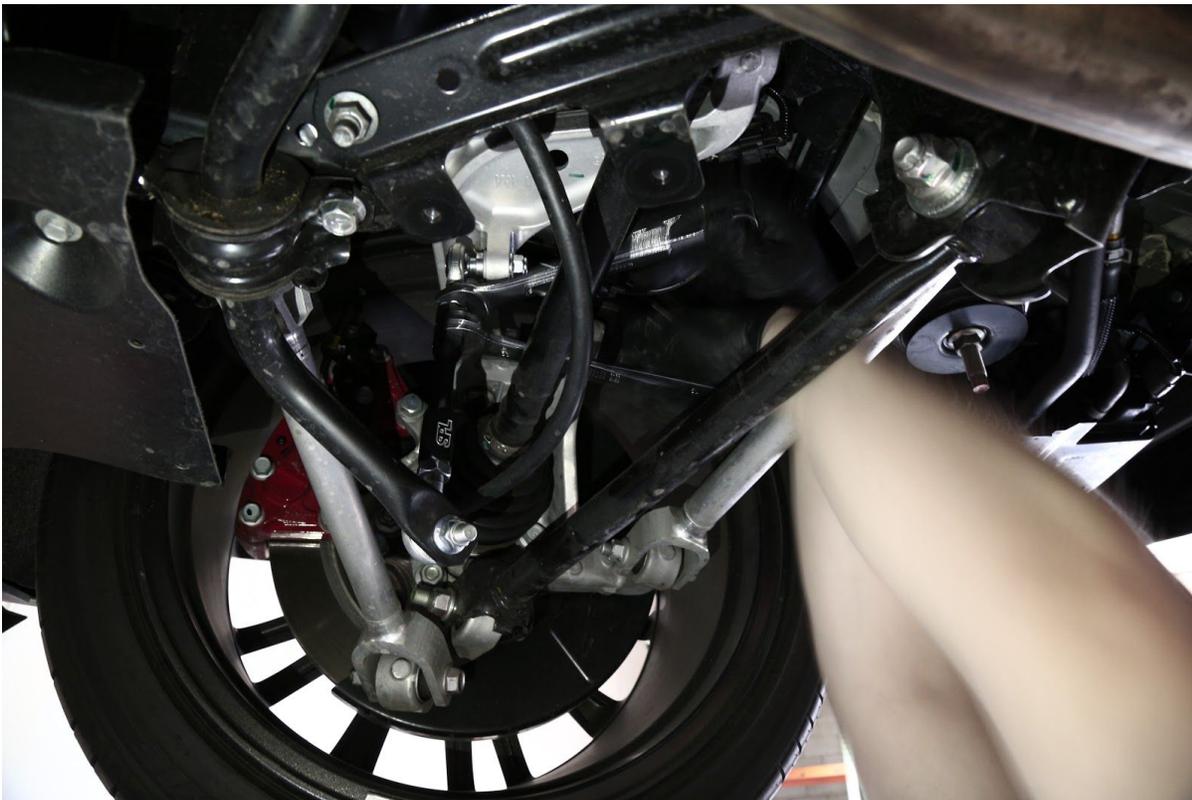
- Position the heim joints so that the spherical bearing is sitting in the joint in a center, neutral position. This will ensure the joints do not bind during actuation.



8. Tighten heim joint jam nuts against the center hex body of the sway bar endlink to **20-30 ft-lbs.**



9. And repeat for the other end.



10. Repeat all steps for the opposite side of the car if you have not already done so.
11. Check to make sure the sway bar endlinks have good articulation and do not bind after tightening down the nuts. Grab the hex buckle and rotate left to right, the entire endlink should be able to rotate back

and forth in an approx. 50 deg range. If not, loosen one jam nut and adjust the bearing, then tighten the jam nut making sure to keep the bearings in alignment.

12. Lower the car, and go set some lap times.

ONE-YEAR LIMITED WARRANTY AND DISCLAIMER

All SPL brand products are intended for **Off Road Use Only** and carry a one year limited warranty. See below for details. All other branded products carry their respective manufacturer warranty. SPL PRO suspension products warranted to be free of defects in material and workmanship for one (1) year from the date of purchase.

If a product fails to meet specifications, SPL PARTS INC will, at its election, repair, replace, or make appropriate adjustment, if SPL PARTS INC determines to its satisfaction that the product is defective in material or workmanship, i.e. contains a defect arising out of the manufacture of the product and not a defect caused by other circumstances, including, but not limited to accident, misuse, abuse, unforeseeable use, neglect, alteration, improper installation, improper adjustment, improper repair, or failure caused by other equipment or interaction with other equipment. SPL PARTS INC is not responsible for labor charges, removal charges, installation, or other incidental or consequential costs. In no event shall the liability of SPL PARTS INC exceed the purchase price of the product.

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If the purchaser of the product shall fail to pay when due any portion of the purchase price, or fail to meet any terms required under contract agreed on at time of purchase, all warranties and remedies granted may be terminated.

Using any SPL arm as a tie/strap down point for a dyno session or transport will void the warranty.