

General Fitting Instructions

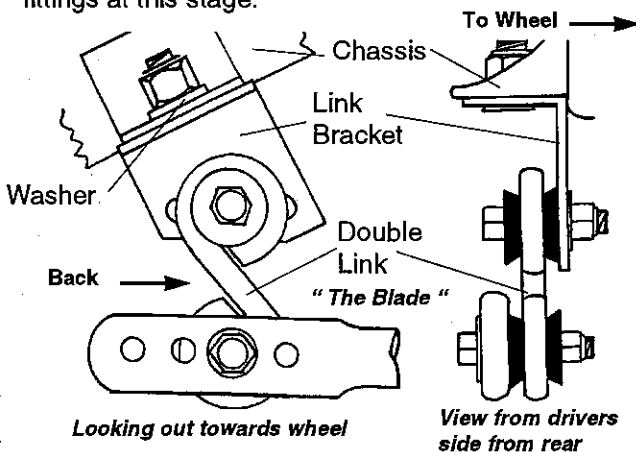
Selbys

SWAYBARS by WHITELINE

The Blade adjustable rear stabiliser bar is designed to replace the existing bar and linkage assembly on all Commodores from VB-VS **without** IRS (independent rear suspension). **Please note that this bar is only suitable for vehicles fitted with original equipment link and axle mounts.** The new linkage assembly connects to the existing chassis link mounts. Note that the new linkage assembly has adjustment holes that corresponds with those on the bar. The adjustment in anti-roll force or torsion, is achieved by connecting the links to the different holes provided on the bar. The position closest to the ends of the bar provides the softest setting with the furthest setting being the hardest. Carefully study the table over the page to determine the most appropriate tension setting for your needs before fitting.

IMPORTANT: For normal driving conditions, the same corresponding holes should be used on both ends of the bar. Using different holes will pre-load the bar to a different tension on one side causing uneven anti-roll forces. This effect may be desirable for oval track racing but should be used with caution.

1. Remove the existing bar and linkage assemblies from the car.
2. Refer to the drawing and loosely assemble the double eye links around the appropriate hole in the bracket. Fit the new linkage assembly brackets to the chassis mount. Do not tighten any of the fittings at this stage.



3. Loosely fit the bar to the cars axle mounts using the original saddles and the new polyurethane bushes provided. Make sure that the inside of the bushes are lubricated with the special grease provided.

4. Centre the bar on the chassis using the links as a guide. Having chosen the appropriate mounting hole, attach the free end of each link eye to the bar as per the drawing below. Tighten all nuts taking care not to over tighten the double eye link bush mounting bolts as distortion of the bushes through over tightening will effect the performance of the bar and bush.

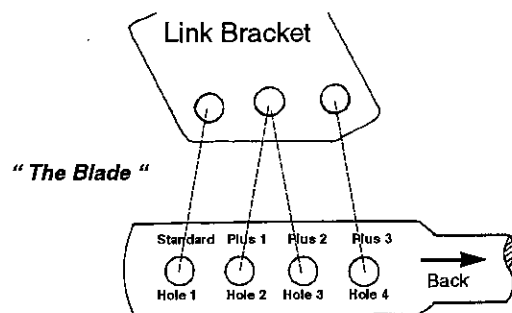
The Blade - Adjustment Guide table shows the percentage increase in torsion or anti-roll force from the standard original compared with the various settings of **The Blade**. Having selected the desired increase, refer to the drawing for the correct settings. The table uses two commonly used standard bar sizes for the comparison. These sizes may vary from car to car so the following is provided as a general guide only.

Please note that this bar is designed for cars without IRS (independent rear suspension).

The Blade - Setting

	Bar Hole	VB-VL 16mm	VN-VS 20mm
Standard	1	72%	8%
Plus 1	2	108%	20%
Plus 2	3	133%	33%
Plus 3	4	156%	48%

This drawing is a guide to the optimal alignment between the bar and link bracket. As a general rule, choose the link bracket hole that most closely aligns vertically with the desired bar hole. The actual relative distances may vary on some cars depending on the vehicle's ride height and other factors.



PLEASE DRIVE CAREFULLY AND ACCUSTOMYOURSELF TO THE FLATTER RIDE AND IMPROVED HANDLING CHARACTERISTICS OF YOUR VEHICLE.