

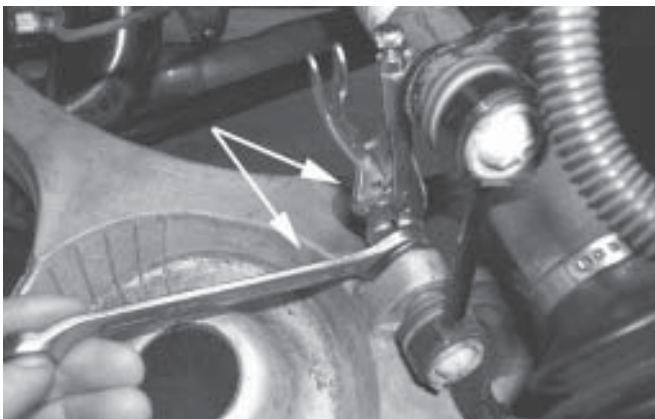
Adjustable Swaybar Endlinks, 1999-04 IRS (MMRSB-94)

The Maximum Motorsports IRS Adjustable Rear Swaybar Endlinks are designed to be direct replacements for the OEM rear swaybar endlinks. The length of the MM Endlinks can be adjusted to eliminate preloading of the rear swaybar. A preloaded swaybar will alter the vehicle's corner weights, and can cause asymmetrical handling characteristics.

Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

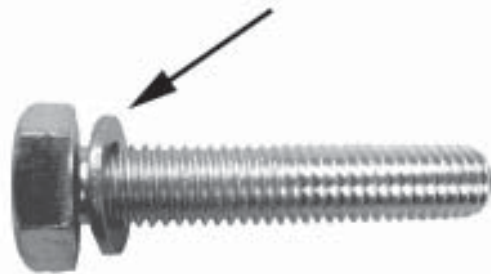
Preparation

1. Block the front wheels to keep the car from moving.
2. Safely jack up the rear of the vehicle and firmly support the chassis on jack stands.
3. Remove the rear wheels.
4. Remove the OEM endlinks from the rear swaybar and rear lower control arms.
5. Access to the endlinks is easiest from underneath, and from the inboard side of the lower control arm. Use a 7MM wrench or socket to hold the stud, and turn the nut with either an open-end wrench, or a ratcheting wrench. If a 7MM wrench or socket is not available, a pair of small vice grips can be made to work.



Endlink Installation

6. There are two lengths of mounting bolts supplied. Place a 10mm aluminum washer over one of the shorter 10mm bolts.

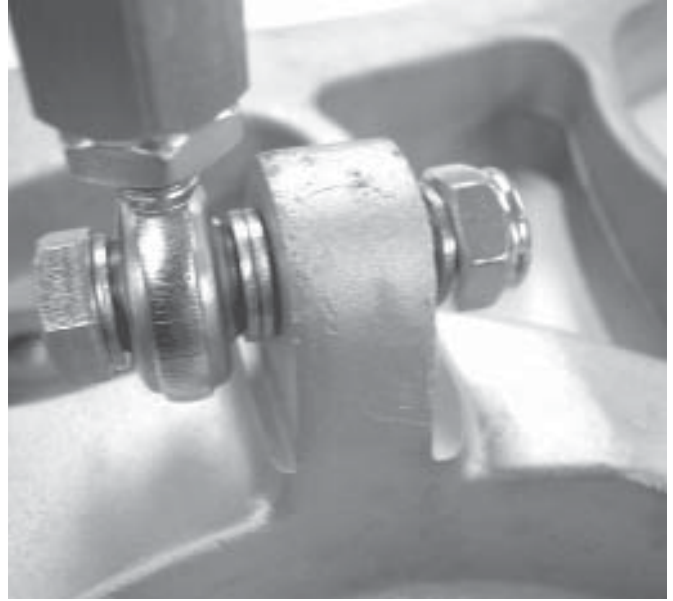


7. Insert the shorter 10mm bolt through one of the rod ends on the MM Swaybar Endlink.
8. Place three more 10mm aluminum washers over the 10mm bolt and rod end.
9. Insert the 10mm bolt through the mounting hole in the swaybar. The endlink should be positioned on the outboard side of the swaybar arm, just as the stock endlink was.
10. Place a 10mm aluminum washer over the 10mm bolt on the inboard side of the swaybar arm.

11. Thread a 10mm nylock nut onto the 10mm bolt, and torque to 31 ft*lbs.



17. Thread a 10mm nylock nut onto the 10mm bolt, and torque to 31 ft*lbs.



12. Place a 10mm aluminum washer over one of the longer 10mm bolts.

13. Insert the longer 10mm bolt through the other rod end on the MM Swaybar Endlink.

14. Place two more 10mm aluminum washers over the 10mm bolt and rod end.

15. Insert the 10mm bolt through the mounting hole on the lower control arm. The endlink should be positioned on the outboard side of the mounting tab on the control arm, just as the stock endlink was.

16. Place a 10mm aluminum washer over the 10mm bolt on the inboard side of the mounting tab.

18. Loosen the jam nuts on the second endlink.



19. Repeat steps 6-11 for the opposite side of the car.

20. Leave the fourth rod end disconnected from the lower control arm for now.

Endlink Adjustment

21. Reinstall the rear wheels.

22. Lower the car to the ground and tighten the lug nuts.

Note: The MM Swaybar Endlinks come preset to the length of the OEM endlinks. The length can be adjusted if necessary to provide zero preload on the swaybar. The car must be sitting at ride height on flat, level ground for this procedure. If you have trouble getting under the car to access

the endlinks, you can place equal height pads under each wheel for better access. For the most accurate results, the driver should also be sitting in the car while a helper adjusts the Swaybar Endlinks. *Tech tip:* On a car equipped with adjustable height springs, such as in a coil-over kit, the swaybar preload should be zeroed after any corner height adjustment.

23. On the side of the car with the remaining unattached rod end, repeat steps 12-14.
24. If the bolt does not slide easily through the hole in the mounting tab on the control arm, that indicates the endlink is not the correct length for this installation, and the endlink's length will need to be adjusted. To ensure zero preload on the swaybar, the 10mm bolt must slide easily through the mounting hole on the lower control arm. The endlink has left and right-hand threaded rod ends, so the length is adjustable by simply rotating the center coupler nut while holding the unattached rod end to prevent it from turning.
25. Place a 10mm aluminum washer over the 10mm bolt on the inboard side of the control arm.
26. Thread a 10mm nylock nut onto the 10mm bolt, and snug it down to hold the assembly in place.



27. Safely jack up the rear of the vehicle again and firmly support the chassis on jack stands.
28. Remove the rear wheels.
29. Torque the remaining 10mm bolt & nut on the fourth rod end to 31 ft*lbs.

30. Check the alignment of the rod end assemblies. To avoid binding, the rod end housings should be in the same plane when viewed from the rear of the car. If the rod end assemblies are not in the same plane, you must swivel one or both rod ends until they are aligned.



Aligned



Mis-aligned

31. Tighten the jam nuts until they are flush with the center coupler nut of the endlink assembly. Re-check the alignment of the rod ends.
32. Reinstall the rear wheels.
33. Lower the car to the ground and torque the lug nuts to factory specifications.
34. You are now ready to drive the car!

This kit includes:

- 2 Swaybar Endlink Assembly
- 2 M10 x1.5 x50mm Hex Bolt
- 2 M10x1.5 x 40mm Hex Bolt
- 4 M10x1.5 Nylock Nut
- 18 10mm Aluminum Washer