

C4 Sway Bar End Link Setup

For 88-96 front & 84-96 rear rodend end link kits



Front End Links

Must use offset frame mount bushings.

Energy Suspension parts to use for factory bars:

24mm - 3.5141G, 26mm - 3.5154G

30mm - 3.5142G

1. Place car on jack stand or lift.
2. Remove front wheels so you can have access to remove the factory lower endlink bushing.
3. Using a long punch, you can hammer the lower bushing out of the OE sleeve from the inboard side of the a-arm.
4. Carefully knock out the steel sleeve. You may have to cut a slit in it to make it easier to remove. You'll also need to remove the endlink bushings on the sway bar along with the metal sleeves.
5. Now is the time to inspect the frame mount bushings. With the end links off try rotating the sway bar up and down. It should move with minor resistance and no play up and down or front to back.
6. Install the lower aluminum bushing in the a-arm and install the lower sway bar end link bolts.
7. Reinstall the wheels and place on ramps to install the upper end link bolts so there is no tension on the bolts. The wheels should have the full weight of the car on them.
8. Depending on whether you have coilovers or composite spring, you can adjust the endlink height for clearance or to have the bar parallel to the ground.
9. After height adjustment, tighten down all bolts, double check frame mount bushing bolts then turn the wheels to full lock both ways to check for tie rod end clearances.

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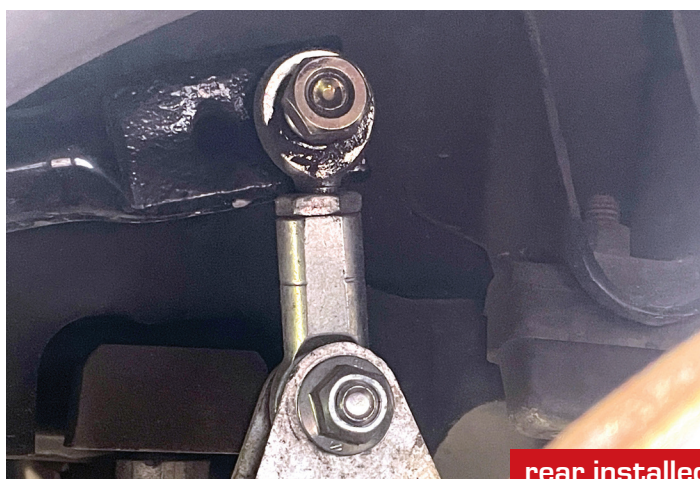
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Rear End Links

1. You'll have to remove the rear wheels to access the end links, so secure the car on a lift or jack stands.
2. Remove the OE end links and end link bushings from the sway bar. Also inspect the OE frame mount bushings by rotating the sway bar up and down and checking for any play. There should also be minimal resistance to the bar.
3. Install the upper end links on both sides first to ensure plenty of clearance. Install the bolt from the outboard side of the endlink and through the bar. Rotate the bar checking for plenty of clearance from the frame and the end of the bolt.
4. Ideally you should raise both knuckles to ride height for proper adjustment to the endlinks. This will make sure you have proper rod length.
 - For lowered cars, you'll most likely run the end link in it's shortest configuration.
 - Factory ride height will usually have about 1/2" to 1" of thread exposed on the male rod end.
5. Install the lower end link with the head of the bolt on the outboard side, the tapered washers should be on either side of the rod end, and then tighten down the flange head bolt. You do not want to over tighten these as they can cause the rod end to bind up.
6. Reinstall your wheels and enjoy your enhanced handling capability.



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