



Overland Custom Design

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WHAT TO EXPECT IN YOUR BOX

Link assemblies will depend on the model of your vehicle and the link components you choose.

Links with joints and bushings

These link assemblies will have a left hand threaded joint with a right handed threaded bushing assembly. These will be united by a turnbuckle style hex tub. These assemblies will include extra right hand jam nuts (see install directions). **Hex tube length will vary*

Links with double joints

These link assemblies include a left and right handed threaded joints united with a turnbuckle style hex tube. **Hex tube length will vary*



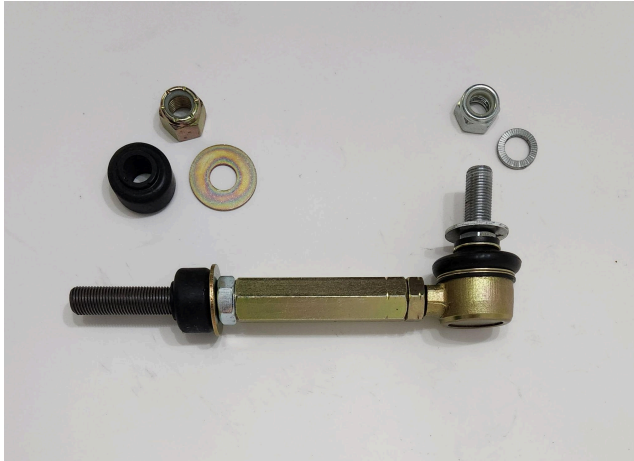
**All forged joints come pre-assembled and include thread locker.*

INSTALLATION OF SWAY BAR LINKS WITH BUSHING ASSEMBLY

To Prepare to Install the Link

Unthread the bushing assembly; there should be at least a ½ inch, no more than ¾ inch, gap between the lower jam nut and hex tube. If extending, see below. **

Tighten the lower jam nut, snug to the hex tube. Drop the lower washer and the lower bushing to allow a ½ inch to a ¾ inch gap between the bushings.



Remove top lock nut, washer, and bushing from the assembly.

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Remove the lock nut and the two piece lock washer from the joint mounting stud.

To Install the Link

Install the joint first, depending on year, make, model, to either the LCA or sway bar.

Apply thread locker to end of joint mounting stud.

Place the two piece lock washer and lock nut back on the joint mounting stud.

Using a 16mm wrench, place on the wrench flat, between the large washer and dust boot of the joint, to hold the mounting stud in place while tightening the lock nut. *Reference OEM torque specs for tightening guidance.*

Install the threaded portion of the bushing assembly through your sway bar or frame mount.

Install the upper bushing, washer and lock nut.

Ensure that the lower jam nut is tight against the hex tube; tighten the upper lock nut, then torque. *Bushings should have a slight squish, **NOT** a bulge.*

Make sure the jam nut on the joint is tight against the hex tube: double check the assembly and make sure fits are snug.



To Extend or Adjust

Loosen both upper and lower jam nuts, so they are free from the hex tube.

Turn the hex tube; the link will extend, both ends at the same distance per turn.

Tighten the lower jam nut of the lower assembly to the hex tube. You should have one jam nut against the hex tube and one supporting the lower washer of the bushing assembly.

****If you decide to lengthen your links:**

Once you unthread the bushing assembly; there should be at least a $\frac{1}{2}$ inch, no more than $\frac{3}{4}$ inch between the lower jam nut and hex tube.

Add the extra jam nut provided to the bottom of the assembly and hand tighten to mate with the existing jam nut. →

Re-install assembly; then refer to directions above to extend or adjust.

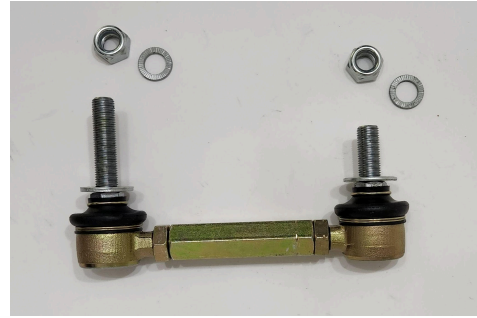


INSTALLATION OF SWAY BAR LINK WITH DOUBLE JOINTS

To Prepare to Install the Link

Remove the lock nut and the two piece lock washer from all joint mounting studs.

Ensure that the hex tubes move freely from the joints.



To Install the Link

To install the joints, place the upper joint mounting stud through the spindle; place the lower joint mounting stud through the sway bar.

Apply thread locker to end of all joint mounting studs.

Place the two piece lock washer and lock nuts back on the joint mounting studs.

Using a 16mm wrench, place on the wrench flat, between the large washer and dust boot of the joint, to hold the mounting stud in place while tightening the lock nut. *Reference OEM torque specs for tightening guidance.*

Make sure the jam nuts on all joints are tight against the hex tubes.



DO NOT EXTEND DOUBLE JOINTED LINKS.

*****EXTENDED LINKS CAN RESULT IN DAMAGE TO CV AXLES*****