



# Overland Custom Design

[www.overlandcustomdesign.com](http://www.overlandcustomdesign.com)

## 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).

### Links with double joints

These link assemblies include a left and right handed threaded joint united with a turnbuckle style hex tube.



*\* All Heim Joints will require the assembly of mounting hardware (included).*

# 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 bushing assembly.
- Disassemble the bolt assemblies, leaving a washer under each head.

To install the link:

- To install the joint, insert spacers into each side of the heim joint bore; (spacers only insert one way). *If your heim joints have boots, spacers come already installed.*
- Align the heim joint bore with the hole on the LCA or sway bar, depending on year, make, model;.
- Insert bolt with washer through the joint assembly and LCA or sway bar. Place washer and lock nut onto the bolt and tighten into place. *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 (ie: 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 ½ inch, no more than ¾ 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 existing jam nut
- re-install assembly; then refer to directions above to lengthen)
- to adjust see “to extend or adjust”

## **Installation of Links with Double Joints**

To prepare to install the link:

- Disassemble the bolt assemblies, leaving a washer under each head.
- Ensure that the hex tubes move freely from the joints.

To install the link:

- To install the joints, place spacers in the upper heim joint, insert a long bolt with washer through the heim joint and spindle; add the other washer and lock nut.
- Next, place spacers in the lower heim joint and align with the sway bar before inserting the shorter bolt with washer and securing with remaining washer and lock nut.
- Tighten all lock nuts. *Reference OEM torque specs for tightening guidance.*
- Make sure the jam nuts on all joints are tight against the hex tubes.

**\*\*DO NOT EXTEND LINKS\*\***

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