



1992-2017 Dodge Viper Front Adjustable Stabilizer Bar Links

Overview:

The factory links have a fixed length which does not allow for neutralization of left to right preload. The adjustable links allow for easy and precise adjustment for a neutral left to right setup. More predictable and consistent handling are a result. Included heat shields protect rod ends from radiated brake heat on track. Optional boots protect the rod ends from debris. Fits all years of Viper.

Compatibility:

The sway bar links are compatible with any 1992-2017 Viper.

Construction:

Cadmium plated 4340 steel, aerospace grade rod end / bearing with PTFE liner. Anodized aluminum adjuster. Lower friction joint than OEM.

Weight:

Saves ~0.3 lbs per side (no shield)
or ~.15 lbs per side with shield vs the OEM link.

Ordering Information:

<http://www.dougshelbyengineering.com/>

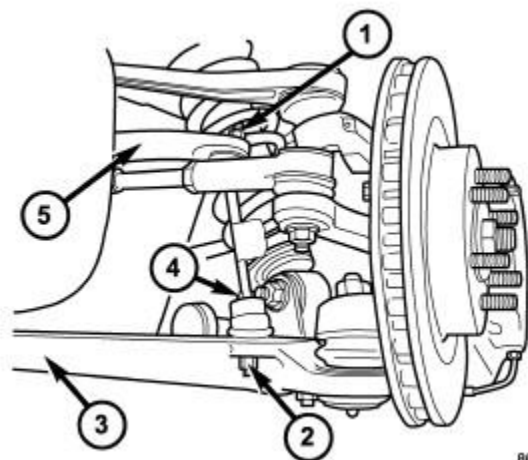
Installation Guide:

OEM Link Removal

1. Raise and support vehicle.
2. Remove wheel and tire assembly.
3. Remove nut (1) attaching stabilizer bar link (4) to end of stabilizer bar (5).



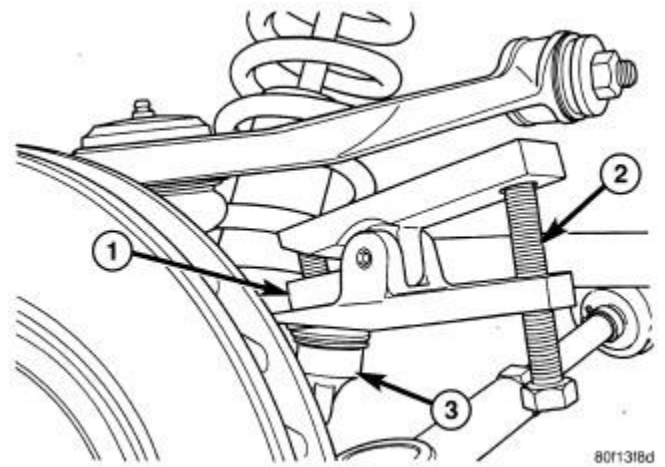
Front Stabilizer Bar Links and Heat Shields



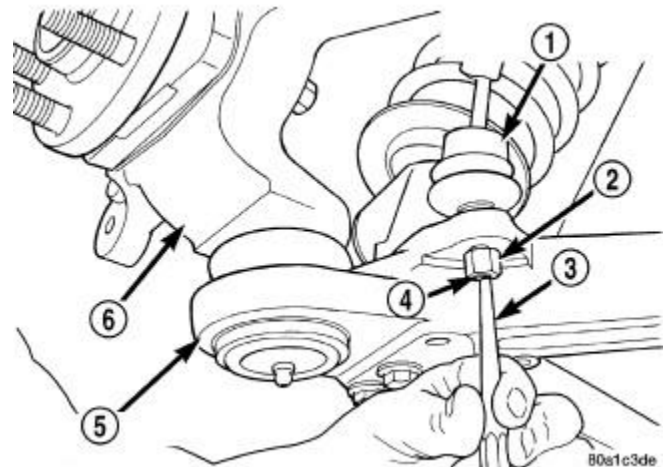
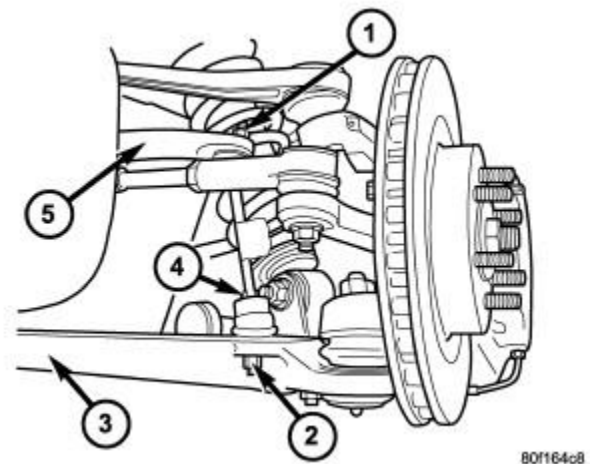
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CAUTION: Use only Remover, Special Tool MB991113, to remove link from stabilizer bar. Use of a pickle fork or other alternate tool will damage seal and ball joint on link.

4. Separate stabilizer bar (1) from link (3) using Remover (2), Special Tool



5. Loosen, but do not remove, nut (2) attaching stabilizer bar link (4) to lower control arm (3). Back off and position nut at end of link stud.



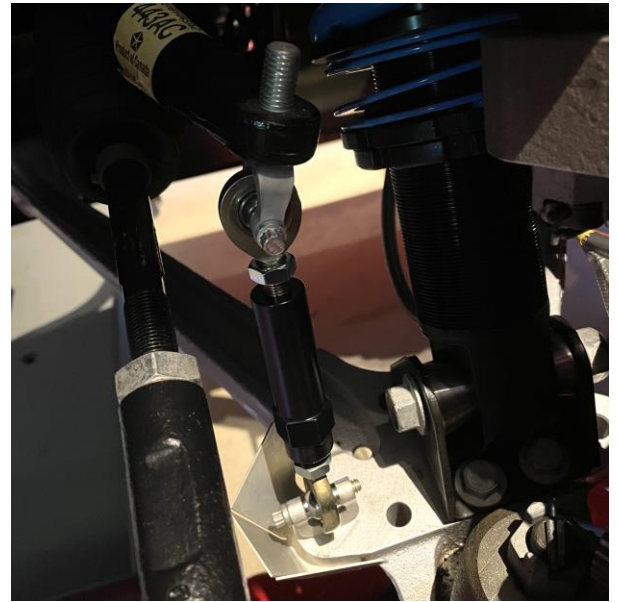
CAUTION: The nut must be positioned at the end of the stabilizer bar link stud to help prevent the end of the stud from being damaged when separating it from the lower control arm.

6. Position center punch (3) in dimple on end of stabilizer bar link (1) stud. Strike center punch with hammer, releasing link stud from lower control arm.
7. Remove lower nut, then remove stabilizer bar link.

Adjustable Link Installation:

A 12-point ¼ socket wrench will be required to adjust the rod end adapter bolt as needed. This bolt should be torqued to 10 ft-lbs.

1. Install the link so the 20mm hex section on the adjuster is at the bottom for easier access.
2. Install stabilizer bar link into mounting hole on lower control arm and install nut. **Do not tighten at this time.**
3. Install end of stabilizer bar (5) onto stabilizer bar link and install nut. **Do not tighten at this time.**
4. Orient the link rod ends roughly as shown to optimize deflection angle. **Ensure this orientation remains while tightening the nuts.**
5. *Confirm the upper and lower 12-pt rod end bolts are tightened to 10ft-lbs.*
6. Install the upper heat shield and/or washer.
7. **Links can be left disconnected on one side until final vehicle setup and alignment for freedom of movement.**
8. Tighten stabilizer link to lower control arm nut to 17 lb-ft while being mindful of the orientation of the heat shield and rod end.
9. Bend the heat shield tab in place to prevent rotation.
10. Install the lower heat shield and/or washer.
11. Tighten stabilizer link to stabilizer bar nut to 17 lb-ft while being mindful of the orientation of the heat shield and rod end.
12. Bend the heat shield tab in place to prevent rotation.
13. Lower vehicle and proceed with setup as needed .



Installed Link with Preferred Orientation

Setup and Adjustment:

During setup and alignment the rod ends can be adjusted to avoid a left to right preload load on the wheels.

1. Do not adjust the links to be longer once the red paint begins to show on the threads, this ensures enough thread remains inside the aluminum turnbuckle.
2. Links can be disconnected for easier vehicle setup and alignment. Reconnect once alignment is complete by adjusting length as necessary.
3. Adjust so the bar engagement is roughly perpendicular (as close as reasonably possible) to the link at ride height.
4. Once the satisfactory length has been achieved tighten the upper and lower nut against the aluminum turnbuckle. *Be sure to maintain all heat shield clearance and rod end orientation when doing the final tightening.*



Heat Shield Nut Lock



Red Paint Indicating Maximum Adjustment Length

Inspection and Maintenance:

- Periodically inspect the link and hardware to ensure nothing is loose or damaged. With everything tightened the link assembly should be solid.

Thank you for your purchase!

Your business is appreciated! Customer satisfaction is our top priority! Don't hesitate to contact us with any questions or feedback. Word of mouth is the best form of advertising so if you are satisfied please spread the word!

Disclaimer of Liability:

Doug Shelby Engineering assumes no liability expressed or implied for the improper installation or use of this product or its components.

Doug Shelby Engineering is NOT responsible for any damage, consequential or otherwise for equipment failure after installation.

Vehicle Modification:

Modification of your vehicle with the parts identified above may alter its stock performance; the buyer hereby expressly assumes all risks associated with any such modification.

Disclaimer of Warranty:

Seller disclaims any warranty express or implied with respect to the parts sold hereby whether as to merchantability, fitness for particular purpose, or any other matter.