

IRS Swaybar Endlink Set, 1999-04 Cobra (MMRSB-94)



Replace your Mustang's breakage-prone stock endlinks with MM's new, much stronger adjustable swaybar endlinks. These also let you adjust the length of each endlink to eliminate swaybar preload.

Swaybar preload occurs when one of the endlinks is not the correct length for that particular installation. This causes the swaybar to twist, resulting in altered cornerweights and asymmetrical handling.

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

Required Tools

- Standard assortment of hand tools
- 7mm wrench or socket
- Floor jack & 2 jack stands
- Torque wrench

Installation Time

Shop: 1.5 Hours

Home Mechanic: 4 Hours

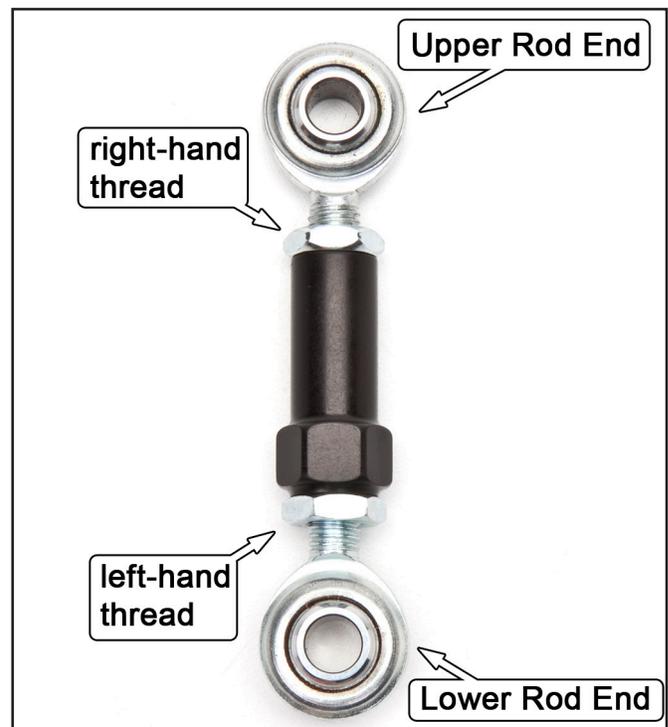
Supplemental Installation Notes

- To adjust the endlinks for zero preload, the car must be sitting at ride height on a flat, level surface with the driver sitting in the car.
- The car must be on a drive-on lift or raised platform to give access to the endlinks for adjustment.
- Do NOT alter the lengths of the adjustable endlinks until instructed to. They're preset to the factory length to position the swaybar correctly.

This Kit Contains

Description	QTY
Adjustable Endlink Assembly	2
M10 x 1.5 x 40mm Grade 8.8 Bolt	2
M10 x 1.5 x 50mm Grade 8.8 Bolt	2
M10 x 1.5 Nylock	4
3/8 AN Washer	18

Component Identification



Vehicle Preparation

1. Block the front wheels to keep the vehicle 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.

NOTE: Access to the endlinks is easiest from underneath, and from the inboard side of the lower control arm. To remove the nuts, use a 7mm wrench or socket to hold the stud and turn the nut with a wrench.



Endlink Installation

5. Place a washer over one of the shorter bolts. Insert the shorter bolt through the upper rod end on the MM Swaybar Endlink.
6. Place 3 more washers over the bolt on the other side of the rod end.
7. Insert the bolt through the mounting hole in the swaybar.

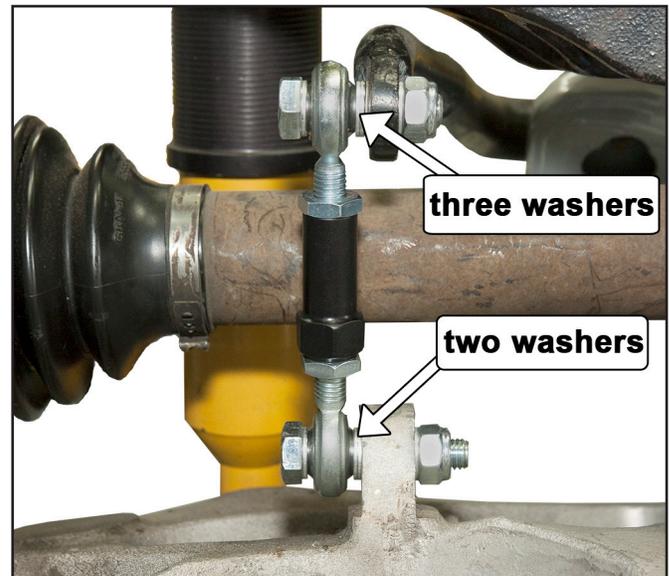
NOTE: The endlink should be on the outboard side of the swaybar arm, just as the stock endlink was.

8. Place a washer over the bolt and thread a Nylock nut onto the bolt. Torque to 31 lb-ft.
9. Place a washer over one of the longer bolts and insert the bolt through the lower rod end of the MM Swaybar Endlink.

10. Place two washers over the bolt on the other side of the rod end.
11. Insert the bolt through the mounting hole in the lower control arm.

NOTE: Again, the endlink should be at the outboard side of the mounting tab, just as the stock endlink was.

12. Place a washer over the bolt and thread a Nylock nut onto the bolt. Torque to 31 lb-ft.



13. Repeat Steps 5-12 on the opposite side of the car.
14. Check the alignment of the rod end assemblies and adjust if needed.

NOTE: To avoid binding, the rod end housings should be on the same plane when viewed from the rear of the car. If not, swivel one or both rod ends until they're aligned.

WARNING: Not aligning the rod end assemblies may cause binding in the suspension and endlink failure.



15. Tighten all 4 of the jam nuts against the center coupler. Recheck the alignment of the rod ends.
16. Reinstall the rear wheels, lower the car to the ground, and torque the lug nuts to the manufacturer's recommended torque. The basic installation is complete.

Endlink Zero Preload Adjustment

If you want zero preload, adjust the car's cornerweights with the swaybars disconnected. To disconnect the rear swaybar, remove one of the rear swaybar endlinks from the swaybar, not the lower control arm. Once the cornerweights have been set, use the following procedure to reconnect the rear endlink:

17. Place the car on a drive-on lift or four leveled pads that will allow access to the underside of the vehicle.
18. Have the driver sit in the vehicle.
19. Loosen the jam nuts on the disconnected rear swaybar endlink.
20. Repeat Steps 5-8 to reattach the endlink while adjusting the endlink length so the bolt easily inserts into the swaybar.

NOTE: The endlink has left- and right-hand threaded ends. Adjust the length by rotating the center aluminum coupler while holding the unattached rod end to prevent it from turning.

21. With the car back on the ground, block the front wheels to keep the vehicle from moving.
22. Safely jack up the rear of the vehicle and firmly support the chassis on jack stands.
23. Remove the rear wheel to access the endlink with the loosened jam nuts.
24. Repeat Steps 14-15 to align the rod ends correctly.
25. Reinstall the rear wheels, lower the car to the ground, and torque the lug nuts to the manufacturer's recommended torque. The adjustment is complete.