

# LG MOTORSPORTS HD 'QUIET' CORVETTE END LINKS



**“THE MOST POWERFUL HEADERS ON THE PLANET”**  
Brought to you by LG Motorsports  
972-429-1963

## **Parts Inventory:**

1. Four male heim joints
2. Four female heim joints
3. Four jam nuts
4. Eight ½”x 20 bolts
5. Eight ½ nyloc nuts
6. Eight long spacers
7. Eight short spacers

## **Instructions:**

### **Removal:**

Start by supporting the car on a lift, or 4 jack stands on a level surface about two or more feet off of the ground. You will need to remove all four wheels and tires to make the install easier.

If you are going to be installing these when also doing a sway bar upgrade you can start by removing only the side of the end link attached to the lower control arms. If you are only installing the end links you will need to remove both the upper and lower mounts from the sway bars. You may find that the link will spin when trying to remove it, if so you will need an allen wrench and opened end wrench to hold the joint from turning.

### **Install:**

Before starting your install you will need to 'clean up' the holes in the sway bars and lower control arms to make sure your new bolts fit correctly. You can do this by quickly running a 1/2" drill bit through the holes and deburring the edges once finished.

Your new end links will come assembled and ready for you to install onto the car. For desired length start by comparing to your old sway bar end links and set the new ones to approx the same length. This will give you a good starting point for the install.

You will notice there are two different length spacers on the links. The shorter spacer will be placed between the bolt head and the link, while the longer spacer will be between the link and the control arm (or sway bar). Start by using the bolt and small spacer with the rod end on it. Place the longer spacer over the bolt and then through the sway bar. Start the nut on the back side to hold it in place. Move the sway bar down or up so you can start the other side following the same spacing method (see figures below). Both the front and rear links will install in the same manner.

Once all links have been installed you can tighten the nuts to 35-45 ft-lbs, make sure the jam nuts are tight, and re install your wheels. If you would like to zero balance your sway bars please follow the advanced instructions at the end of these instructions. No maintenance is required but if you would like to extend the life you can use some dry graphite spray as lubrication for your end links. Do not use any oil or grease based products as it will attract dirt and greatly reduce the life of the bearing.



**Figure 1:** Front end link being installed (shown with optional LG coil overs, G1 sway bars, billet drop spindles, and spindle ducts)



**Figure 2:** Front link installed



**Figure 3:** Rear end link installed

#### ADVANCED INSTALL:

They key benefit to having an adjustable end link for your car is the ability to 'zero' any bias from the sway bar. For those that would like to follow along with this step, please be sure to perform a complete alignment and corner weight before installing both sides of the sway bar end links. Once the sway bars have been installed and one side of end links have been completed on both the front and rear of the car you will need to install the wheels and tires and place the cars weight back on the tires. Once the weight of the car is on all four tires and it has been 'settled' you will go about installing the other side of your sway bar end links. Some will find this easiest to do on a scale pad or on a four tire lift. At this point you will need to adjust the length of the other side (doesn't matter which side you start with), so that the attachment bolt sides freely in and out of the control arm (or sway bar) so there is no preload on the bar while the car sits at rest. Once you have this length set, tighten the jam nut and finish the install of the attachment bolt. You have now taken all preload out of the bar. Please note, both links may not be the same length when you are done with this step, and that is perfectly ok. Any change in ride height, or corner weight will require you to redo this step.

We thank you for choosing LG Motorsports for all of your Corvette needs.

Lou Gigliotti  
President LG Motorsports



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