



## Q.D. Sway Bar Links



**NOTICE :** We are not responsible for any damages incurred during install or during use. Use at your own risk. YOU are responsible for the proper securement of the sway bar.

### Installation Process:

1. **Prep & Safety**

Park on a flat, level surface. Chock the wheels, and ensure you have enough clearance to work safely.

2. **Remove Existing Link**

Take off one factory sway bar end link. Disassemble your new quick disconnect components. Hex bars and heims have no fixed “up” or “down.”

3. **Install Lower Shank**

Insert the custom shank into the spindle so the smooth side matches the original link’s orientation. Position the spindle between the jam nuts and lock nut, plus one washer on each side. Place one rubber washer on the smooth side between the new link and the shank’s shoulder. Tighten by holding the jam nut closest to the rubber washer and smooth shank while turning the lock nut.

4. **Install Upper Shank**

Attach the other shank to the sway bar just like you did on the spindle. If necessary, trim or grind the lower bolt for shock clearance. Minor contact may cause light scratches when disconnected.

5. **Attach Sway Bar Link**

Slide the link onto the lower bolt, then swing the other end into place. Adjust the length so the link slides easily onto the top pin.

6. **Add Cotter Pins**

Insert the supplied small cotter pins into both shanks—one per bolt. Double-check the lower pin’s orientation so it doesn’t catch the CV boot.

7. **Repeat on the Other Side**

Follow the same process for the opposite side of your vehicle.

8. **Level & Lock**

Adjust the hex bar as needed, verifying the heim joints are extended equal amounts on both ends of the end link. Do **not** extend each heim more than 1". Make sure each heim has enough thread inside the hex bar. Once level side-to-side, tighten all four jam nuts.

9. **Disconnecting**

To quickly disconnect for off-road use, remove only one link. Pull the cotter pin and slide that link out of the vehicle. Reconnect the same way when you’re done.

**NOTE:** If pins are difficult to remove and replace, make any necessary adjustments to the pin positions! It is recommended that you check the sway bars and make any necessary adjustments every 6 months to keep them ready for quick use.



**Warning: If fully disconnecting; sway bars should stay positioned up onto the frame and should not contact any other parts when disconnected. If the sway bar is loose and hangs freely, start by replacing the sway bar bushings. We recommend Energy Suspension bushings, which are available on our website. You MUST secure the sway bar when disconnected. Loose sway bars can fall and damage CV axles and other parts! You may tie up the sway bar with items such as bungee cords, zip ties, bailing wire, ect.. With the sway bar disconnected, there is very little weight on the bar.**

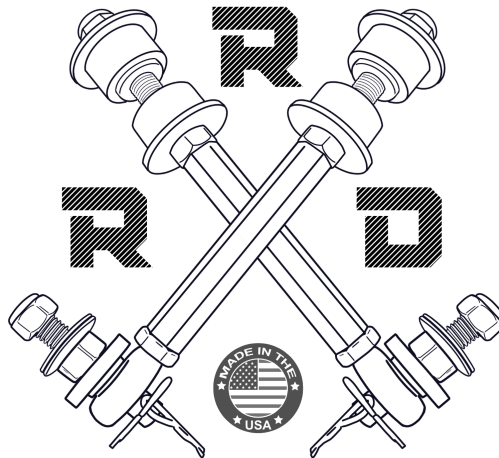
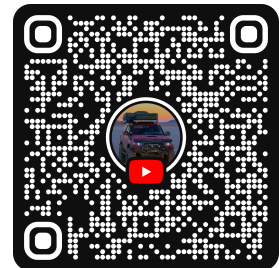
We will be working with customers for better ideas to secure the sway bar.

\*On some vehicles such as Tacomas, There is a small hole in the frame below the sway bar. You may insert a riv-nut and removable bolt into that position to hold up the sway bar when not in use.

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Installation Video ▼



### Tool List

(2) 3/4 or 19mm Wrench

5/8 Wrench

11/16 Wrench

5mm or similar allen key for oem end links

3/4 socket with ratchet or impact