



INSTRUCTIONS

**If you can read this
flip me over**

Fitment Notes:

- 1) WARNING! Aftermarket fender liners may need to be trimmed to clear the link in the up position or parked position.**
- 2) Aftermarket axles or other aftermarket devices may require modifications to fit the autoLYNX.**
- 3) As there are many modifications that may be made to Jeeps or other off road vehicles it is impossible for APEX to anticipate these modifications. It is up to the end user to understand and use the product in a safe manner.**



MORE INFORMATION AND VIDEOS
Notes for narrow axle models.
(Sport, Sahara and Willys)

Torque values

1. M12 upper nut 30 FT LBS
 2. M12 lower bolt 60 FT LBS
 3. Body nut 20 FT LBS
- All other torque values use factory specifications

If missing your factory lower bolts use
APEX part X02-03-004.

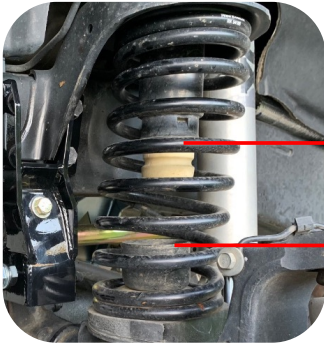
Care and service:

The finish is highly resistant to salt and most chemicals. Strong acids should be avoided such as mag wheel cleaner. The link is rebuildable but is unlikely to be needed if used properly. If there is crash damage and it is worthwhile to rebuild contact APEX for replacement parts.

The stainless steel body cap is made from a high strength material. If used in a high salt environment some light surface rust may occur. This light surface rust may be removed with light sandpaper or just by scrubbing with soap. This light rust does not affect durability or function.

By purchasing any item sold by Apex Designs, LLC, the buyer expressly warrants that he/she is in compliance with all applicable, State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Apex Designs, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.

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Measure up travel

With vehicle on ground at ride height, measure from steel bumper seat to bottom out surface.

Measure link upward travel limit

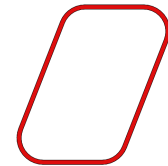
- 1) With both links disconnected and bar bottomed out, measure from top of link up using the dimension from up travel.
- 2) If there is clearance up to this point test drive to check for rubbing.
- 3) If the knob hits the liner proceed to next steps.

Note: The link will not move farther than the up travel measured under operation. Being able to drag the sway bar up manually has no effect on link operation and there is no need to do so.

Marking for liner cut



- 1) Cover panel with painters tape to protect and give a good surface for marking.
- 2) With jeep on flat ground and links connected mark around the knob.
- 3) Using the measurement from up travel unlock the links and move link upwards until it's extended that amount (Measure at chrome shaft). Loosen upper stud nut so the link may be moved away from panel for marking.
- 4) Draw a silhouette around the knob.
- 5) Draw in the upper and lower silhouette in a trapezoidal shape and radius the corners.



The shape will look something like this.

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Cutting liner

- 1) We have found a body saw works great. If you don't have one they are pretty cheap to buy.
- 2) Drill a hole large enough to accept the saw blade and close to a desired cut line.
- 3) Cut liner, keeping away from any obstruction behind the liner.



Adjust guard depth for minimum amount



- 1) Check for clearance and trim more if needed.
- 2) You may add welting as a trim if desired.
- 3) Same operation for other side.

Note: the hole in your liner may look different as they are all shaped differently.

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Checking for Over Center

- 1) With lifts above 4", it's ok to run a shorter link as the shock droop limit will prevent an over center condition.
- 2) **Caution! It is still required to check for the possibility of over center. If the sway bar goes over center, damage to both sway bar and disconnect will occur.**
- 3) With the sway bar links locked, drive up an obstacle until one front tire is off the ground. **If you have a vehicle lift raise vehicle until tires are off the ground.**



At Full Droop



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**140 degrees
MAX.**

Passenger side shown.
Vehicle front →

Measuring angle

With suspension at full droop check angle. Protractor or angle finder works well.

Electronic sway bar removal option

- 1) If equipped with electronic sway bar it is recommended to be replaced with a sport sway bar or non electronic unit.
- 2) Even though the electronic unit will work it can still fail mechanically or make a lot of noise, as well as being sloppy in handling when connected.
- 3) JK non electronic bar Mopar part # 52059971ac.
- 4) JL/JT non electronic bar Mopar part # 68251035ab.
- 5) Other sway bar types will most likely work but must be confirmed by user.

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How does it work?

- 1) It's a simple but robust design that uses a ball catch
- 2) There is a pin that traps three balls in a groove. This pin is spring loaded to capture the balls and is what creates the auto catch when in the locked position.
- 3) When disconnected the pin is slid upward so it cannot latch.
- 4) While seemingly simple the material must be of very high quality to resist the loads and tolerance must be tight, so it doesn't rattle.

MORE INFORMATION AND VIDEOS
Notes for narrow axle models.
(Sport, Sahara and Willys)



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See supplemental notes for narrow axle models on website.
(Sport, Sahara and Willys)

Link Install

Link Orientation

Knobs may vary in position.

DO NOT use impact gun!

Passenger side shown.
Cupped side of lock washer faces sway bar.

Check body nut torque after mounting to sway bar. 1-1/4" wrench.

Do not tamper with this screw! This will void warranty.

Use 6mm hex to retain pin.
Torque nut to 30 ft. lbs
Lower nut or bolt, 60 ft lbs (not shown)

2024+ Model Year: Adapt 12mm to 14mm pin with included washer and spacer

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Verify Install

Check for clearance

Watch for clearance here! .100" min.

Face wolf logo towards front of jeep. This is important for proper knob placement.

If more clearance is needed flip washer to other side of sway bar mount.

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Operation

Rotate Clockwise to full stop for locked.

Rotate Counterclockwise to full stop for unlocked.

Red ring exposed indicates unlocked condition.

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Unlocking sway bar

- 1) Starting from a locked sway bar.
- 2) **Caution!** Ensure vehicle has less than 4" side to side wheel articulation.
- 3) If more 4" of sway bar preload the sway bar may unload and cause bodily harm or vehicle instability.
- 4) Proceed to unlock both links.
- 5) No other action is required .

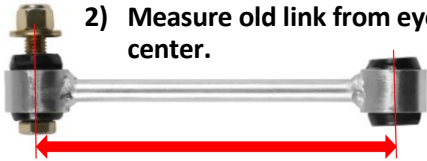
Locking sway bar

- 1) Starting from an unlocked sway bar
- 2) Proceed to lock both links.
- 3) Push down on sway bar until at least one link **CLICKS** into place. Pull up to verify.
- 4) The other non connected side will automatically click into place once you start driving.

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Link Removal

- 1) Remove current link and save bolt hardware.
- 2) Measure old link from eye center to eye center.

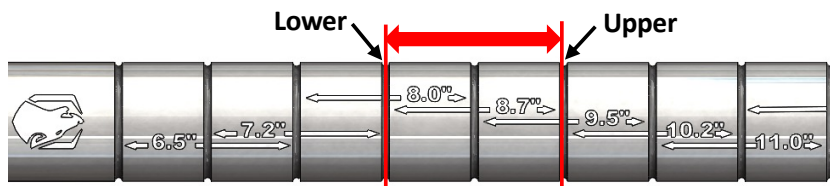


Note: If you no longer have your factory hardware use a 12mm x 65mm bolt. If using ½ inch bolt drill bushing as needed.

- 1) Link is shipped with the upper mount loose.
- 2) Select the desired length that most closely matches the measurement from the old link. **See supplemental info on link lengths longer than 11.0" length (page 3)**
- 3) The upper mount will cover the selected marking on the link body
- 4) If measurement is in between selected choose the next longer length.

Link Length Set

- 1) The arrows indicate where the upper and lower snap rings will be placed at the desired length. (8.7" shown for example)



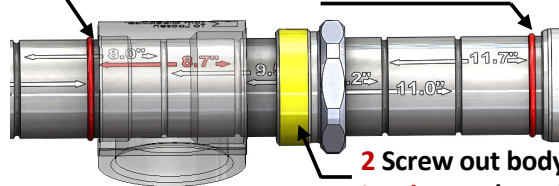
- 1) To move the snap ring to a new groove mount the link in a vise and use rags to prevent scratching any surfaces.
- 2) Start by restraining the snap ring from rotating with a small screwdriver and pry up on the other end to dislodge from groove. Once started spiral out of the groove.
- 3) Repeat until desired groove is located.
- 4) While body is hard anodized and scratches are unlikely they can occur if not careful while moving the snap rings.

Setting Snap Rings

- 1) Set the lower snap ring to desired location (closest to wolf logo)

1 Set this snap ring first

Leave upper snap ring in shipped location until next step

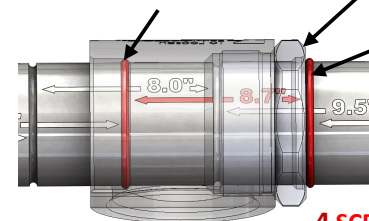


2 Screw out body nut and apply **Loctite** on thread shown in yellow. 4 drops is all that is needed. Do not apply all Loctite from provided tube.

1 Slide upper mount over lower snap ring as shown

2 Screw in body nut until bottomed

3 place upper snap ring here



Face wolf logo towards front. This is important for knob location.

4 **SCREW OUT BODY NUT** and torque as noted on upper mount to lock position

