



INSTALLATION INSTRUCTIONS

1984-1991 BMW E30 3-series FRONT SWAY BAR

kit # SBE30

NOTE: Products should only be installed by a qualified licensed mechanic experienced in the installation and removal of suspension components. Please read instructions from start to finish and verify the parts in the parts list before beginning installation.

Parts List

Item	Quantity	Item	Quantity
22m Front bar	1	3/8-16 x 2.00 bolt	4
Bushing bracket	2	3/8-16 x 1.00 bolt	2
Bushings	2	3/8 flat washer	10
Back Plate	2	3/8-16 nylock nut	6
Male rod end, 3/8"	2	M8 x 1.25 x 35 HHCS	2
Female rod end, 3/8"	2	M8 x 1.25 Nylock Nut	4
Jam nut, 3/8-24	2	M8 Flat washer	2
Rod end spacers	8	Spacer	2
U-bracket	2	Lube	1

****Use caution when driving after installation of any product made to modify performance. ****

Caution: Always use jack stands securely and properly placed when working under a vehicle.

Caution: Exhaust systems can be EXTREMELY hot and may cause injury if touched. Allow the exhaust system to cool down before beginning installation.

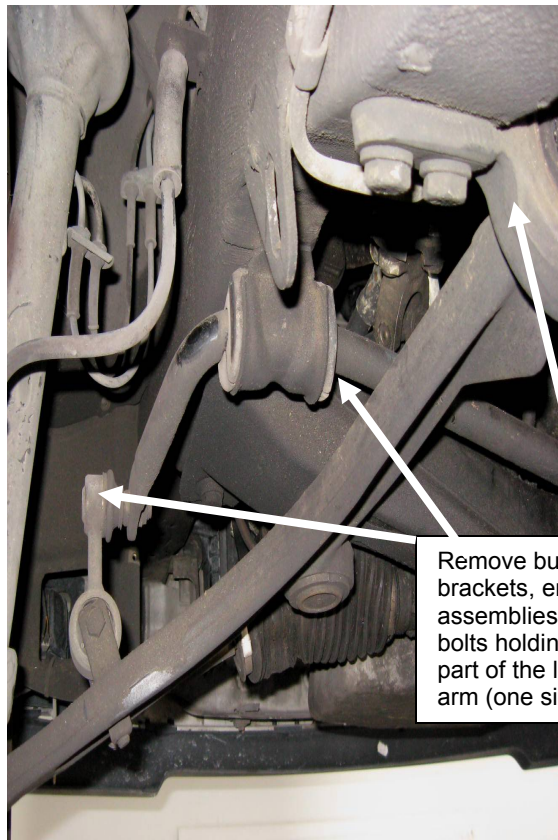
Torque values: 3/8", 10mm hardware 38-44 ft/lbs. 8mm hardware 26-32 ft/lbs

1. Park the vehicle on a smooth, level asphalt or concrete surface. Block the rear wheels.

2. Jack up the front of the vehicle until the tires do not touch the ground. Place jack stands in the manufacturer's specified location. Lower vehicle onto jack stands. Make sure vehicle is secured. Remove the wheels and tires from the vehicle.

3. Remove the under tray by removing the four (4) bolts that attach it to the chassis.





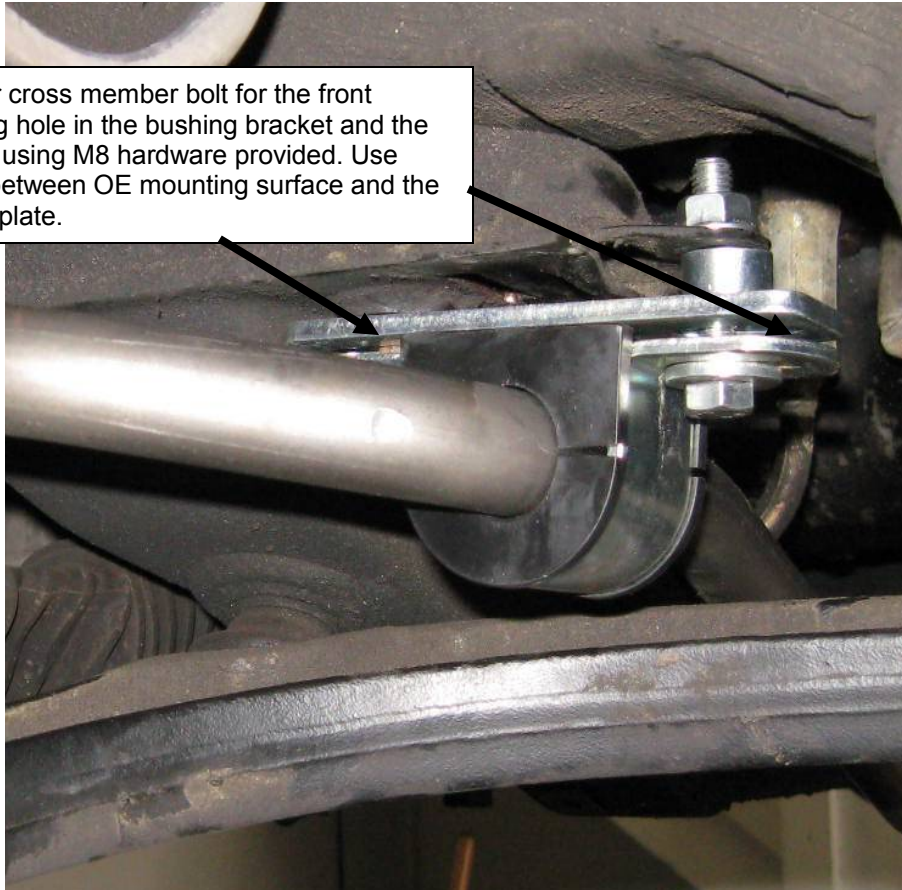
4. Remove the pivot bushing brackets from the chassis and remove the OEM anti-swaybar and end link assemblies. Note how the swaybar is mounted. The new bar will mount in the same locations with new brackets, bushings and hardware provided. Next, remove the bolts that hold the rear lower control arm pivot mount (*one side only, right or left*) to help with removal of the front bar.

5. Assemble the rod end links as shown. *Make sure you place the 3/8-16 x 1.00 bolt into the U shaped bracket before attaching the endlinks.* Put the U-bracket assembly into the small hole on the lower control arm. Use the supplied washers and the nylock nuts.



6. Heavily grease the swaybar pivot bushings where the anti-swaybar slides through using the grease provided. Install the greased pivot bushings onto the anti-swaybar. Remove the rear cross member bolts and use them to attach the bar with the new pivot bushings, brackets, backing plate M8 Hardware and spacer as shown below.

Use rear cross member bolt for the front mounting hole in the bushing bracket and the OE hole using M8 hardware provided. Use spacer between OE mounting surface and the backing plate.



7. Attach the endlinks to the swaybar as shown. Make sure the endlinks do not bind and the swaybar will not interfere with anything when at full droop or at full compression settings. Lengthen or shorten the endlinks as needed.

Note: Set up is important; the swaybar should have no pre load on the hardware at ride height. This is what is called a neutral set up. *In many cases due to the way the bar is configured and chassis set ups the endlinks will not be the same length*



8. Go over the installation making sure all fasteners are tight and torqued properly. Reinstall the lower control arm rear pivot bolts, under tray and tires/wheels and slowly test drive the vehicle making sure the endlinks are the proper length and no binding or clunking occurs.

Remember you have changed the handling characteristics of the vehicle, use caution.