INSTALLATION INSTRUCTIONS
1984-1991 BMW E30 3-series/M3 REAR 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
19mm Rear bar	1	3/8-16 x 2.00 bolt	4
Bushing bracket	2	3/8-16 x 1.00 bolt	6
Bushings	2	3/8 flat washer	10
Bushing mount	2	3/8-16 nylock nut	10
Female rod end, 3/8”	4	M8 x 1.25 x 30 SHCS	2
3/8-24x2.50 threaded rod	2	M8 x 1.25 Nylock Nut	4
Jam nut, 3/8-24	4	M8 Flat washer	4
Rod end spacers	8	Lube	1
U-bracket	2		
Lower Gusset	2		
Trunk washers	2		

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

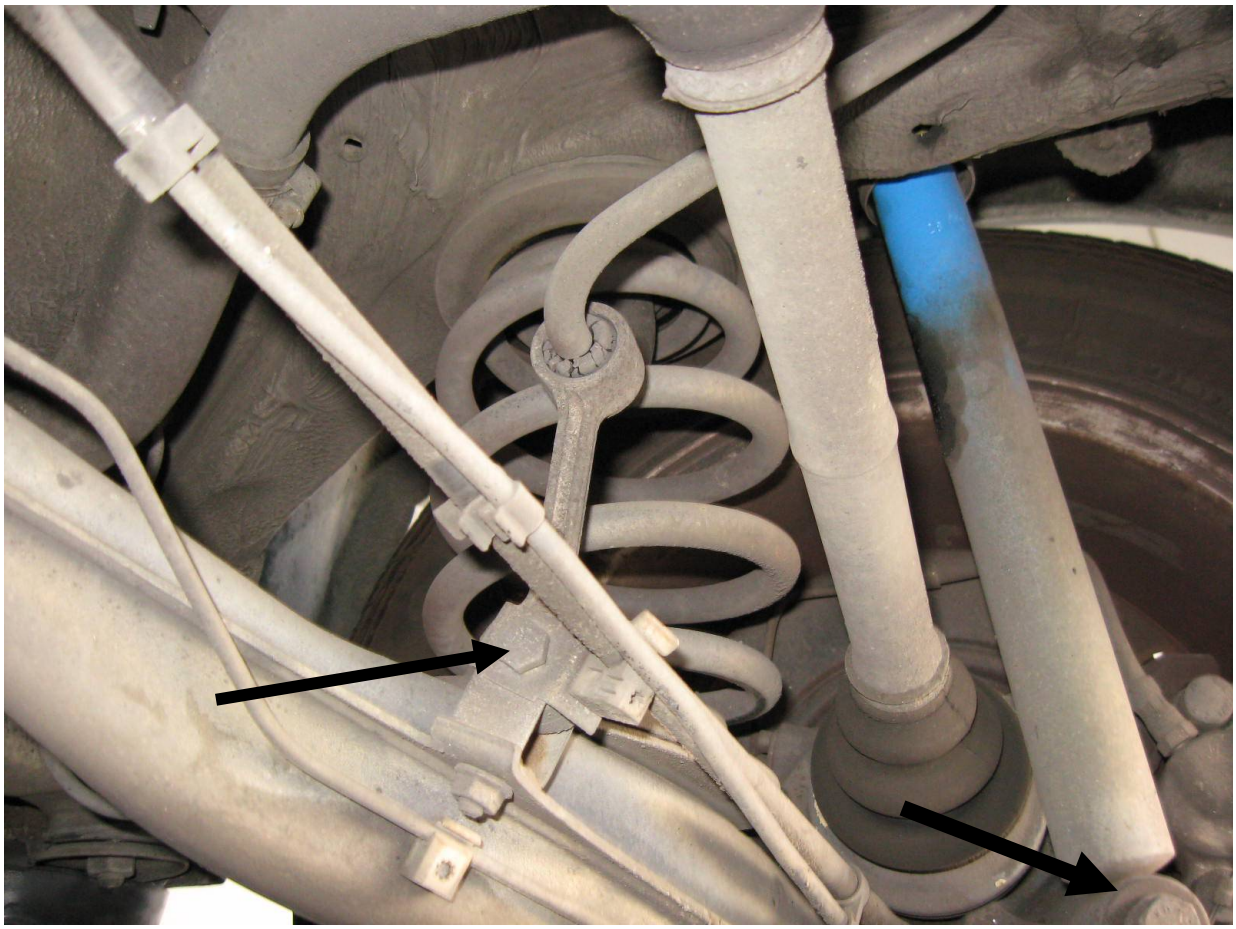
Caution: Always use jack stands securely and properly placed when working under a vehicle.

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

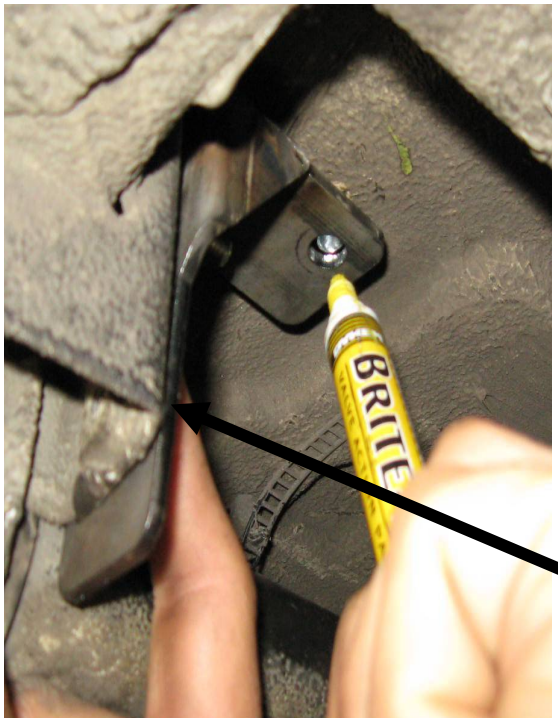
1. Park the vehicle on a smooth, level asphalt or concrete surface. Block the front wheels.

2. Jack up the rear 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 lower endlink bolts and ABS wire bracket (if equipped). Next remove the lower shock bolts. Allow the suspension to droop and remove the rear springs.

4. With the rear springs off the car, remove the pivot bushing brackets from the chassis and remove the OEM anti-swaybar. The endlink assemblies need to be rotated to allow them and the bar to slide over the rear diff as you remove it from the vehicle. The new bar will mount in the same locations with new brackets, bushings and hardware provided.

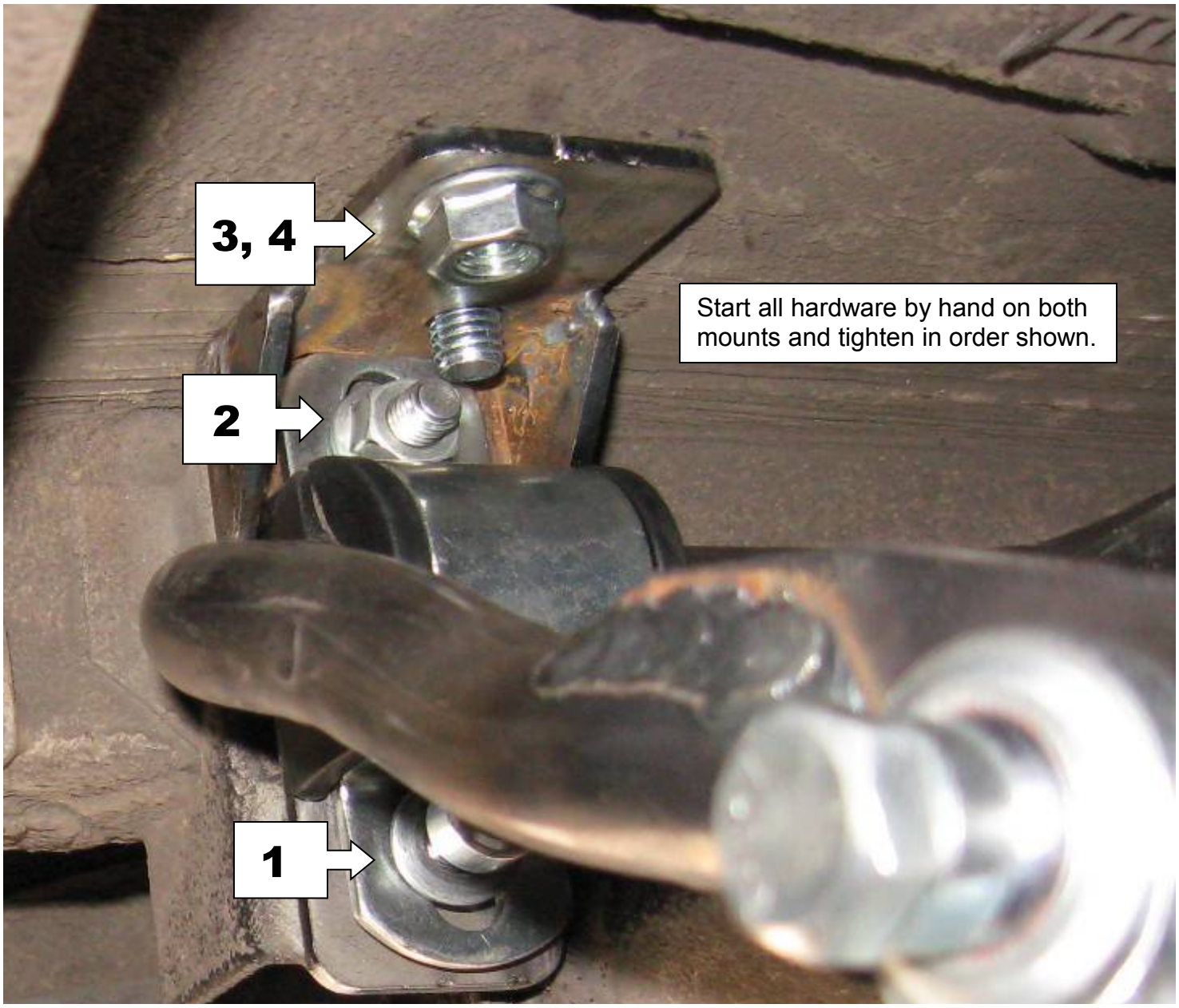


Use the M8 bolt in the OE location to align, then mark the holes in the trunk that need to be drilled with a 3/8” drill bit.

5. Align the new bushing bracket mount with the lower OE threaded hole, thread the M8 Socket head bolt in by hand and mark the holes that need to be drilled in the trunk floor with a marker or center punch.

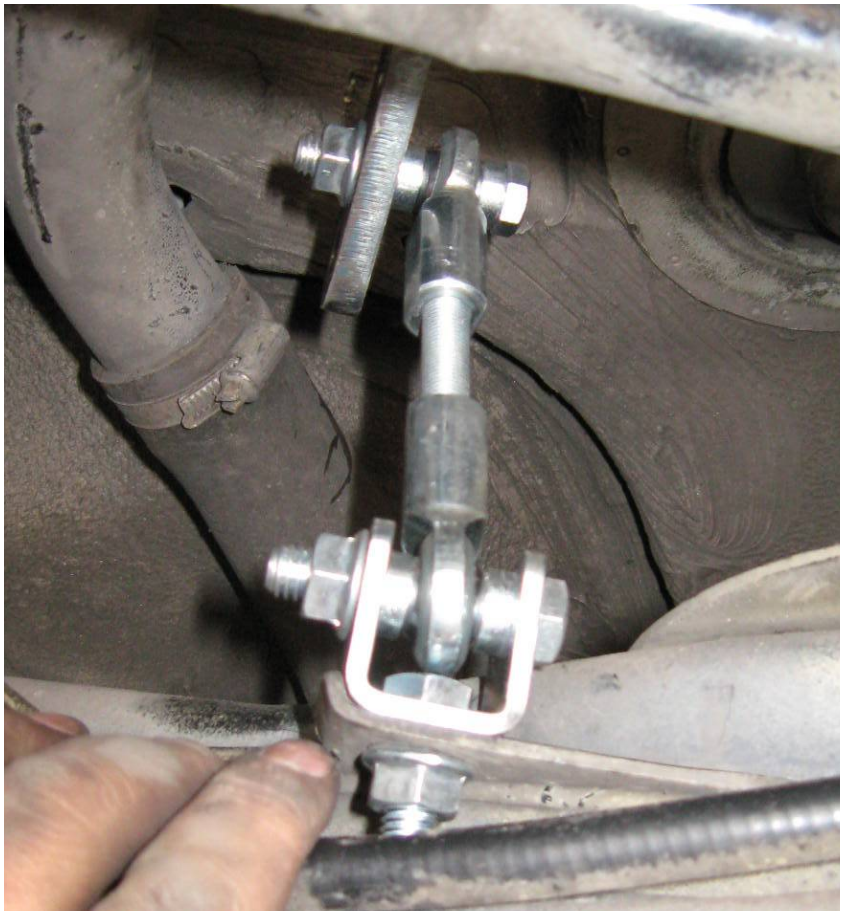
6. Drill the two holes (both sides of the vehicle) in the trunk using a 3/8” drill bit. Make sure the trunk inner floor is clear and free from the insulation and the mounting surface is flat.

7. Hand tighten the bracket to the trunk using the 3/8” x 1” bolts, nylock nuts and figure eight top washer inside the trunk. Slide the bar into position from one side. 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. Place the bushing brackets over the bushings; use the M8 nylock nut and washer to hand tighten the bar in place on the mount. Start the lower M8 socket head bolt on the mount into the OE threaded hole.



8. Attach the endlinks to the swaybar as shown.

9. With the same drill bit used for the bushing bracket mount, drill out the hole in the lower control arm to allow the new hardware to be used. Align the control arm hole with the lower gusset provided and weld in place as shown. Use spray paint after the weld has cooled to prevent corrosion. Assemble lower end of the end link as shown.



THIS IS AN ADJUSTABLE SWAY BAR. THE INNER HOLE (TOWARD THE REAR OF THE VEHICLE) IS THE FIRMEST SETTING. CHARACTERISTICS IN HANDLING HAVE BEEN ALTERED, USE EXTREME CAUTION DURING DRIVING.

10. 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. *In many cases due to the way the bar is configured and chassis set ups the endlinks will not be the same length.*

11. Go over the installation making sure all fasteners are tight and torqued properly. Reinstall tires/wheels and slowly test drive the vehicle making sure the endlinks are the proper length and no binding occurs. Remember you have changed the handling characteristics of the vehicle, use caution.