S550 Sway Bar Installation Instructions

Tools Required:

- Hydraulic jack and jack stands
- Wrenches and Sockets – 7 mm, 10 mm, 13 mm, 17mm, 18 mm, 24 mm
- Long extensions for sockets
- Allen wrench – 6 mm, 3/16”

Front Installation:

1. Lift the front of the vehicle and safely support it with jack stands under the cradle.



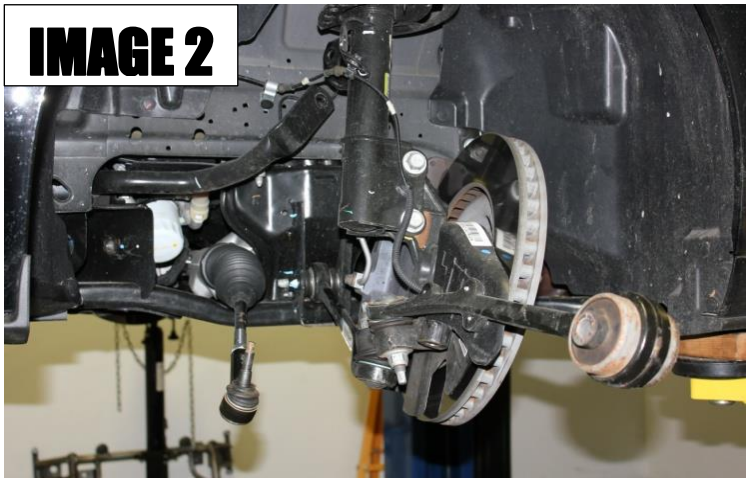
2. Remove both front wheels and tires.

3. Using a 7mm socket, remove all the small screws that retain the underbody plastic cover. There are also various clips that can be removed with a flathead screwdriver.

4. Using a **17 mm** and **18 mm wrench**, remove the end links as shown in **IMAGE 1**.

5. Remove the tie rod at the spindle using an **18 mm socket**. Knock it loose from the spindle using a brass hammer or tie rod removal tool.

6. Remove the radius rod bolt using a **24 mm socket** and swing the entire spindle and radius rod out of the way, as shown in **IMAGE 2**.



Note: On the driver’s side, one of the sway bar saddle bolts is located under the alternator and needs to be removed with an **18 mm wrench** through the wheel well. It is optional, but removing the intake tube, intake air box, radiator shroud fans, and unmounting the coolant overflow tank will give you additional clearance in the engine bay to install the new sway bar.

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7. Using a ratchet with an **18 mm socket and long extension**, remove the sway bar saddle bolts on the cradle from the top of the engine bay.

8. Pull the sway bar out of the driver's side wheel well, rotating as necessary until the bar is completely out. **IMAGE 3**

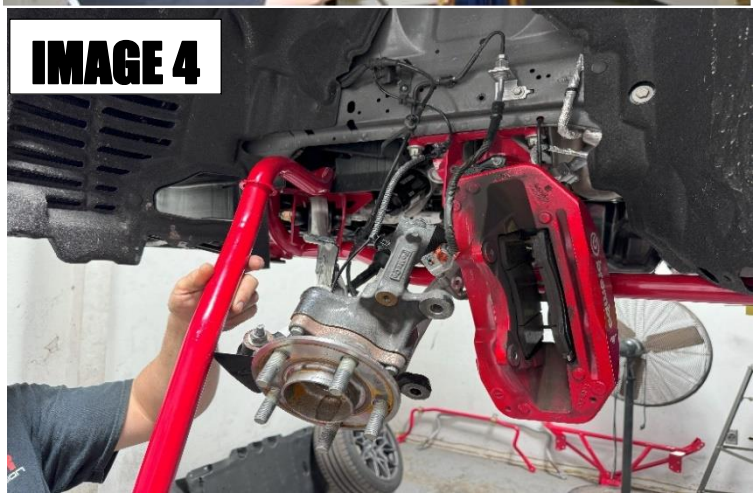
9. Install the BMR sway bar the same way, rotating as necessary until it is in position. **IMAGE 4**

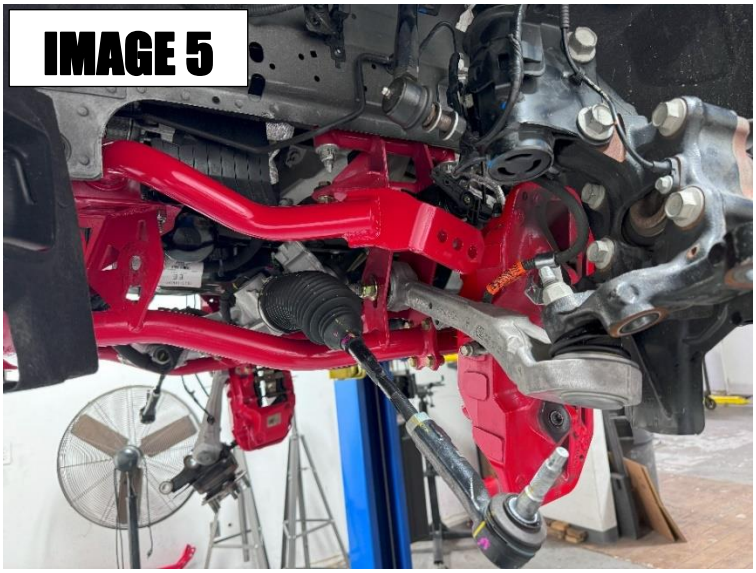
10. It is possible to install the sway bar upside down; however, it will not fit properly. If installed correctly, the bar should match **IMAGE 5**.

11. Lube the insides of the BMR polyurethane bushings and install them over the sway bar. Place the saddles over the bushings, lining them up with the mounting holes.

12. Re-install the stock sway bar bushing bolts and torque to **76 ft/lbs** using an **18 mm socket. IMAGE 6**









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13. Reinstall the tie rod ball joint and torque it to **65 ft-lbs** using an **18 mm socket.**

14. Reinstall the radius rod and torque to **185 ft-lbs** using a **24 mm socket**.

15. Re-install the underbody plastic.

Rear Installation:

1. Lift the rear of the vehicle and safely support it with jack stands under the cradle.

2. Remove the brake hose bolts on the sway bar end link brackets using a **10 mm wrench or socket**, as shown in **IMAGE 7**.

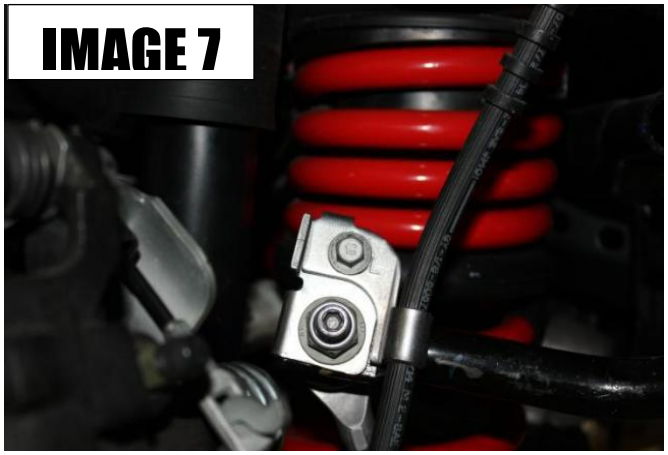
3. Using the **6 mm Allen wrench**, hold the center of the end link and remove the nut using an **18 mm wrench,** as shown in **IMAGE 8**.

4. Using a **13 mm socket**, remove the (4) bolts that retain the sway bar bushings to the sub-frame. Remove the sway bar.

5. Grease the insides of the polyurethane bushings using BMR part# **SUL41150** (SuperLube grease)

6. Assemble the BMR polyurethane bushings and saddles onto the new sway bar.

7. Install the sway bar using the factory mounting hardware.







8. Assemble the 2-piece aluminum thrust washers over the bar. Push against the inside of the bushings. Torque with a **3/16" Allen wrench** to **24 ft-lbs. IMAGE 9**.

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9. Using a **13 mm socket**, tighten the (4) sway bar bushing bolts to **52 ft-lbs.**

10. To re-use the brake hose brackets on your BMR sway bar, rotate the bracket as shown and mount as illustrated in **IMAGE 10**.

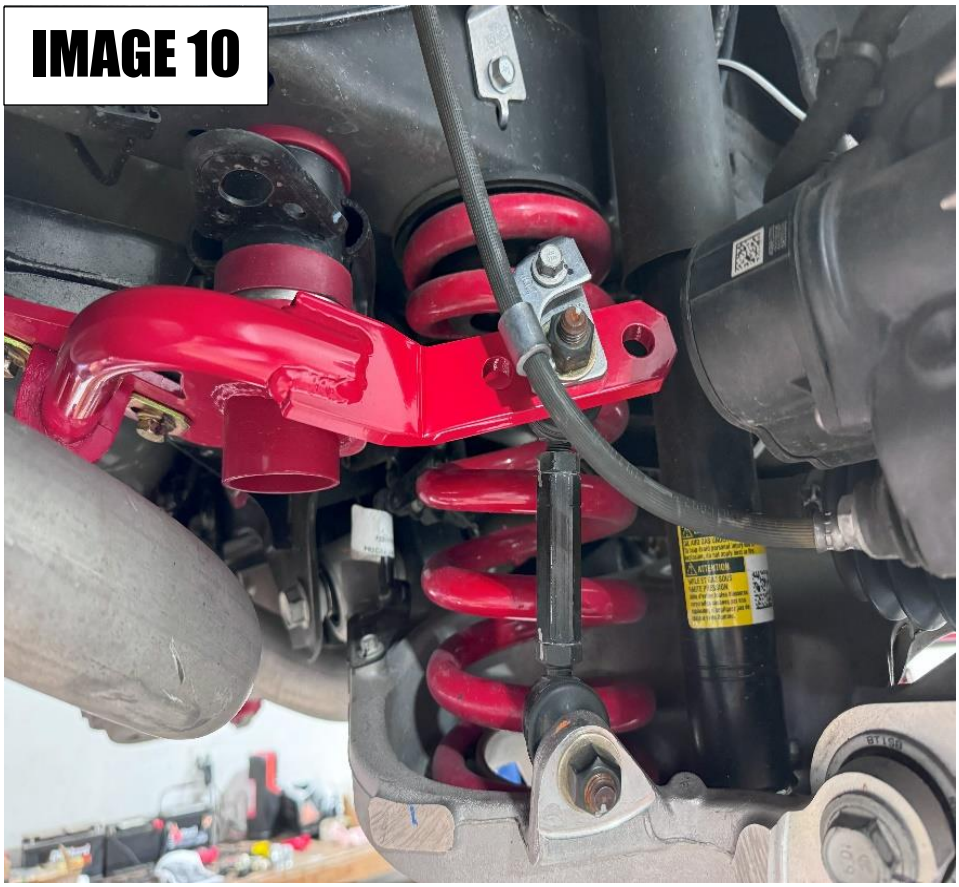
11. Tighten the end link nut using a **6 mm Allen and 18 mm wrench,** torque to **85 ft-lbs**.

12. Tighten the brake hose holder using a **10 mm socket**.

13. Using a grease gun, lube the polyurethane bushings with BMR part# **SUL41150** (SuperLube grease).

14. Replace the wheels and lower the vehicle.

IMAGE 10



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Attention: Polyurethane and Delrin bushings must be properly lubricated with a full synthetic grease only

A full synthetic grease must be used to lubricate the inner sleeve via the grease fitting, contact points such as the outside faces of the polyurethane bushing must also be greased. We recommend Green Grease/Super Lube full synthetic grease for best results.



Do not install bushings dry. Lack of proper lubrication may cause squeaking, binding, premature wear, reduced performance, or damage to the bushings and related components. Bushings should be inspected and re-greased as needed, especially in harsh driving conditions or high-use applications.

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