Sway Bar Kit Installation Instructions

Tools Required:

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

Front Instructions (SB044):

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

2. Remove both front wheels.

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

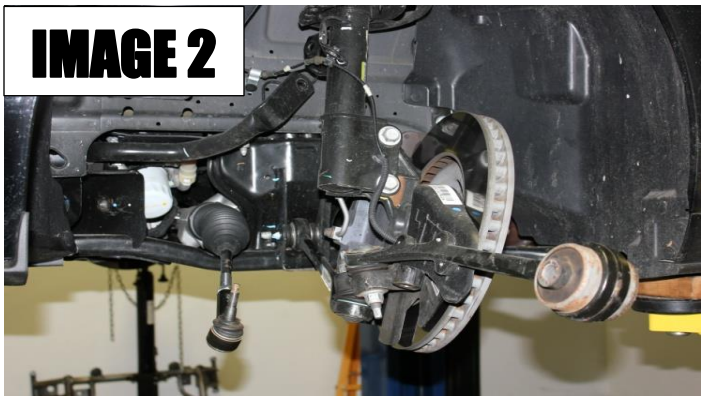


4. Using a **17mm and 18mm wrench**, remove the end links as shown in **IMAGE 1**.

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

6. Remove the radius rod bolt using a **24mm socket** and then 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 **18mm 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 in order to install the new sway bar



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Sway Bar Kit Installation Instructions

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

8. Pull the sway bar out 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. It is possible to install the sway bar upside down however it will not fit properly. Installed correctly the bar should match **IMAGE 4**.

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

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

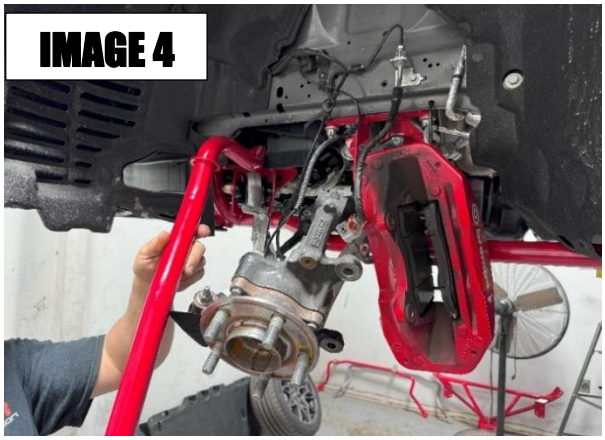
12. Re-install the tie rod and torque it to **65 ft-lbs** using an **18 mm socket.**

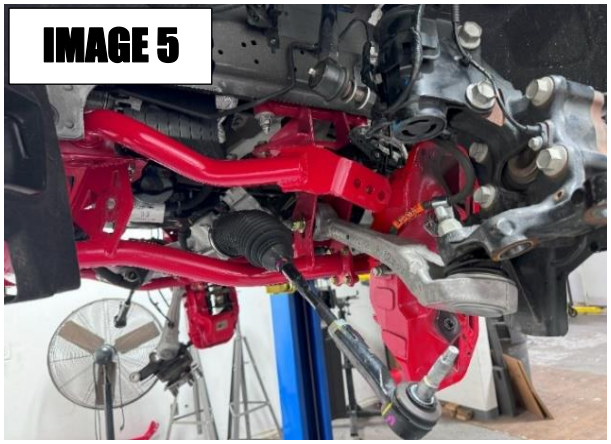
13. Reinstall the radius rod and torque to **185 ft-lbs** using a **24 mm socket**

14. Re-install the underbody plastic.

15. Re-install wheels and lower vehicle.







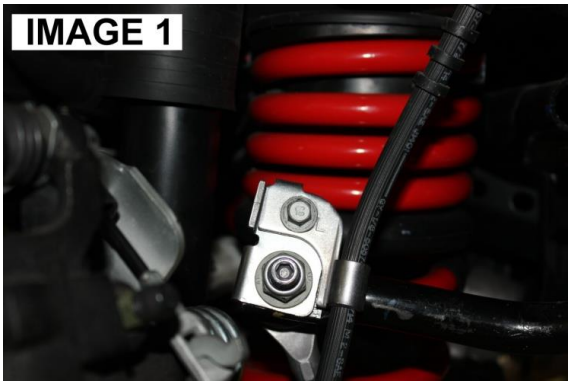


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Sway Bar Kit Installation Instructions

REAR INSTALLATION (SB762):



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

2. Using a 10mm wrench or socket, remove the brake hose bolts out on the sway bar end link brackets as shown in **IMAGE 1**.

3. Using the 6mm Allen wrench to hold the center of the end link, remove the nut using an 18mm wrench as shown in **IMAGE 2**. Duplicate for the other side.

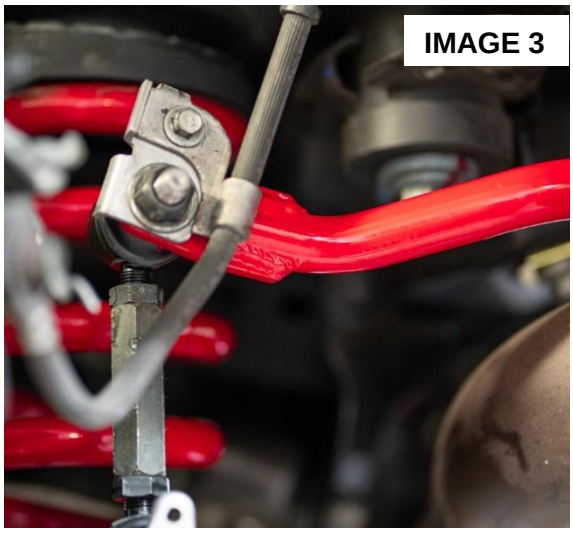
4. Using a 13mm socket, remove the (4) bolts that retain the sway bar bushings to the sub-frame. Remove the sway bar.



5. Assemble the BMR supplied polyurethane bushings and saddles onto the new sway bar and install the sway bar using the factory mounting hardware.

6. Torque mounting bolts to **24 ft-lbs**

7. To re-use the brake hose brackets on your BMR sway bar, rotate the bracket as shown and mount as illustrated in **IMAGE 3**. Tighten the end link nut using the 6mm Allen wrench and 18mm wrench. Tighten the 10mm brake hose bolt.



8. Using a grease gun, lube the polyurethane bushings with synthetic grease. Lower vehicle.

9. Lower vehicle.

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Sway Bar Kit Installation Instructions

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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