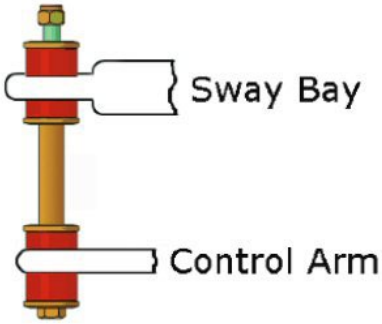
SB031 INSTALLATION INSTRUCTIONS

1978-1987 GM G-Body

1. Lift the front of the vehicle and safely support with jack stands under the frame rails.
2. Remove the sway bar end link nuts on the ends of the sway bar and remove the end links.
3. Using a 10mm socket (some applications used a 13mm socket), remove all (4) bolts on the sway bar mounting saddles then remove the sway bar.
4. Lube the inside of the 1.25” diameter sway bar bushings and install them over the BMR sway bar.
5. Slide the provided saddles over the bushings then install the bar to the frame using the factory hardware.
6. Assemble the new end links on the sway bar and connect them to the A-arms as shown. Tighten using two 9/16” wrenches.





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Rear Installation:

7. Lift the rear of the vehicle and safely support with jack stands under the frame rails.

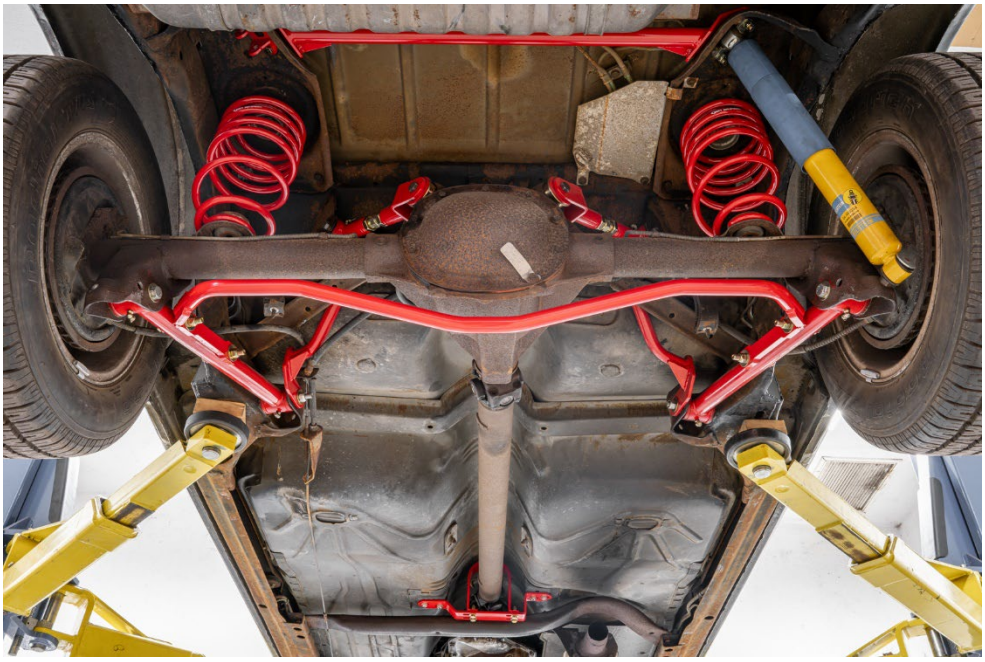


8. If the vehicle came equipped with a factory rear sway bar, remove the sway bar by un-bolting it from the control arms.

9. If your vehicle did not come with a factory rear sway bar you must either upgrade to an aftermarket set of lower control arms or upgrade your factory control arms with the spacer and shims shown in **IMAGE 1** (Part number GM #10000097).

10. Using the provided hardware, bolt the BMR sway bar to the lower control arms and tighten the bolts with a 5/8" wrench and socket. torque to **45 ft lbs.**

11. Lower vehicle.



This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to the vehicle/person during installation or use of this product

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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