

Sway Bar Kit Installation Instructions

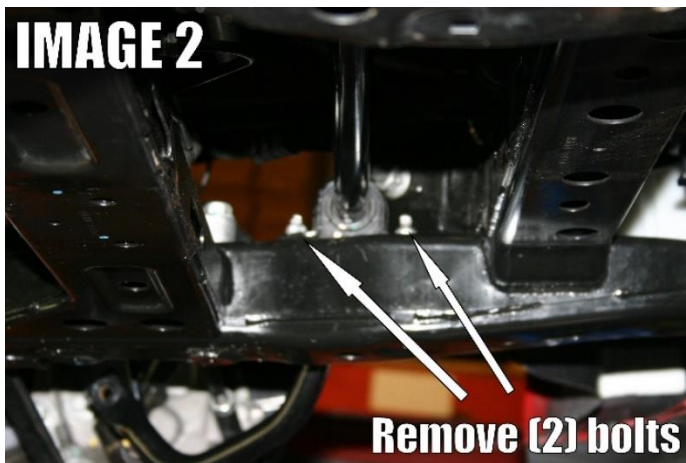
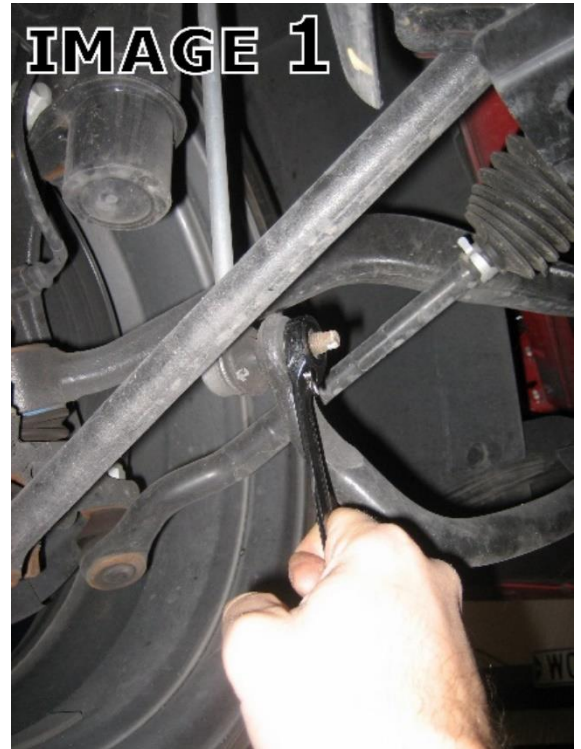
NOTE: Due to the elevated height necessary for removing and installing the sway bar on this particular application, it is recommended to perform this installation on a 2 post service lift to get adequate height.

RECOMMENDED TOOLS:

10mm, 15mm, 18mm wrench
3/8" drive ratchet
13mm socket
5mm, 6mm Allen wrench

FRONT SWAY BAR INSTALLATION:

1. Lift vehicle and remove both front wheels/tires.
2. If you do not have a ZL1, skip this step and proceed to step 3. On the ZL1, you will need to remove the plastic panel that covers the bottom of the engine compartment. Remove the 14 bolts using a 10mm socket then remove the panel to gain access to the sway bar.
3. Using a 15mm wrench (18mm for the 2012-newer), remove the nuts on the outer sway bar links. **IMAGE 1**
4. Access the frame mounts through the wheel wells as shown. Using a 13mm socket, remove the two bolts that retain the mounting bushings. **IMAGE 2**
5. Using an 18mm socket, loosen the (2) motor mount nuts as shown in **IMAGE 3**. Place a block of wood under the oil pan and lift the motor approximately 2 inches to make room for the sway bar removal.



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6. Begin working the sway bar out by rotating it up and around the tie rod on the drivers' side of the car, pushing and rotating the bar towards the passenger side. The sway bar can be pulled through from the passenger side by rotating and twisting it around any obstacles. In order to get the sway bar completely out, the bar must be rotated downward in the last step. **IMAGE 4**



7. Begin sliding the BMR sway bar in from the passenger side the same way the OE bar was removed. Rotate and slide the bar in a spiral pattern until it gets to the drivers side. **IMAGE 5**



8. Grease the inside of the BMR polyurethane bushings. Position the bushings over the straight section of the sway bar. The bushings go to the outside of the welded thrust washers on the sway bar.

9. Place the provided bushing saddle over the polyurethane bushings and thread the OE nuts into place. Tighten.

10. Connect the outer end links to the sway bar and tighten.

11. Lower the engine and re-tighten the mounting nuts.

12. Grease the fittings on the sway bar mounting bushings until grease is visible protruding from the bushing.

13. If you have a ZL1, re-install the underbody plastic covers.

14. Re-install wheels, tires and lower vehicle.

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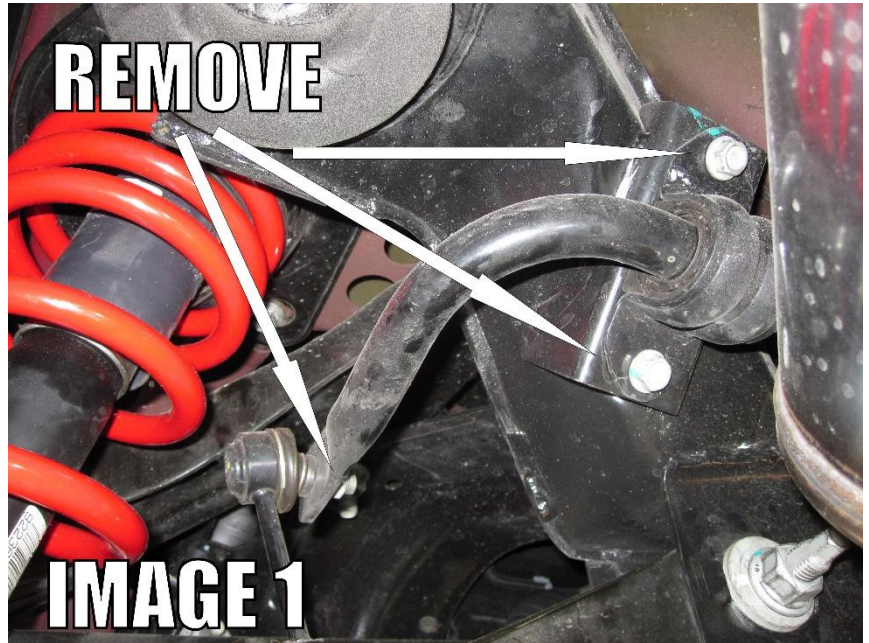
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REAR SWAY BAR INSTALLATION:

1. Lift the vehicle and safely support it under the frame rails.
2. Using a 15mm wrench or socket, remove the nuts from the sway bar end links. **IMAGE 1**

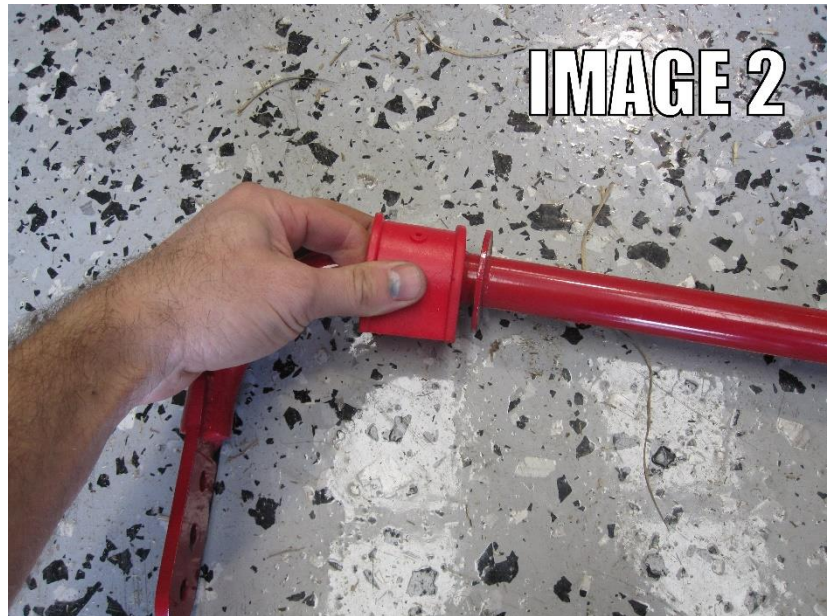
NOTE: A 5mm Allen wrench may be necessary to prevent the center stud of the end link from spinning while removing this nut.

3. Using a 13mm socket, remove the bolts that hold the sway bar to the rear suspension cradle. **IMAGE 1**
4. Remove the rear sway bar.



NOTE: Most exhausts will allow the swaybar to be removed without lowering the exhaust. Sometimes it is possible to remove a wheel and slide the swaybar out from the side.

5. Slide the provided polyurethane bushings over the swaybar on the outside of the thrust washers as shown in **IMAGE 2**
6. Position the BMR sway bar into place and install the provided saddles over the bushings. Insert the OE bolts and hand-tighten.
7. Insert the end links into the desired sway bar hole and tighten both nuts. See following page for swaybar hole recommendations.
8. Tighten the mounting bushings to 15 ft/lbs.
9. Lube both bushings with a synthetic bushing lube.
10. Lower vehicle.



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SWAY BAR SETUP

There is not an ideal setup that will work for every application but as a general rule of thumb, we recommend the following sway bar settings:

- a. **Furthest hole:** Softest setting. This setting works well when using the stock front sway bar or BMR's front sway bar on the softest setting. This setting helps neutralize the factory understeer and balances the car.
- b. **Middle hole:** Recommended when using BMR's front sway bar on the middle setting. Also recommended if you are running a larger rear tire than front tire. Running larger rear tires creates more understeer and can be compensated with a stiffer rear bar.
- c. **Closest hole:** Stiffest setting. Works well at the drag strip or for maximum handling abilities. A stiff rear sway bar helps load both rear tires more evenly at the drag strip resulting in better traction and control at launch. Also recommended when using our "matched" front sway bar on the stiffest setting.

The chart below shows the percentage of rate increase over the OE bar specifications:

FRONT BAR RATES

Furthest hole (farthest away from main portion of bar)	98% stiffer than OE front bar
Middle hole	146% stiffer than OE front bar
Closest hole (closest to main portion of bar)	214% stiffer than OE front bar

REAR BAR RATES

Furthest hole (farthest away from main portion of bar)	100% stiffer than OE rear bar
Middle hole	175% stiffer than OE rear bar
Closest hole (closest to main portion of bar)	300% stiffer than OE rear bar



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