

## Camaro Rear Sway Bar Installation Instructions

### RECOMMENDED TOOLS:

15mm wrench  
13mm socket  
3/8" drive ratchet  
5mm Allen wrench

### INSTALLATION:

1. Lift the vehicle and safely support it under the frame rails.
2. Remove the wheel on one side of the vehicle.
3. Using a 15mm wrench on one end and a 13mm socket on the other end, remove the nuts from the sway bar end links then disassemble the end links. **IMAGE 1**
4. Using a 15mm socket, remove the (4) bolts that hold the sway bar to the rear suspension cradle. **IMAGE 2**
5. Remove the rear sway bar by sliding it out the side with the wheel removed.
6. Lube the inside of the BMR polyurethane bushings then slide them over the sway bar with the thrust washers on the inside of the bushings.
7. Position the BMR sway bar into place then install the provided saddles over the bushings. Insert the OE bolts and hand-tighten.
8. Insert the end links into the desired sway bar hole then re-assemble the end link. See the following page for sway bar hole recommendations. Tighten the end links until the bushings just start to bulge.
9. Tighten the 4 bolts on the mounting bushings to 18 ft/lbs.
10. Re-install wheel/tire.
11. 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:

- **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.
- **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.
- **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:

BMR REAR BAR	FE3 (2010-2011)	FE4 (2012-PRESENT)	FE5-ZL1 (2012-PRESENT)
Furthest hole (farthest away from main portion of bar)	99% rate increase	122% rate increase	23% rate increase
Middle hole	133% rate increase	161% rate increase	44% rate increase
Closest hole (closest to main portion of bar)	177% rate increase	211% rate increase	71% rate increase



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