



## 3<sup>rd</sup> and 4<sup>th</sup> GEN F-BODY XTREME REAR ANTI-ROLL BAR INSTALLATION

XSB001, XSB002 – 1982-2002 Camaro and Trans Am

### RECOMMENDED TOOLS:

- Wrenches – ½", 9/16", ¾" (2)
- Sockets – 10 mm, ½", 13 mm, 9/16", ¾",
- 3/8" drive ratchet
- Drill with ½" drill bit (angle drill is preferable)
- Hydraulic jack and jack stands (or service lift)

**NOTE:** An adjustable Panhard rod is a requirement for lowered vehicles. Adjustable Panhard rods allow the user to properly center the rear end within the chassis. For stock-height cars, this will greatly assist in the installation of this product.

### INSTALLATION:

1. Lift the vehicle and safely support it under the axle with jack stands. The installation is much simpler with the suspension loaded. Remove the wheels/tires.
2. Using a **13 mm wrench and socket**, remove the nuts from the sway bar end links and remove the end links. **IMAGE 1**
3. Using a **13 mm socket**, remove the nuts from the U-bolts that mount the sway bar to the rear end. Remove the OE sway bar. **IMAGE 2**



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- Using a **13 mm socket**, remove the (2) bolts from the sway bar end link mounting brackets then remove the brackets as shown in **IMAGE 3** below.
- Locate the BMR frame mounts and begin with the passenger side. Bolt the BMR mount onto the frame using the OE mounting bolts and a **13 mm socket**. Tighten to **38 ft-lbs. IMAGE 4**



- Proceed to the Drivers' side of the vehicle. Unbolt the brake line bracket using a **10 mm wrench. IMAGE 5**
- Duplicate steps 4-5 on the driver's side using the other supplied bracket. Re-position the fuel and brake line bracket to the BMR mount and bolt the supplied 5/16" x .75" bolt, washer, and lock nut using a **½" wrench and a ½" socket**.

**NOTE:** re-positioning this bracket may require slight bending of the OE hard lines. **IMAGE 6**

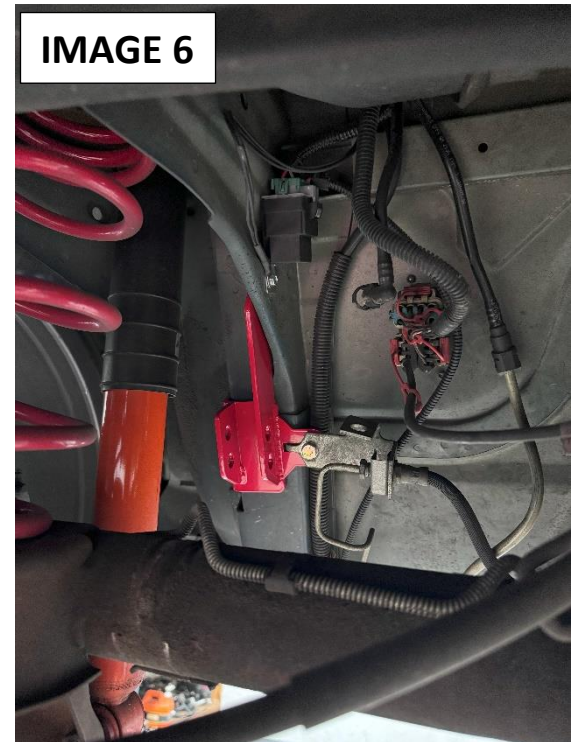
**Proceed to the next page for IMAGES 5 and 6**

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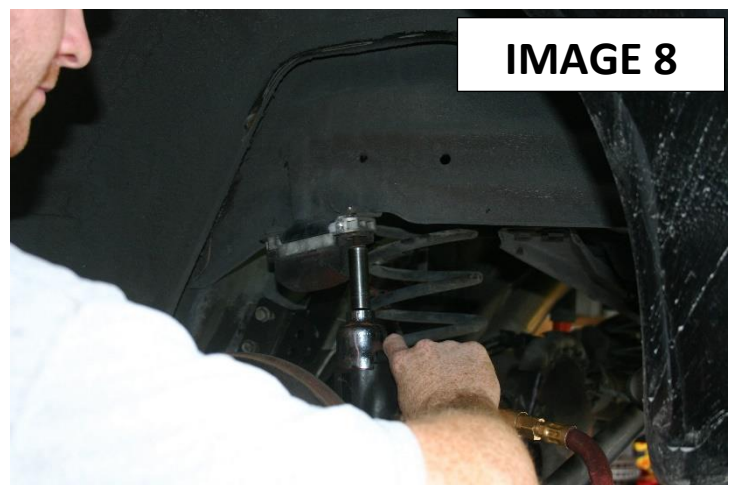
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8. The next step involves removing the shocks to access the upper drill points. Fold the rear seat down and pull up the carpet to access the upper shock stud. Using a **13 mm deep socket**, remove the upper shock nut (**IMAGE 7**), then remove the lower shock nut with an **18 mm socket**.

9. Using a **13 mm socket**, remove the (2) bump stop bolts on both sides of the vehicle. **IMAGE 8**



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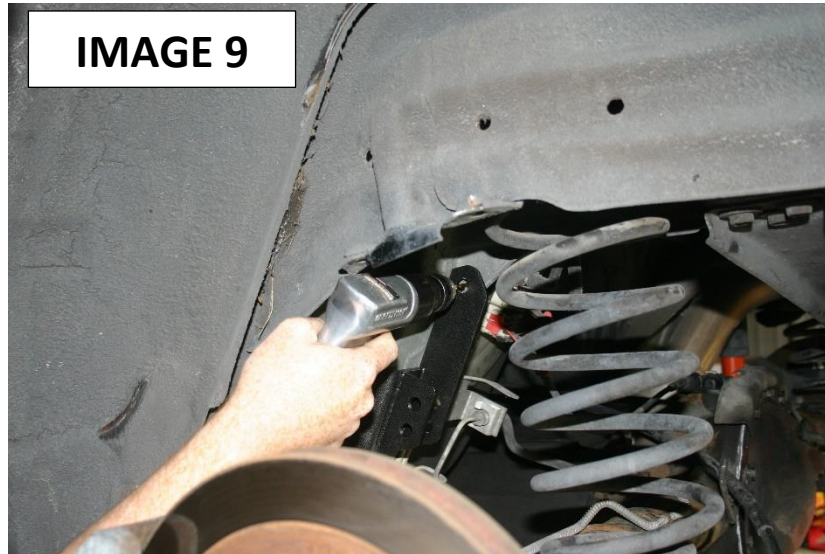
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10. Using the upper mounting hole as a drill guide, **drill a ½" hole** through the frame web. **IMAGE 9**

**NOTE:** There are two ways to do this. If you have a low-profile or angle drill, you can drill from the outside using the hole in the BMR mount as your guide (**IMAGE 9**; this is the easiest method). If you only have a straight drill, take measurements, then drill a small pilot hole from the inside. Once the pilot hole is drilled, it can be sighted from the outside and then corrected if misaligned with a step bit or die grinder.



11. Once the hole is drilled, insert the provided ½" x 1.5" bolt, using the provided aluminum spacer between the BMR bracket and the drilled frame web. Put a washer and nut onto the bolt and tighten to **50 ft-lbs using a 9/16 socket and wrench**. Duplicate steps 10 and 11 on the driver's side.

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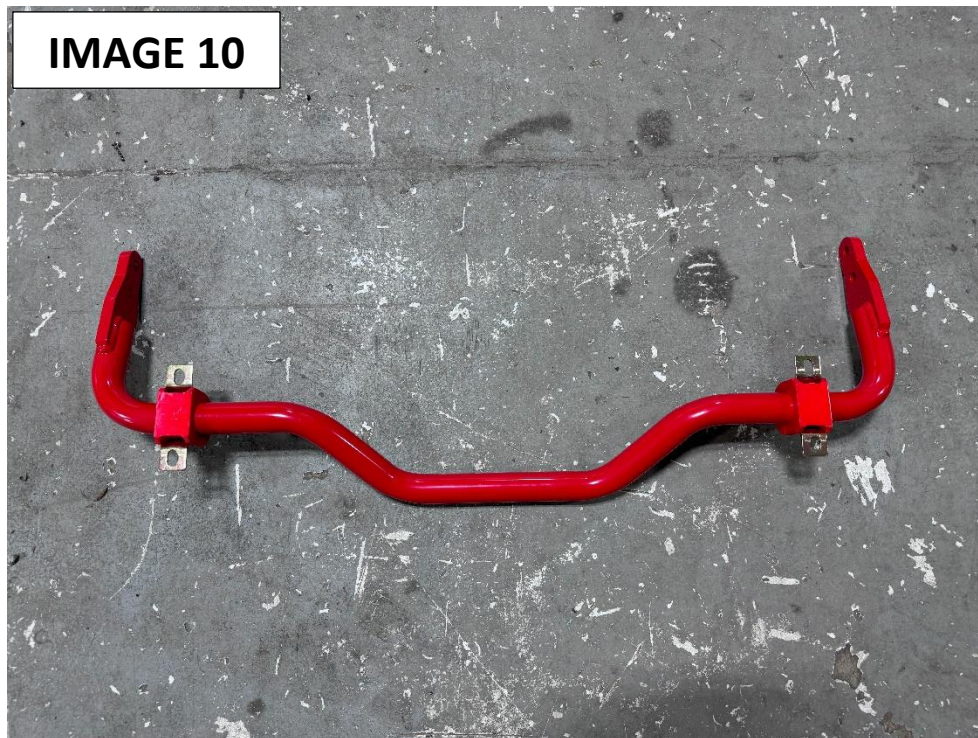
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- Using the supplied silicone lube, lube the insides of the polyurethane bushings. Slide the bushings over the BMR sway bar, then install the saddles over the bushings. The assembled bar should resemble **IMAGE 10**.



- Position the supplied U-bolts over the axle. The next step is easiest if you have a second person, but it can be done with a second set of stands if necessary. Position the bar in place (center “hump” faces downward) and slide the BMR serrated axle saddles over the U-bolts, then position the ends of the U-bolts through the sway bar bushing saddles on each side. Thread the provided 3/8” nuts and flat washers onto the U-bolts to hold the sway bar in place.
- NOTE:** The BMR serrated saddles should be mounted as far outward on the axle as possible to limit the sway bar's side-to-side movement.

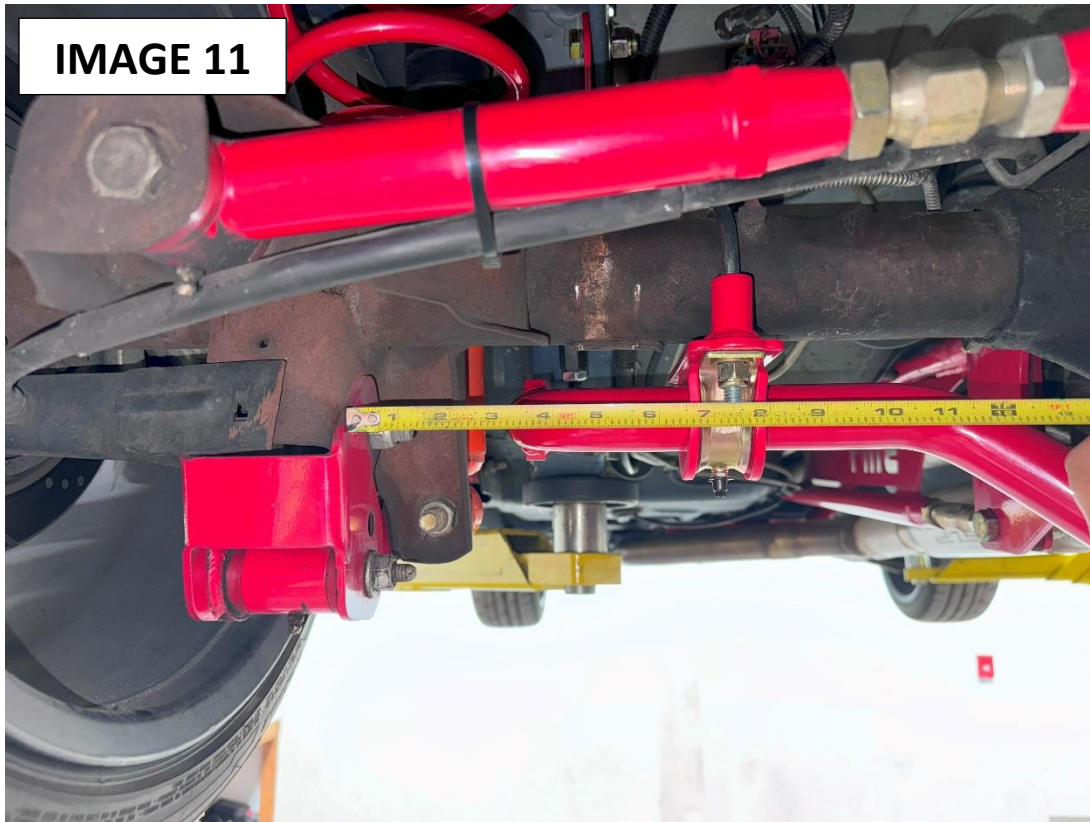
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15. Measure each side and adjust the mounting clamps inward or outward until they are even. **IMAGE 11**



16. Once everything is positioned correctly, tighten the U-bolt nuts snugly, clamping the mounts to the axle.
17. **NOTE:** Do not over-tighten, it does not take much to sufficiently clamp the serrated mounts to the housing. A specific torque value cannot be applied to U-bolts.

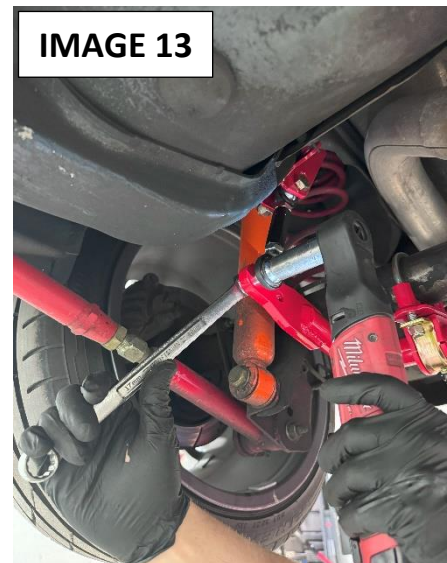
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18. The next step is the installation of the double adjustable end links. Ride height plays a role in how long your end link will be. Rotate the sway bar until the lever portions of the bar are as close to level (in reference to the ground) as possible, then measure the distance from the sway bar mounting hole to the frame mounting hole (if the vehicle is extremely low, you can use the upper frame mount hole). Adjust your end links to this length (usually 5-5.5"), then install them using the provided  $\frac{1}{2}$ " x 2.5" bolts. Once both sides are connected, tighten the jam nuts using a  $\frac{3}{4}$ " wrench and a  $\frac{3}{4}$ " socket. Tighten the mounting bolts to **85 ft-lbs**. See **IMAGE 12 and 13**



19. Lubricate both bushings with a silicone-based bushing lube (**BMR part# SUL41150**).
20. Lower the vehicle.

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### SWAY BAR SETUP

Because every vehicle is different, there isn't one ideal setup that will work for every application. Weight bias, tire choice, driving style, and horsepower will dictate which setting works best for you. As a general rule of thumb, you may follow the proceeding guidelines:

- **Furthest hole:** This is the lightest setting and the recommended starting point for most applications.
- **Closest hole:** Use this setting if the car still wants to torque steer or will not leave the line without excessive body roll.

It is also possible to fine-tune your sway bar by pre-loading the end links. BMR recommends starting with a neutral setup. This means that both sides are adjusted equally, and no pre-load is in the bar. If the car tries to steer right on launch, either lengthen the passenger side end link or shorten the driver's side end link to compensate. If it tries to steer left at launch, shorten the passengers' side end link or lengthen the driver's side to compensate.

### SWAY BAR RATES

The furthest hole (farthest away from the main portion of the bar)	1612 lbs/in.
Closest hole (closest to the main portion of the bar)	2460 lbs/in.

**NOTE:** The upper holes on the frame mounting brackets do not control the bar rate. The multiple positions are designed to work for various ride heights, allowing the customer to properly locate the sway bar angle regardless of ride height.



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