



INSTALLATION INSTRUCTIONS

50000 FRONT ANTI-SWAYBAR 66-76 BMW 2002

Congratulations! You were selective enough to choose a SUSPENSION TECHNIQUES PRODUCT. We have spent many hours developing our line of products so that you will receive maximum performance with minimum difficulty during installation.

Note: Confirm that all of the hardware listed in the parts list is in the kit. **Do not** begin installation if any part is missing. Read the instructions thoroughly before beginning this installation.

Warning: **DO NOT** work under a vehicle supported by only a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

Warning: **DO NOT** drive vehicle until all work has been completed and checked. Torque all hardware to values specified.

Reminder: Proper use of safety equipment and eye/face/hand protection is absolutely necessary when using these tools to perform procedures!

Note: It is very helpful to have an assistant available during installation.

RECOMMENDED TOOLS:

- Properly rated floor jack, support stands, and wheel chocks
- Combination wrench:
- Ratcheting socket wrench and sockets:
- Safety Glasses

KIT INSTALLATION

1. Open the hardware kit and remove all of the contents. Refer to the part list (Page 3) to verify that all parts are present.
 2. Park the vehicle on a smooth, level concrete or seasoned asphalt surface and activate the parking brake. Block the REAR wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic).
 3. Using a properly rated floor jack, lift the front wheels of the vehicle off the ground. Place support stands, rated for the vehicle's weight, and in the factory specified locations. Refer to the vehicle Owner's Manual. Prior to lowering the vehicle onto the stands, make sure the supports will securely contact the chassis.
- !** It is very important that the vehicle is properly supported during this installation to prevent personal injury and chassis damage! Make sure that the supports stands are properly placed prior to performing the following procedures. We **DO NOT RECOMMEND** using wheel ramps while performing this installation.
4. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again checking that they properly and securely contact the chassis as described above. Check for possible interference with any lines, wires, cables, or other easily damaged components.

5. Remove the end links and bushing brackets from the original equipment Anti-Sway Bar. Remove the Anti-Sway Bar from the vehicle.
6. Disconnect the front brake line fasteners from the backside of the strut housing, but do not disconnect the hydraulic lines. Bend the tow hooks inward.
7. Thoroughly lubricate the inside of your new hyper thane bushings using a high-grade lithium or silicone based grease with molybdenum disulfide (moly). Place the bushings on the new Anti-Sway Bar (ASB). Refer to the original equipment Anti-Sway Bar (ASB) as to the proper bushing location.
8. Position the new Suspension Techniques Anti-Sway Bar (ASB) in the original equipment location. Fasten the center portion to the sub frame using the original equipment bushing brackets. Use the 8mm bolts, and nylock nuts supplied in the kit to secure it in place. Tighten the nuts to approximately 14 ft/lbs of torque.
9. Fasten the ends of the Anti-Sway Bar (ASB) to the control arms as shown in the diagram. Tighten the end links until the grommets bulge, but do not crush them.
10. Connect the brake line fasteners to the strut housing and torque to approximately 14 ft/lbs. Leave the tow hooks in their modified position to ease future bushing lubrication.
12. Check that all components and fasteners have been properly installed, tightened and torqued.
13. Check brake hoses, steering and other components for any possible interference.
14. Lift vehicle and remove support stands. Carefully lower vehicle to ground.
15. Immediately test-drive the vehicle in a remote location so that you can become accustomed to the revised driving characteristics and handling. Be aware that the vehicle will handle substantially different now that it has been modified.
16. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.

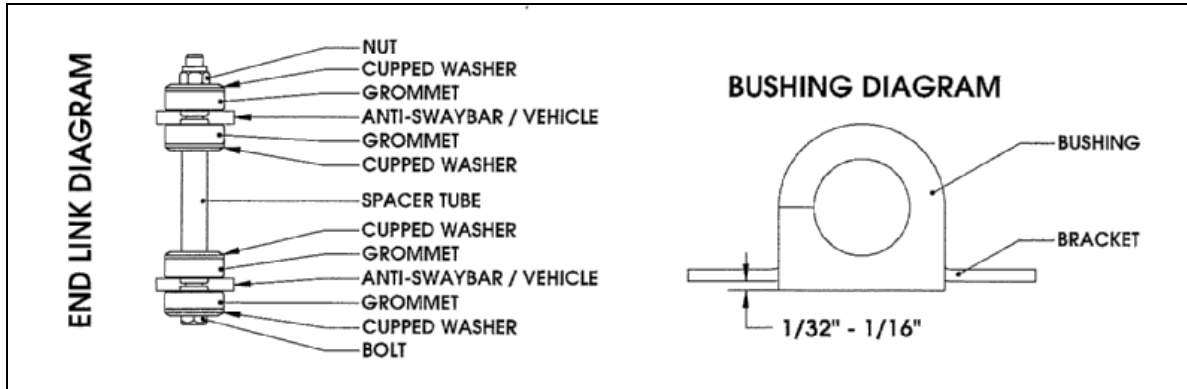
PARTS LIST FOR 50000 ANTI-SWAY BAR KIT

PART No.	DESCRIPTION	QTY.
50000-300	FRONT ASB	1
113000	GROMMETS	8
110255	3/8" - 16 NYLOCK NUT	2
112140	3/8" - 16 x 7" HHCS	2
112502	CUP WASHER	8
112422	3/8" x 2-1/2" SPACER	2
113040	PIVOT BUSHING	2
112006	8mm -1.25 x 25mm S H C S	4
112282	8mm -1.25 NYLOCK NUT	4
55000-10	GREASE PACK	1

! SUSPENSION TECHNIQUES INSTALLATION TIPS

LUBRICATION

Pre-lubricating the inside of the bushing before it's installed is **important** because the lubrication will greatly reduce noise and it will increase bushing life. Suspension Techniques **recommends** you use Molybdenum disulfide. This will help protect the inside surface of the bushing and will last longer than most types of grease. Thoroughly lubricate the inside of the bushing with this grease.



BUSHING INSTALLATION

Make sure an amount of 1/32" to 1/16" of the bushing is showing when you install it onto the bracket. See the diagram above. If the bushing is showing more than 1/16" than use a sander or a sheet of coarse grit sand paper to shave it down to the proper height. In most applications when installing the new bushings on your Suspension Techniques Anti-Sway Bar (ASB), you may refer to your original equipment Anti-Sway Bar (ASB) to locate the proper location.

END LINK INSTALLATION

It is not required that you use lubricant on the end links since there is no rotational movement. The Suspension Techniques end links are comprise of grommets, cupped washers, a spacer tube, bolt, and lock nut, these assembled components create the end link. See END LINK DIAGRAM above..