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BMR Suspension XSB011R Installation Instructions

Xtreme Rear Anti-Roll Bar, Hollow 35mm, Mustang

Part number: XSB011R

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ANTI-ROLL BAR INSTALLATION
Part # XSB005, XSB011

Thank you for purchasing BMR products. Please take a moment to verify contents of this package before proceeding with the installation. It is the responsibility of the Purchaser to inventory contents before vehicle disassembly.

***NOTE:** While this installation can be performed on jack stands, a drive-on service lift is recommended.*



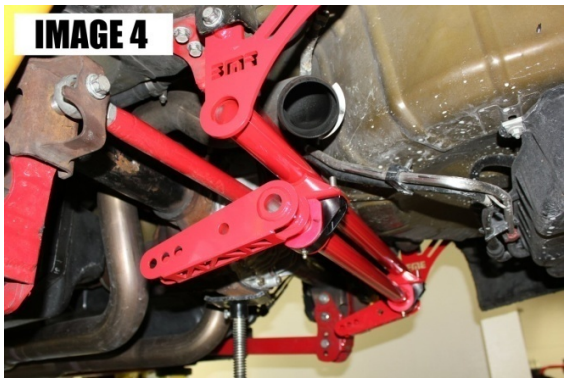
1. To properly install this product, make sure the rear end is centered in the chassis before proceeding. This can be done by taking wheel position measurements. Once measurements are taken, compare sides and adjust accordingly. An adjustable panhard rod is necessary if the rear end is not centered at ride height.
2. Lift vehicle and support with stands under the outermost areas of the axle. The installation must be performed with the rear end loaded. Remove both rear wheels and tires.
3. Remove the exhaust and exhaust hangers.
4. Remove the factory sway bar using a 15mm socket.
5. Install the BMR sway bar mount using the original end link mounting hardware. The mount uses the factory sway bar link mounts on the frame and the muffler hanger mounts on the frame rails. See **IMAGE 1**.
6. If the vehicle still has the factory exhaust or uses the factory exhaust hangers, it is necessary to modify the front muffler hanger for re-installation. Remove the front hanger and slot the mounting holes as shown in **IMAGE 2**. The holes need to be slotted upward approximately 3/16", enough to allow the BMR sway bar mounting bracket to fit underneath the muffler bracket.
7. With the BMR sway bar mount suspended by the OE sway bar mounts, re-install the modified muffler hangers using the factory bolts. (**IMAGE 3**)





8. Once the mount is installed and all bolts tightened, it is time to hang the sway bar. Slide the mounting bushings on each end of the bar. Using the supplied 3/8" x 1" Allen bolts, nuts, and washers, mount the sway bar to the sway bar mount as shown in **IMAGE 4** below. Tighten all four bolts with a 5/16" Allen wrench and 9/16"socket.



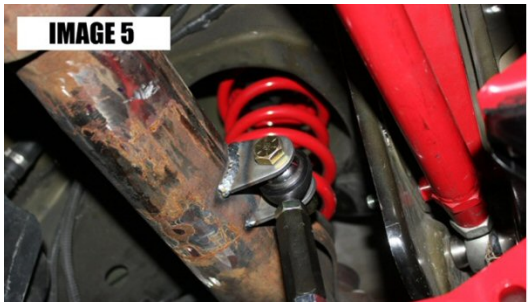


9. Bolt the end-link assemblies to the ends of the sway bar levers using either one of the mounting holes. Tighten with a ¾" wrench and ¾" socket.
10. Bolt the axle tabs to the other end of the end links as shown in **IMAGE 5** on the next page. Rotate the sway bar upwards until the tabs sit flush with the rear end housing. Verify that the tabs are as vertical as possible before tack welding into place (Note: *End links that are not vertical may fail due to binding of the spherical bearing when the*

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axle articulates.). Once they have been tack welded, unbolt the tabs and swing the sway bar down out of the way to gain weld access. Weld tabs into place. Finished tabs should look similar to **IMAGE 5**.

11. Re-install the end links. End-links should be made as short as possible while still providing adjustment. Insert the supplied ½" x 2.5" bolts and tighten using a ¾" wrench and ¾" socket. Tighten the jam-nuts on the end-links using two ¾" wrenches.
12. Double check all bolts to verify they are tight. Grease the polyurethane bushings with a silicone based polyurethane lube.
13. Re-install both wheels and tires.



SWAYBAR 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 but as a general rule of thumb you may follow the proceeding guidelines:

- Furthest hole from bar: This is the lightest setting and the recommended starting point for most applications.
- Closest hole to bar: 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 drivers' side end link to compensate. If it tries to steer left at launch, shorten the passengers' side end link or lengthen the drivers' side to compensate.



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 or person during installation or use of this product.

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