



Installation Instructions

Anti-Sway Bars

BMW 3 Series

E36

E36 M3

E46

E46 M3

Thank You!

You were selective enough to choose a ST Suspensions 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. OE is an abbreviation for Original Equipment.
- 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 set
- Socket wrench set
- Safety Glasses

Vehicle Type	BMW 3-Series E36 – Sedan, Coupe, Wagon, Convertible
Front & Rear Sway Bars	52304
Front Sway Bar	50304 - 1-1/8" / 29mm
Rear Sway Bar	51304 - 13/16" / 21mm

Vehicle Type	BMW 3-Series E36 M3 – Sedan, Coupe, Convertible
Front & Rear Sway Bars	52306
Front Sway Bar	50306 - 1-3/16" / 30mm
Rear Sway Bar	51306 - 15/16" / 24mm

Vehicle Type	BMW 3-Series E46 – Sedan, Coupe, Wagon, Convertible
Front & Rear Sway Bars	52307
Front Sway Bar	50307 - 1-1/16" / 27mm
Rear Sway Bar	51307 - 13/16" / 21mm

Vehicle Type	BMW 3-Series E46 M3 – Coupe, Convertible
Front & Rear Sway Bars	52308
Front Sway Bar	50308 - 1-3/16" / 30mm
Rear Sway Bar	51308 - 1" / 25mm

PARTS LIST

Front:

Quantity	Description	Part No.
1	Front Sway Bar	xxxxx-300
2	Front Pivot Bushing	

Rear:

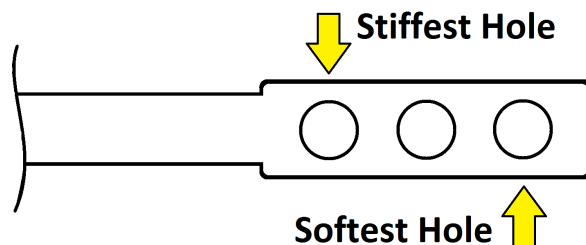
Quantity	Description	Part No.
1	Rear Sway Bar	xxxxx-300
2	Rear Pivot Bushing	
2	½-20 Rod End, Male	112248
2	½-20 Rod End, Female	112249
2	½-20 Jam nut	112326
4	Rod End Spacer 8mm	112480-90
4	Rod End Spacer 10mm	57400-045
2	M10 x 55mm Bolt	111054
2	M10 Lock nut	112288
4	M10 washer	110206
0 or 1	Grease pack	55000-10

1) PREPERATION

1. Park the vehicle on a smooth, level concrete surface and activate the parking brake. Block the wheels of the vehicle with appropriate wheel chocks; making sure the vehicle's transmission is in 1st gear (manual) or "Park" (automatic). Block the front wheels for rear sway bar installation or block the rear wheels for front sway bar installation.
2. Using a properly rated floor jack, lift the one end of the vehicle off the ground that you will be performing the installation on. 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.
3. 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.
4. Slowly lower the vehicle onto the stands and, before placing the vehicle's entire weight on them, again check 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.

2) FRONT INSTALLATION

1. Remove the original sway bar per factory specification.
2. Install the new ST pivot bushings onto the ST sway bar. The new rubber bushing is self-lubricating and requires no additional grease or lubrication.
3. Install the ST sway bar in the original location on the vehicle. Select the hole on the sway bar for the end link. We suggest starting with the softest hole setting, which is still stiffer than the original sway bar. See diagram.
4. Install the end link onto the ST sway bar. Reinstall any items removed in step 1. Torque all fasteners to OE specification.

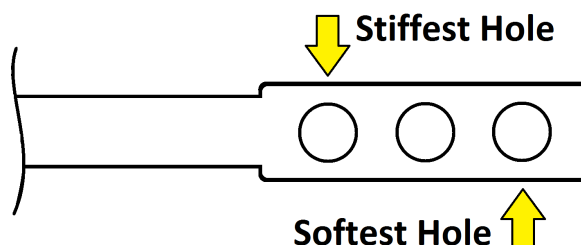
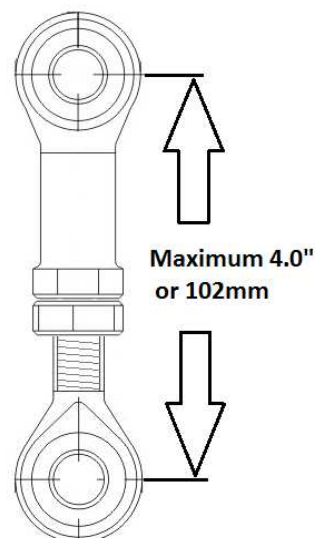


3) REAR INSTALLATION

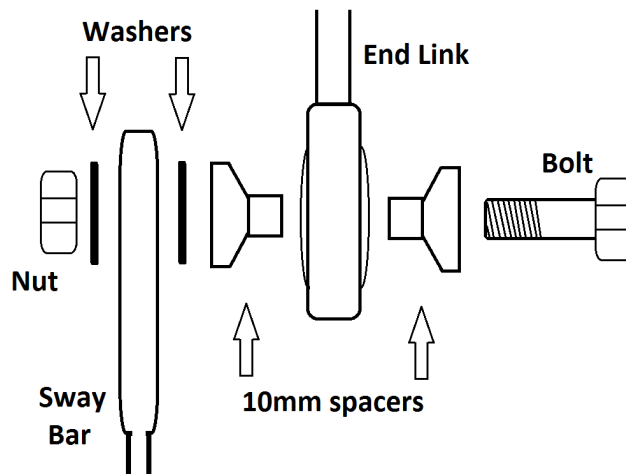
1. Remove the original sway bar per factory specification. Remove the original end links and end link bracket bolted to the chassis.
2. Assemble the supplied rod ends (Heim joints) as shown in the diagram. Set the length of these ST end links to the original length, measuring from middle of the holes, as shown in the diagram.

E36 & E36 M3 – 3.9" (99mm)
 E46 – 3.75" (95mm)
 E46 M3 – 3.5" (90mm)

3. Insert the 8mm rod end spacers into 1 end and assemble with the original bolt to the original chassis bracket. Torque to OE specification. Install the end link assembly onto the vehicle and torque to OE specification.
4. Install the new ST pivot bushings onto the ST sway bar in the appropriate location. If your hardware pack was supplied with a small tube of grease, please thoroughly lubricate in the inside of the bushings before installing on the ST sway bar. If your hardware pack was not supplied with grease, your bushings are self-lubricating and require no additional grease or lubrication.
5. Install the ST sway bar onto the vehicle using the OE pivot bushing brackets. Torque mounting bolts to OE specification. Wipe off excess grease. Select the hole on the sway bar for the end link. We suggest starting with the softest hole setting, which is still stiffer than the original sway bar. See diagram.



6. Install the ST end link to the ST sway bar with the supplied hardware. See diagram for proper assembly. Torque to 35 ft/lbs.
7. Check that the sway bar would not contact any suspension arm or axle while in use. If necessary, adjust the length of the end link assembly, do not exceed 4.0" in length. Tighten the jam nut on the end link to 22 ft/lbs.



4) FINALIZATION

1. Go over the entire installation procedure and make sure all appropriate hardware is properly tight & torqued to OE specification. Install the wheels and lower the vehicle to the ground.
2. Check brake hoses, steering and other components for any possible interference.
3. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.
4. Test drive your vehicle carefully to become familiar to the change in handling.

