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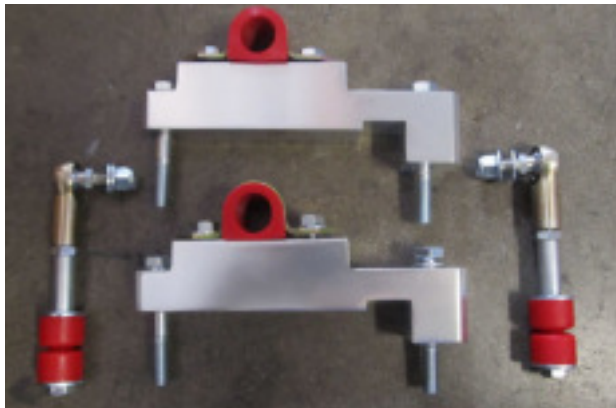
****Disclaimer.** We are not responsible for any damages or injury that is incurred during installation and use. It is implied that the installer is a professional (with ASE certifications) and abides with standard safety concerns while working on automobiles. If the installer has any questions they are welcome to call or email.

Thank you for purchasing our BMW 2002

22mm Front/22mm Rear Swaybar Kit

Front Bar Installation

You will immediately notice that the front IE swaybar routes differently than the stock swaybar. It is routed underneath the subframe and mounts via the mounting blocks to the subframe/chassis connections.



The front hardware includes:

- 1) Endlinks
- 2) Billet mounts with bolts
- 3) Pivot bushings with u-brackets
- 4) Swaybar

-Get the car off the ground.

-Remove the stock front swaybar. (Save the pivot bushing brackets, they are NLA from BMW so hang onto them. If your car was not equipped with a rear swaybar you will need these brackets to install your rear IE bar.)

-Install the mounting blocks one at a time (support the subframe while doing this). The blocks use the front two chassis-to-subframe bolt holes. Torque the supplied bolts (the longer in the rear, the shorter in the front) to 52ft/lb (72Nm). Use blue loc-tite if deemed necessary. ****TIP:** After torquing a bolt, mark it with a paint pen. This will remind you of which bolts are tightened and will tell you if they start to loosen down the road.

-Liberally lube the swaybar pivot bushings (grease is supplied, or use a silicone-based dielectric grease available at most hardware/electrical stores) and slide them over the bar.

-Slip the u-brackets over the bushings and bolt to the bottom of the mounting blocks (the swaybar should now be attached and the ends left dangling).



-Now it's time for the endlinks. Disassemble an endlink and install onto the control arm. The control arm should be sandwiched between the bushings. Slip the spacer sleeve and jam nut on to the point where they start to tighten, do not tighten yet.

-THE FOLLOWING IS A VERY IMPORTANT PART OF THE INSTALLATION.

To eliminate any preload of the endlinks (which would quickly destroy your endlinks) first attach the heim-joint to the desired hole on the swaybar. Position the swaybar roughly parallel to the ground and cycle the strut assembly upwards to mimic body load (you can use an extra jack for this. IF the weight of the car is already compressing the suspension [on ramps] this obviously isn't needed). The heim-joint and the endlink should naturally line up. Thread the bolt up into the heim-joint.

-With the heim-joint threaded on then you can snug the jam-nut on top of the spacer sleeve. DO NOT over-tighten, tighten until the bushings begin to deform, then back the nut off slightly. If a few threads are exposed between the heim-joint and the jam nut it is ok.

-Repeat procedure with the opposite side.

-Now you are done with the front swaybar.

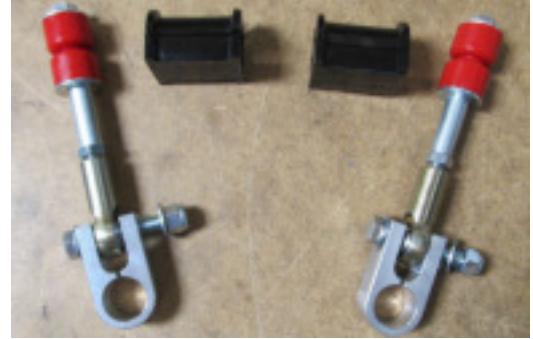


REAR BAR INSTALLATION

The IE rear swaybar mounts like a factory swaybar, however the adjustable endlinks utilize a slider that can choke up (making the bar stiffer) or backed off, depending on your use and driving preference.

The **Rear Hardware** Includes:

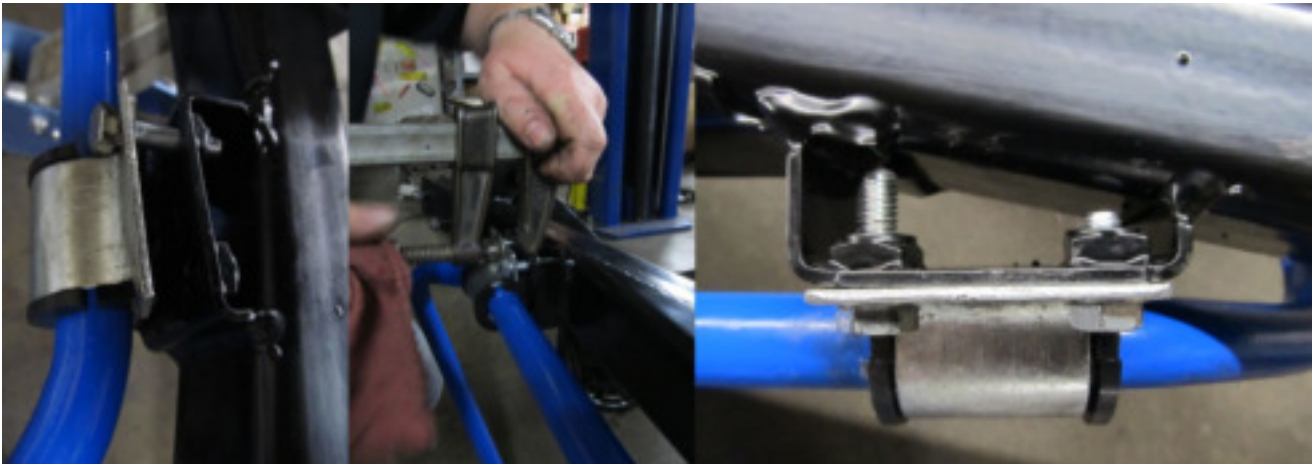
- Urethane Pivot Bushings
- Endlinks with billet sliders
- Swaybar



-Assuming your car is still off the ground, remove the factory swaybar (some 2002's were not equipped with a rear swaybar).

- You will need to reuse the factory mounting bracket (the front and rear brackets are interchangeable). Straighten the brackets.

- Lube the rear pivot bushings and slide them over the rear swaybar. Place the u-brackets onto the bushing. Lift the swaybar up and slide a u-brackets tab into the slot on the subframe. To get the bolts started use a succession of long to short 8mm bolts to cinch the bracket into place. **This can be frustrating if you are not patient or have straightened the bracket.



-Install the rear endlinks in a similar manner as the fronts, except taking the sliders into account (slide them up and snug them down. In the off chance you cannot get the slider tight enough you can file the pinch opening slightly to allow for more clamping). A good starting stiffness is to have the sliders positioned about a half-inch from the end of the bar.

-Now get your car back down on the ground and go for a drive!

