



INSTALLATION INSTRUCTIONS

CARBAHN.COM/INSTRUCTIONS

Adjustable Sway Bar End Link Kit

CARBAHN PART #:

CBB12-24-3025



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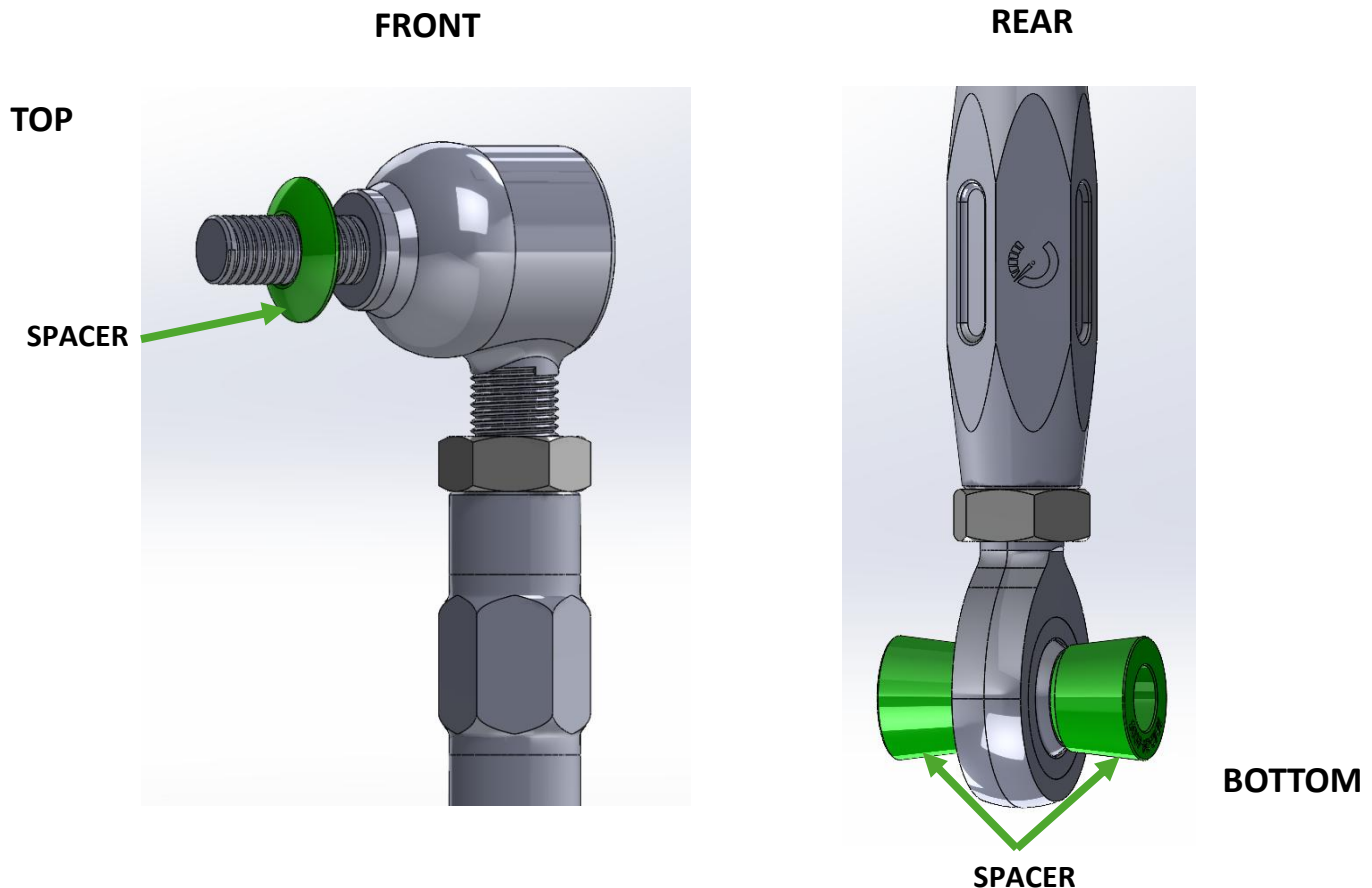
These instructions assume that the person installing these parts is a **BRAND CERTIFIED MECHANIC** and are **NOT** step by step instructions on how to disassemble and reassemble the car.

For this installation, the car will need to be lifted off the ground
to allow removal of the factory end links.

The purpose of adjustable end links is to eliminate sway bar preload when the vehicle is on the ground or “zeroing the sway bar”. To achieve this effectively, only one front end link and one rear end link are required.

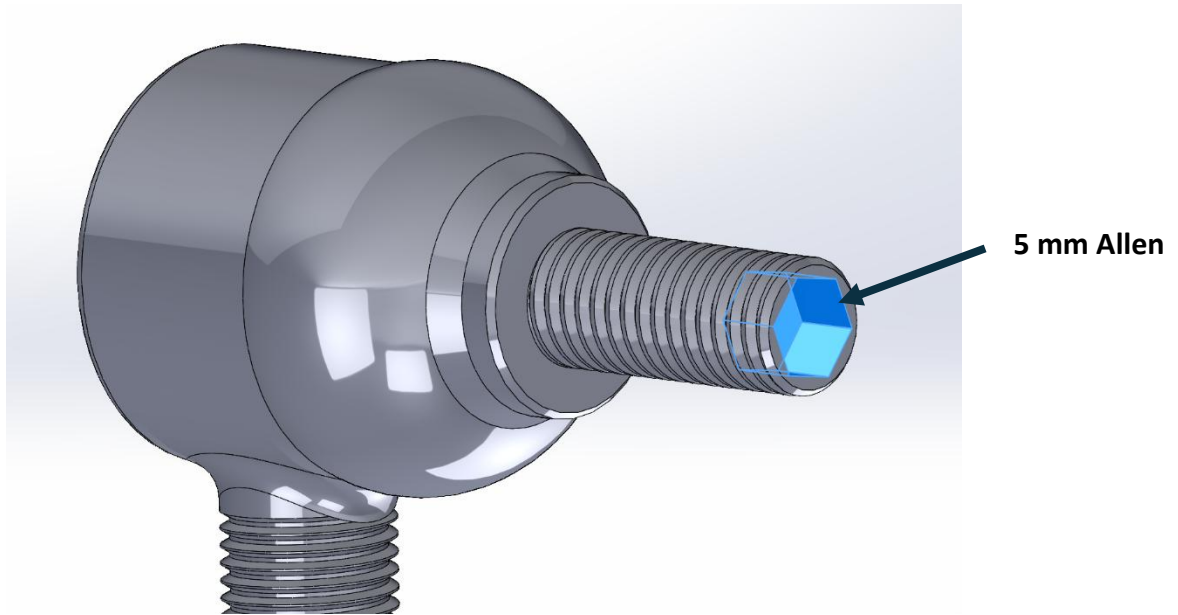
1. With the vehicle safely lifted off the ground, begin by removing one front end link and one rear end link, following the BMW factory procedure. **YOU ONLY NEED TO REMOVE 1 FRONT END LINK AND 1 REAR END LINK.**
2. After removing the factory end links (which will not be reused) keep the stock nuts as they will be used to install the new end links. On the front end link, the side with the spacer (top) mounts to the front shock perch, while the side without a spacer attaches to the sway bar. For the rear end link, the side with the spacer (bottom) mounts to the rear upright, and the top attaches to the rear sway bar.

CarBahn End Links arrive preset to Factory End Link Length



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3. For the front end link, torque the ball joint nuts you removed off the car to **56 Nm**. Both at the sway bar connection and at the spring perch connection. Use a **5 mm Allen** bit to hold the ball joint stud in place and prevent it from spinning while tightening.
4. For the rear end link, torque both connections to **56 Nm, making sure to use the factory hardware that was previously removed**. This includes the nut securing the ball joint end (top, sway bar connection) and the bolt securing the bottom of the end link to the upright



5. Now that the provided end links have been installed, carefully lower the vehicle onto the ground or a safely supported elevated surface that still allows access to the end links and jam nuts.

CAR MUST BE AT RIDE HEIGHT

NOTE: YOU WILL MOST LIKELY NOT BE ABLE TO REACH THE ENDLINKS WHEN THE CAR IS ON THE GROUND. IT WILL MOST LIKELY NEED TO BE SITTING ON ALIGNMENT RACK TO ACCESS THE ENDLINKS AND THEIR JAM NUTS.

The following steps must be performed on both the front and rear end links.

6. With access to the jam nuts on the end link, loosen both jam nuts completely by backing them away from the aluminum body and toward the ball joints.

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7. With the jam nuts loosened, rotate the main aluminum body of the end link by hand. A wrench may be used if additional leverage is needed. Rotate the body until you feel the end link begin to loosen; if it does not feel easier to turn, you are rotating in the wrong direction. The Sway bar is zeroed when the aluminum body has no load on it in either direction.

Depending on which side the vehicle you are installing the end links, the end link might need to be shorter or longer than the factory end link.

**Clockwise rotation makes the end link shorter.
Counterclockwise rotation makes the end link longer.**

8. Once you have confirmed that the sway bar preload has been eliminated (zeroed out), proceed to tighten the jam nuts to lock the end links in place.

MAKE SURE THEY ARE SNUG. IMPROPERLY TIGHTENED JAM NUTS WILL CAUSE NOISE, EITHER IMMEDIATELY OR OVER TIME.

9. For the final step proceed to check that all the attachment points are still torqued down to 56 Nm.