

Installation Instructions

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ANTI-ROLL KIT #: E40-23-036-01-01

Kit Contents

Description	Part Number	Quantity
Rear Anti-Roll Bar	AS41-23-036-01-FA	1
Hardware Kit	AK41-23-036-01-RA	1

Notes

Read all instructions before beginning installation

Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.

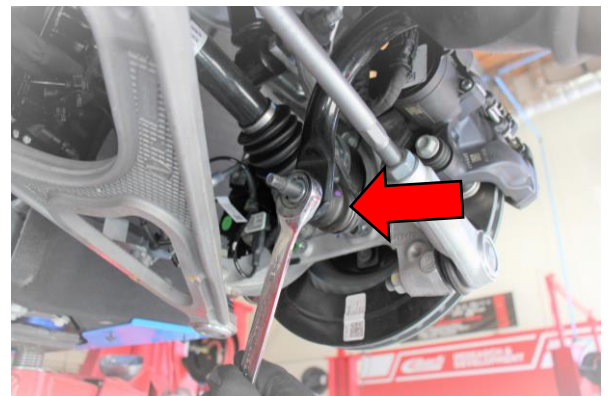
Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.

Never work on or under a vehicle unless it is properly supported.

Installation



Step 1



Step 2

Step 1. Remove the miscellaneous screw and plastic rivets, then, remove the rear underbody cover.

Step 2. Loosen and remove the hex nuts that secure the end links to both ends of the rear anti-roll bar.



Step 3

Step 3. Loosen and remove the hardware that secures the bushing brackets to the subframe.

Step 4. You can now remove the OE anti-roll bar.



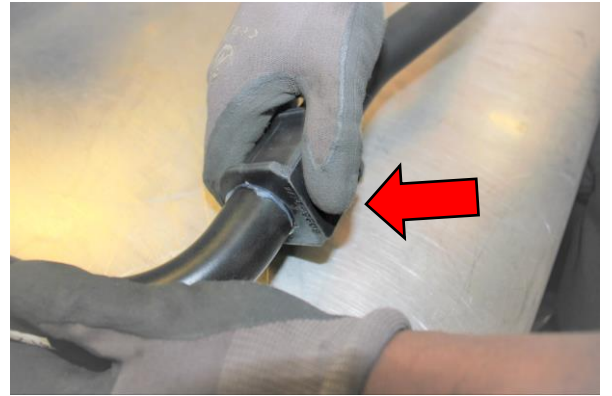
Step 4



Step 5

Step 5. Lubricate the inside of the Eibach bushings with the supplied lubricant.

Step 6. Install the bushings onto the Eibach anti-roll bar.



Step 6



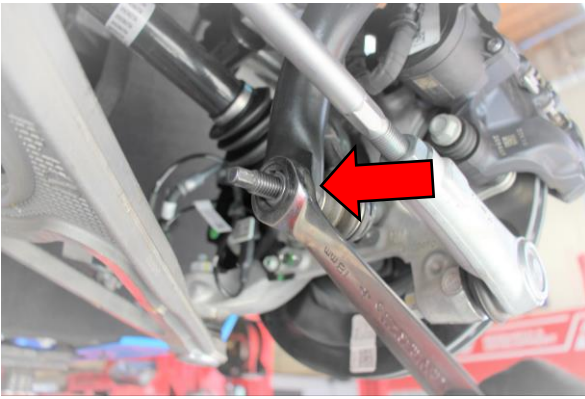
Step 7

Step 7. Install the supplied bracket onto the bushing.

Step 8. Install the Eibach anti-roll bar back into the vehicle.

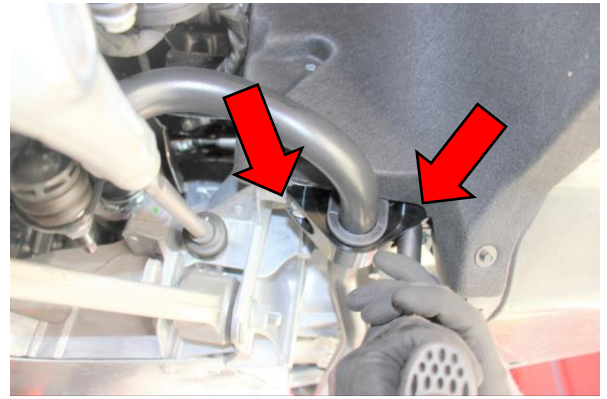


Step 8



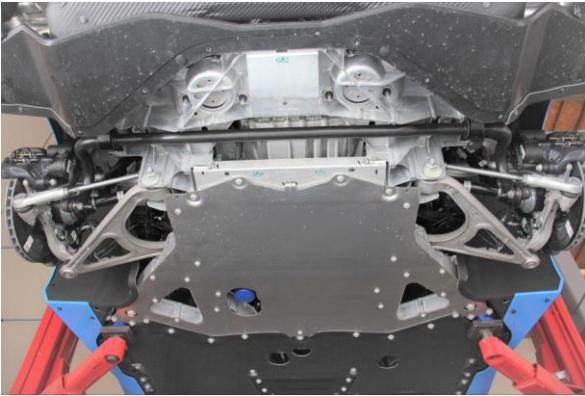
Step 9

Step 9. Secure the ends of the bar to the OE end links with the OE hardware.



Step 10

Step 10. Secure the bushing brackets to the subframe with the OE hardware.



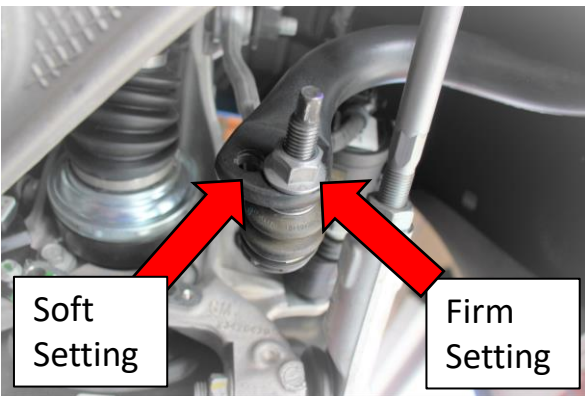
Step 11

Step 11. Doublecheck to make sure everything is properly positioned and tightened, then, road test the vehicle and retighten if necessary.



Step 12

Step 12. Reinstall the rear underbody cover and secure with the OE hardware.



Tuning your rear bar

Our Anti-Roll-Kit is designed with multiple end-link mounting locations to allow adjustment of vehicle balance front to rear. All Eibach stabilizer bars are designed with improved performance in mind and engineered with increased rate over the factory equipped stabilizer bars, even at the softest settings.

When making adjustments, moving the end-link mounting position further away from the center of the bar creates a longer lever arm, thus making the setting "softer". When moving the end-link mounting position closer to the center of the bar creates a shorter lever arm, thus making the setting "stiffer".

General guidelines for settings are as follows: Increasing the rate (stiffening) the rear stabilizer (sway) bars reduces rear chassis roll and increases on-power steering through the turn. Adjusting this disproportionately to the front bar may induce oversteer or "fish tailing" through turns.