



DINAN

**ADJUSTABLE ANTI-ROLL BAR
INSTALLATION INSTRUCTIONS**

PART NUMBER D120-0530

DESCRIPTION: Front 28mm; 2-hole adjustable

APPLICATION: 2006 325i, 330i (E90)

2007-11 328i, 335i (E90)

2007-13 328i, 335i (E92 & E93)

2011-13 335is (E92 & E93; w/ N54 engine only)

2008-13 135i (E82)

2013 135is (E82)

PARTS LIST

Qty	Part #	Description
1	D122-0530	Anti-roll bar
1	D133-0530	Hardware kit

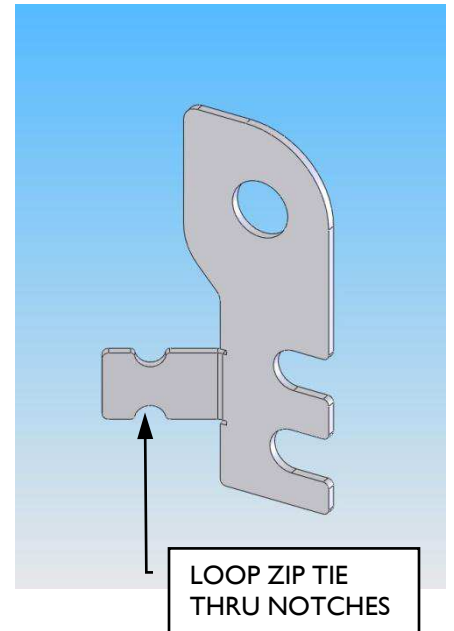
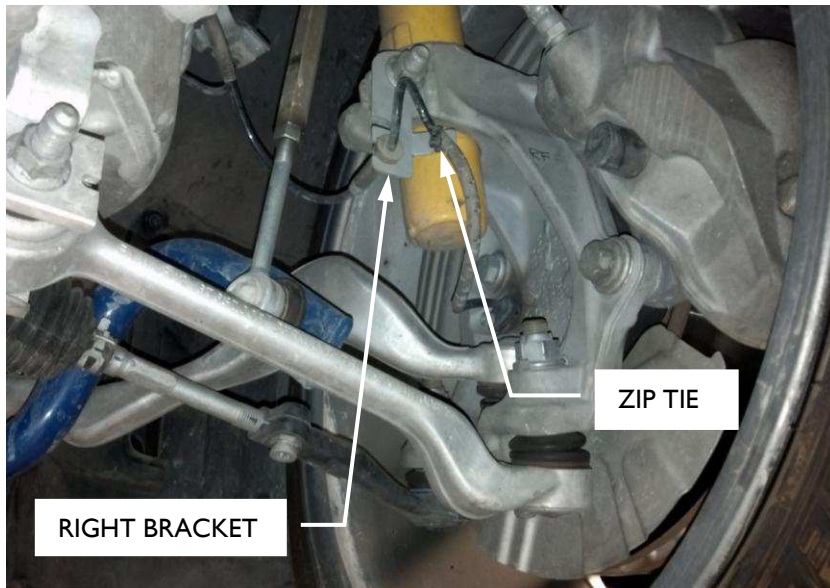
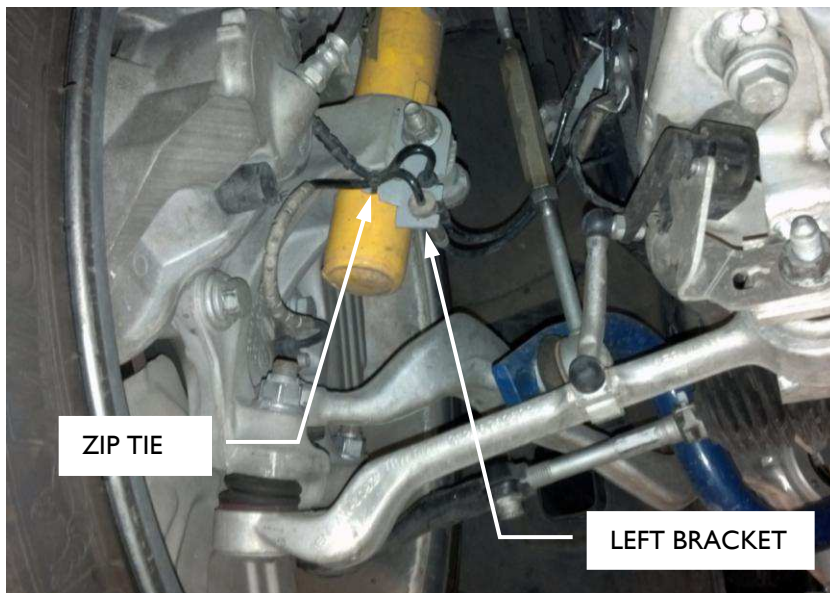
Congratulations for being selective enough to use a Dinan Engineering anti-roll bar. We have spent many hours developing this anti-roll bar to assure that you will receive maximum performance and durability with minimum difficulty in installation. Please take the time to read these instructions and call us if you have any difficulties during the installation.

NOTES:

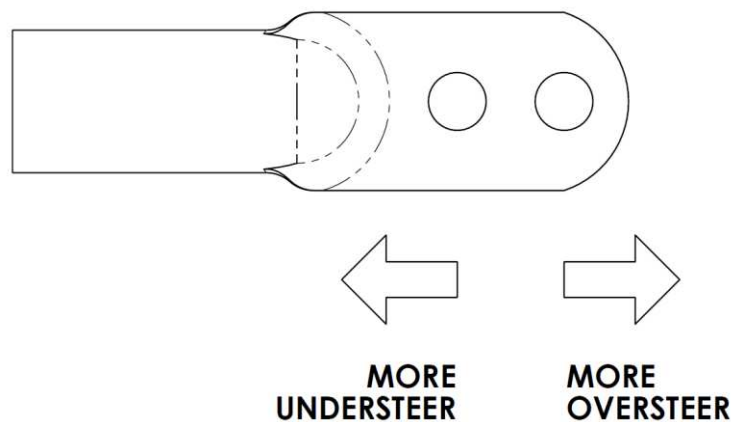
- a) We highly recommend that you first read and fully understand these instructions before beginning the installation.
 - b) Some mechanical skill is required to install this kit. If you feel that you do not have the requisite skill or tools, please arrange for a qualified repair facility to perform the installation.
 - c) Do not work on vehicles supported by a jack only. Use secure jack stands!
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1. Jack up the front of the vehicle and place jack stands securely under the vehicle.
2. Note the orientation of the stock anti-roll bar. The Dinan bar will be oriented the same way.

3. Remove the stock anti-roll bar, bushings, brackets, and end links per BMW recommended procedure. The end link lock nuts will be reused, but the other items will not.
4. To provide adequate clearance with the new bar and end links, the ABS and brake wear sensor wiring must be relocated.
 - Remove the pinch bolt holding the strut to the knuckle, and remove the factory wiring bracket. Do not detach strut from knuckle.
 - Install the Dinan brackets at the rear of the knuckle as shown below, and tighten pinch bolt. Examine the pictures below carefully – the Dinan brackets are different between left and right.
 - Insert the wiring grommets into the cutouts and use the included zip ties to fasten the ABS and brake wear sensor wires to the Dinan brackets as shown below.



5. Install Dinan anti-roll bar using the supplied bushings and brackets. Lubricate the bushings with urethane grease (or an equivalent high-pressure, waterproof, grease).
6. For easy adjustment, the Dinan end links are left/right hand threaded. These links must be adjusted to the correct length for the hole that you will be using. Failure to follow the subsequent steps can result in loss of control, vehicle damage, and injury!
7. Attach Dinan end links to the strut using the stock hardware. Leave the bottom end dangling for now.
8. See figure below for description of adjustments, and determine which holes you will be using. It is OK to attach to different holes on each side, to “split” the adjustment. Dinan recommends starting at the middle setting (one arm at the inside hole, and the other arm at the outside hole), and then adjusting as needed after evaluating the handling.



9. The end links must be adjusted to the correct length for the setting you've chosen. This is critical for proper function and safety. Incorrectly adjusted end links could result in loss of control, vehicle damage, and injury! Please review the following steps carefully, and contact Dinan technical support if there are any questions.
10. With the car in the air and the suspension in full droop, turn steering to straight ahead and hold it in that position.
11. Swing anti-roll bar downwards until the end of the bar is 1/8" away from the lower control arms.
12. Loosen the jam nuts on the end link and turn the center section to lengthen/shorten the link. Adjust length as needed and attach the links to the anti-roll bar at the holes you've chosen, using the stock locknuts. Please note that the ball joint is on the inside of the bar and the stud points out (this is opposite of stock).

13. Rotate the ball joints so that the studs are centered (to allow for maximum movement without binding), and tightening the jam nuts. This must be done while the steering is pointed straight ahead, to prevent binding during steering!
14. Check your work! Turn steering lock to lock in both directions to double check the bar position. The end of the bar must be 1/8" away from the lower control arm at its closest point. Also verify there is no binding in the end links. Please contact Dinan technical support if there are any questions!
15. These checks must be performed each time the anti-roll bar is adjusted.
16. Reassemble the car per BMW recommended procedure.
17. Remove "preload" from the anti-roll bar as follows:
 - Set car on the ground (or alignment rack) with the steering pointed straight ahead.
 - Disconnect one end link from the anti-roll bar.
 - Loosen jam nuts and adjust the end link length as required to align the stud with your chosen hole.
 - Reattach end link to the anti-roll bar and tighten the jam nuts.

We hope you enjoy your new Dinan Engineering anti-roll bar!