aFe Control
Sway Bar Set
2016-Present Mazda MX-5 ND

Product Number: 440-751001-L, 440-751001FL, 440-751001RL
Install Time: 5 hrs. (Full Kit), 4.5 hrs. (Front Kit), 0.5 hr. (Rear Kit)

Full Kit Contents	Front & Rear Sway Bar Set	Qty.
00P-0P2515-L	Bar, Front Sway: 2016+ MX-5 Ø1.25"	1
00P-0P2518-L	Bar, Rear Sway: 2016+ MX-5 Ø0.625"	1
00P-0P2510-B	Bracket, Type 2 S/B (Black Anodize)	2
00P-0C1713-A	Bracket, Slotted Std Bushing (Yellow Zinc)	2
00P-0C1671-B	Bushing, Poly: 1.25"ID, Small Profile	2
00P-0C1699-B	Bushing, Poly: 0.625"ID 5333G	2
81801	Washer, 5/16 USS Flat Plated	4
00P-0C1697-A	Fitting, Grease: 1/4-28 Self Tap 90°	2
00P-0C1175-A	Fitting, Grease: 1/4-28 Self Tap	2
00P-0C1698-A	Cap, Grease Fitting	4
00P-0C1007-A	Packet, Grease(0.5 oz)	1

Recommended Tools:
Sockets: 8mm, 10mm, 12mm, 14mm, 17mm
Wrenches: 12mm, 14mm

Preferable Equipment:
- 2-Post Lift

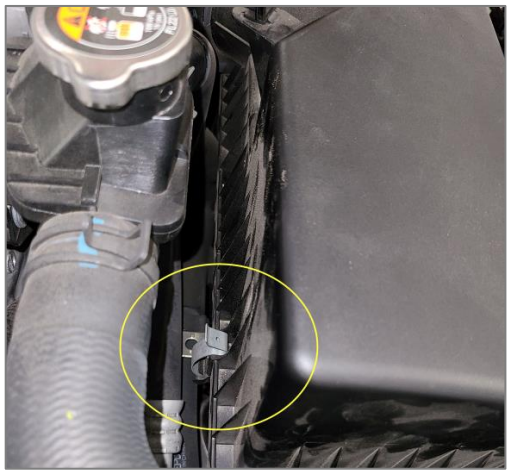
Front Sway Bar Installation:

1F Start by opening the hood and removing the coolant overflow tank. Do this by disconnecting the hose coming from the pressure cap and pulling back on the (2) tabs on the sides of the tank. Set tank aside.

2F Next, remove the air intake box. Unclip the overflow tube from the box cover. Unplug the MAF sensor.

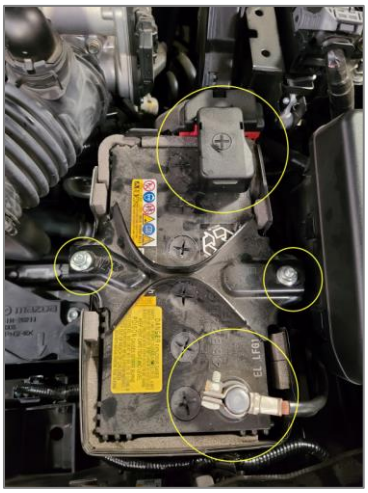
Loosen the clamp connecting the rubber hose to the air box.

Unclip the air box cover and lift up.

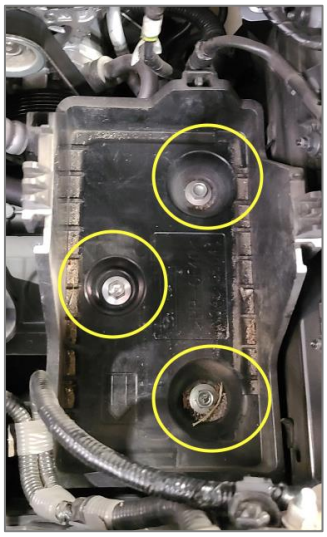


Unclip the MAF sensor harness from the cover. Remove air filter and unbolt air box housing and set aside.

3F Remove the battery by disconnecting the negative and positive terminals and hold down bracket using a 10mm wrench.

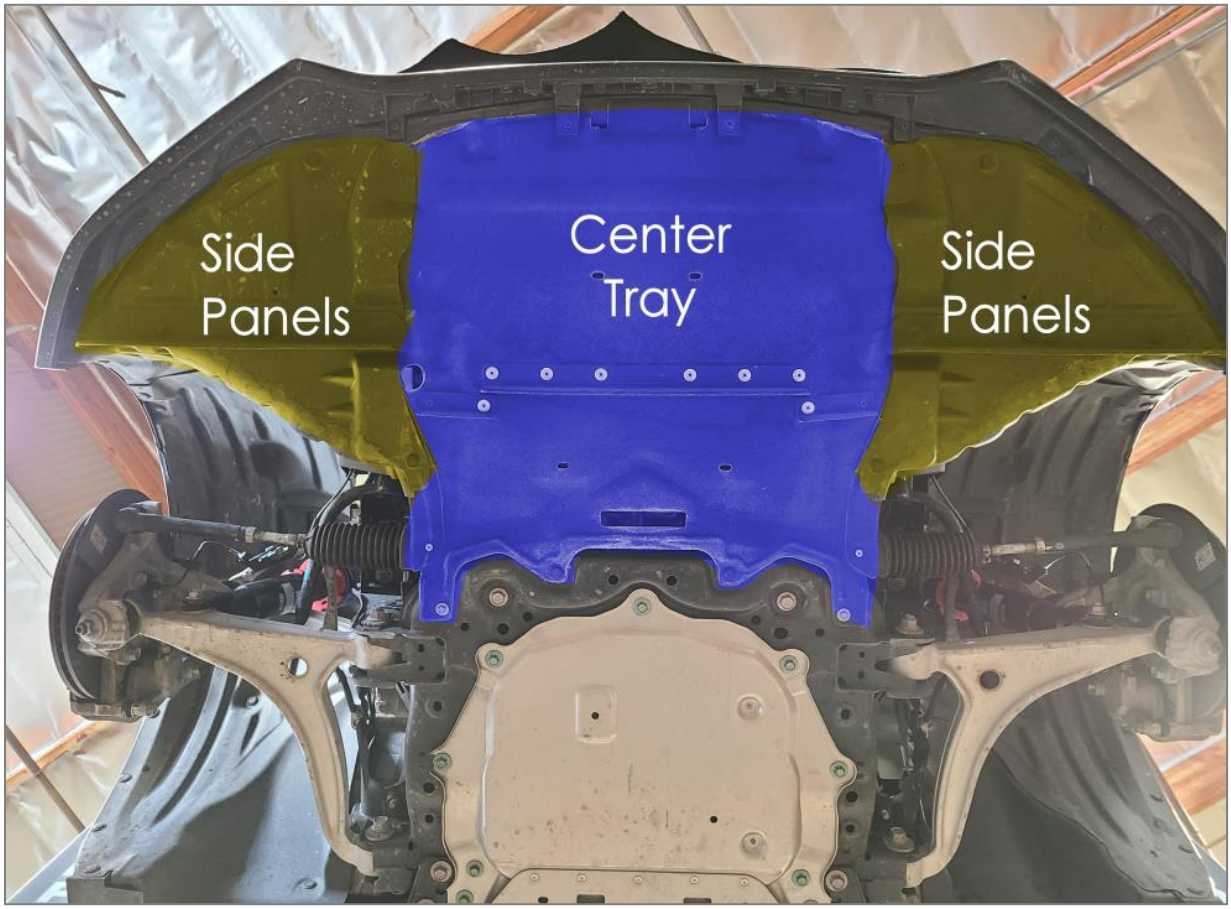


Unbolt and remove the battery tray with a 12mm socket. Undo the wire harness clip.



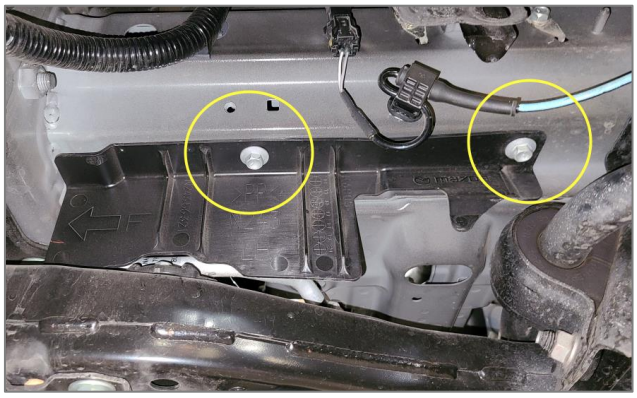
4F Raise the front of the vehicle and remove the front wheels.

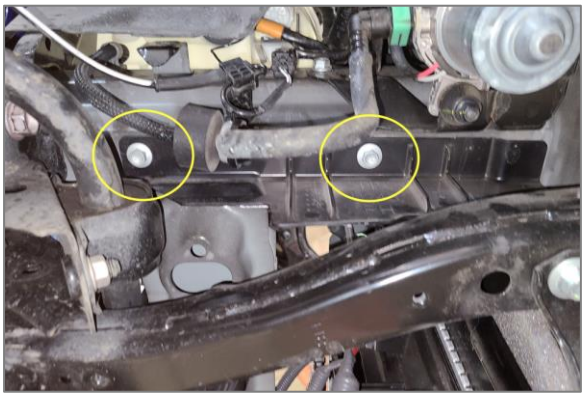
5F Underneath the vehicle, there are (3) panels to remove. Start with the side panels.



Unscrew and unclip all the fasteners below and inside the wheel well that secure the side panels and center tray using a slotted screwdriver and 8mm socket. Picture below shows the panels removed.

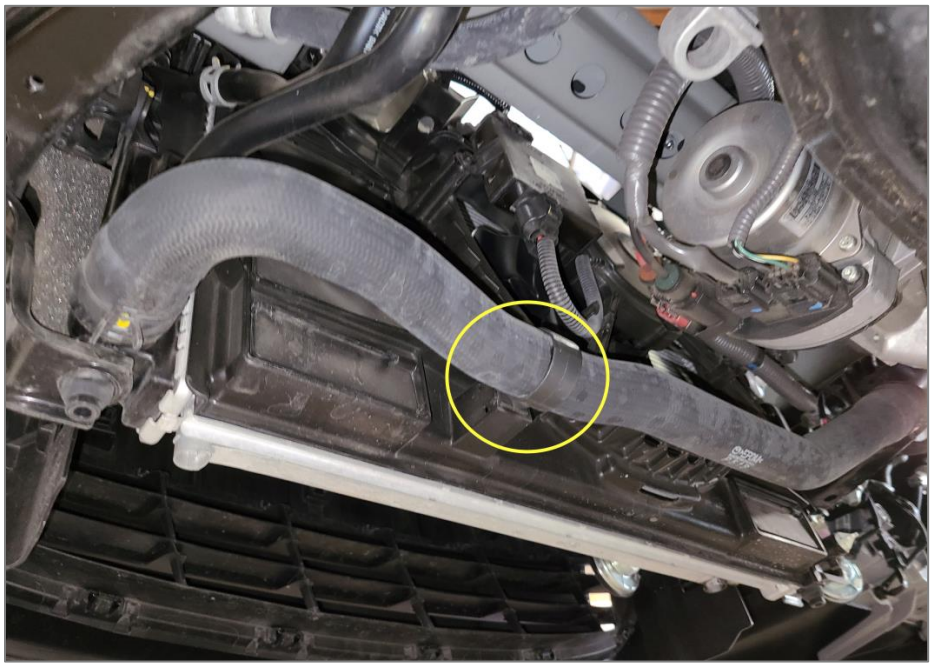
6F Next, remove the (2) plastic side guards attached to the frame rail near the sway bar bushings.



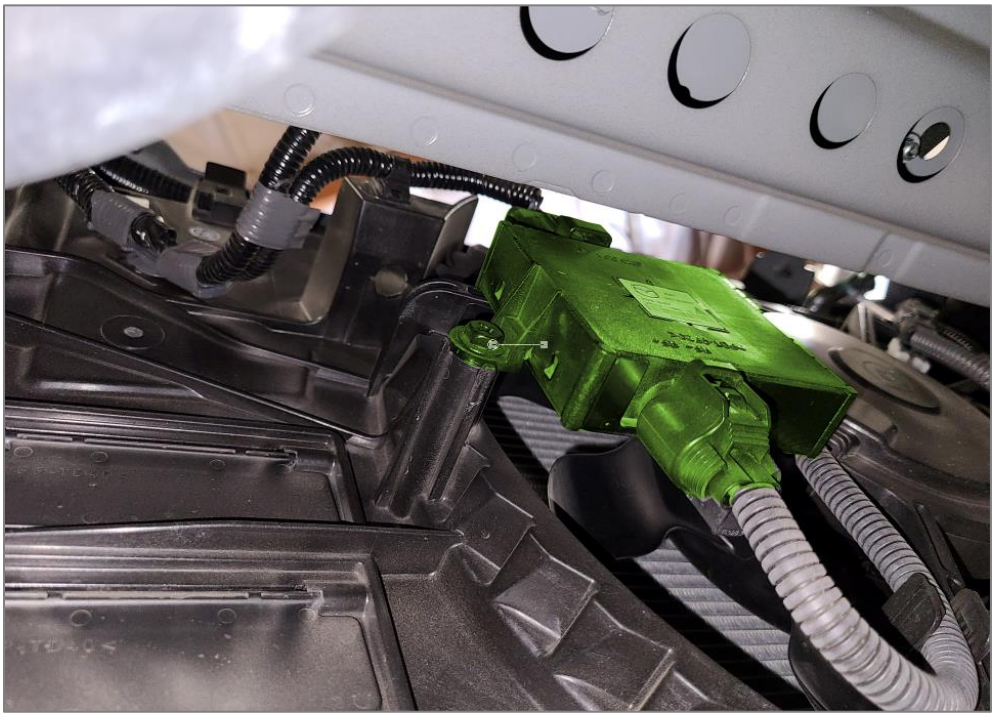


7F In order to get the front sway bar out, you will need to remove the fan shroud to gain more room. Start by disconnecting everything from the fan shroud.

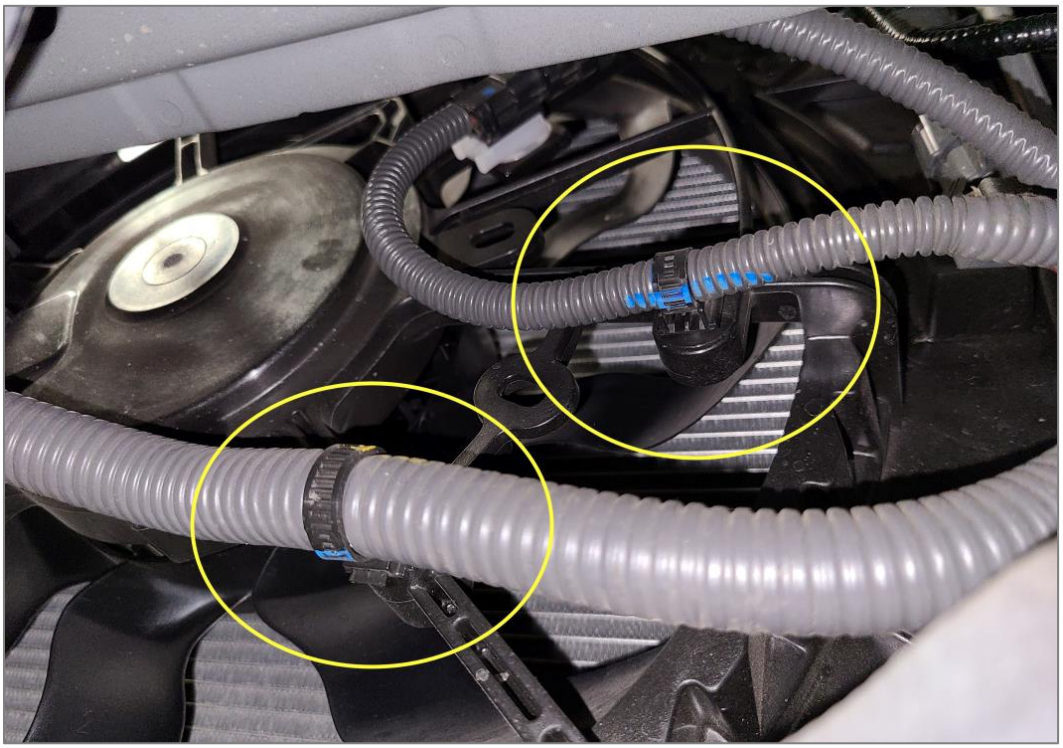
Unclip the radiator hose from the fan shroud.

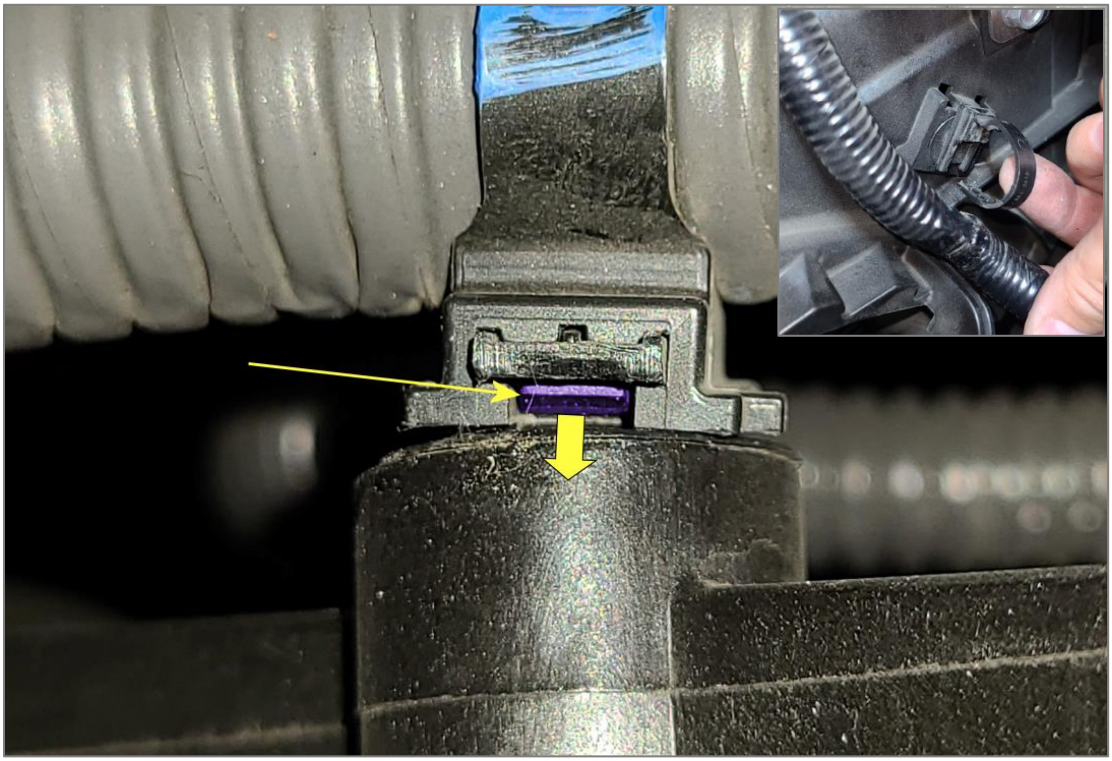


Disconnect the (2) plugs on the fan control unit and unscrew from the fan shroud. Remove control unit.

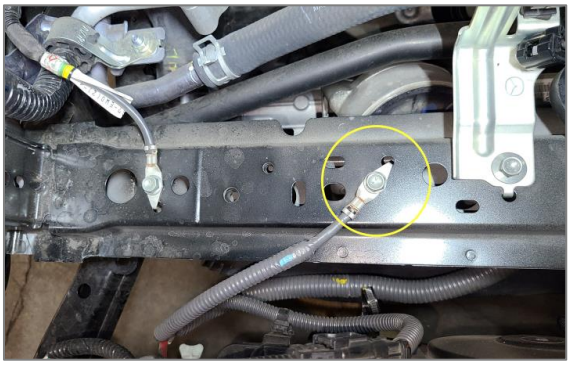


For the harness clips that have a ratcheting zip-tie style strap, use a sharp pick to disengage the ratchet clip and allow the strap to open. There may a be a few clips not shown in the picture.



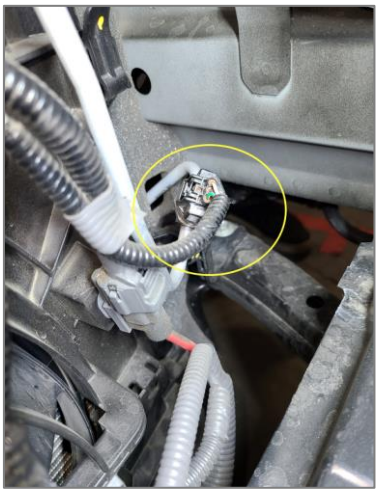


Unbolt the ground strap with a 10mm socket.

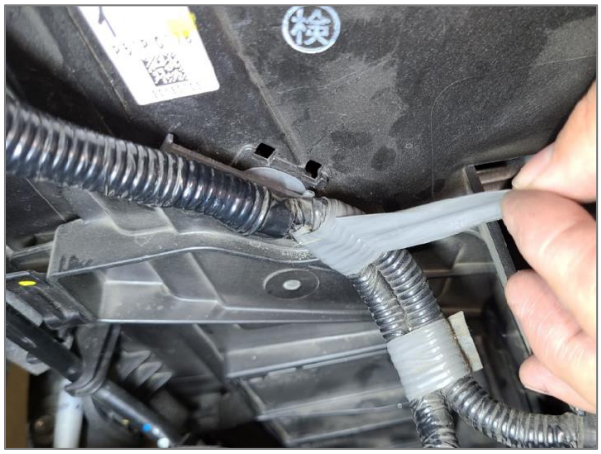


Some harness clips are easily disengaged by using a 90° pick and pushing the locking tabs in to release.

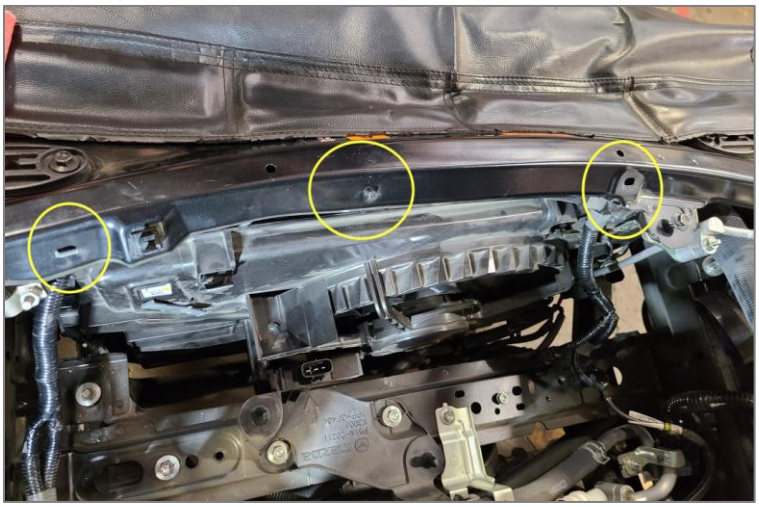
Disconnect the a/c connector.

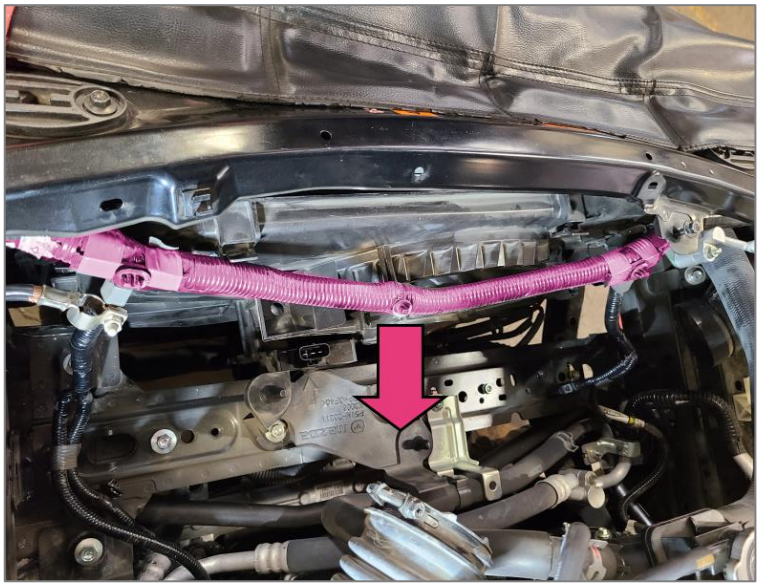


This harness clip is best unraveled versus trying to unclip from the back.

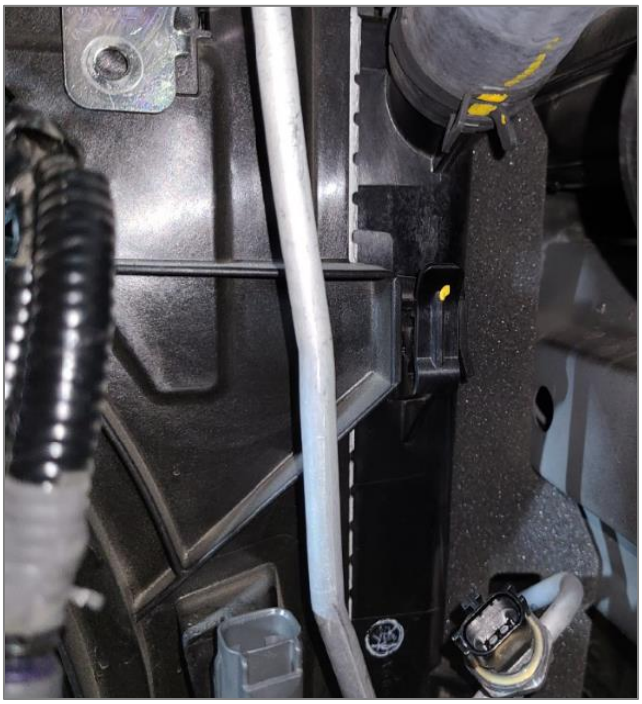


Unclip the harness hiding under the top radiator support. Pull the harness toward to rear of the vehicle.



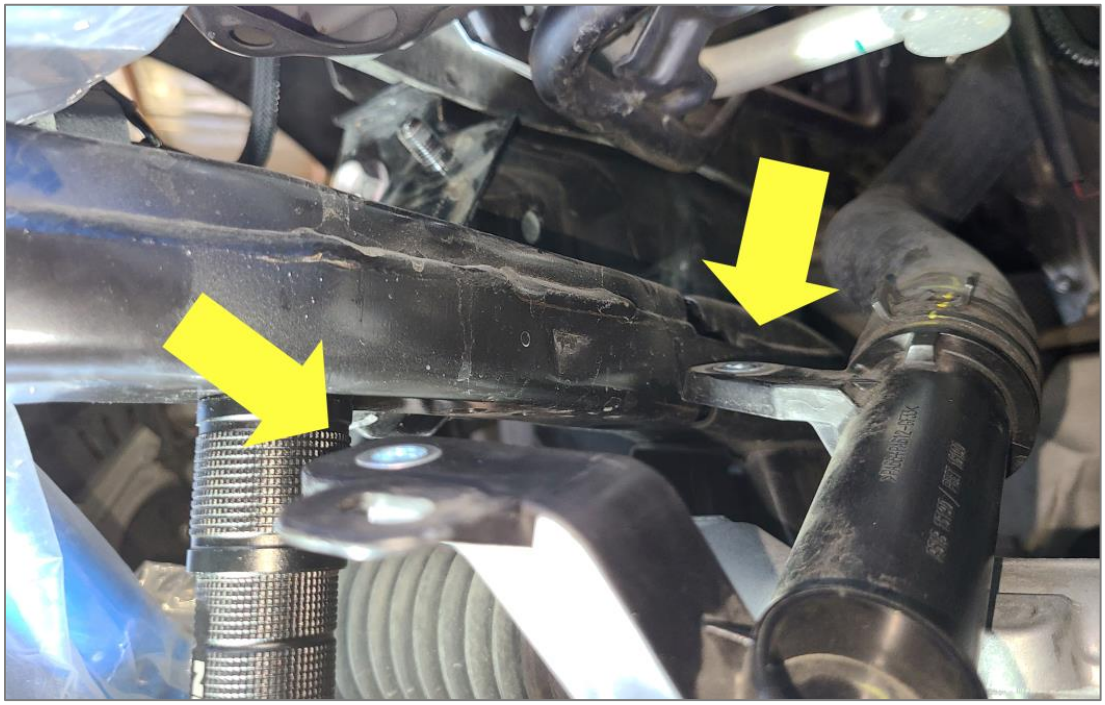


With everything disconnected you will be able to lift upward and then drop downward to remove the shroud from the vehicle. You will need to slightly pull back on the support tabs to disengage and allow the shroud to pop up.

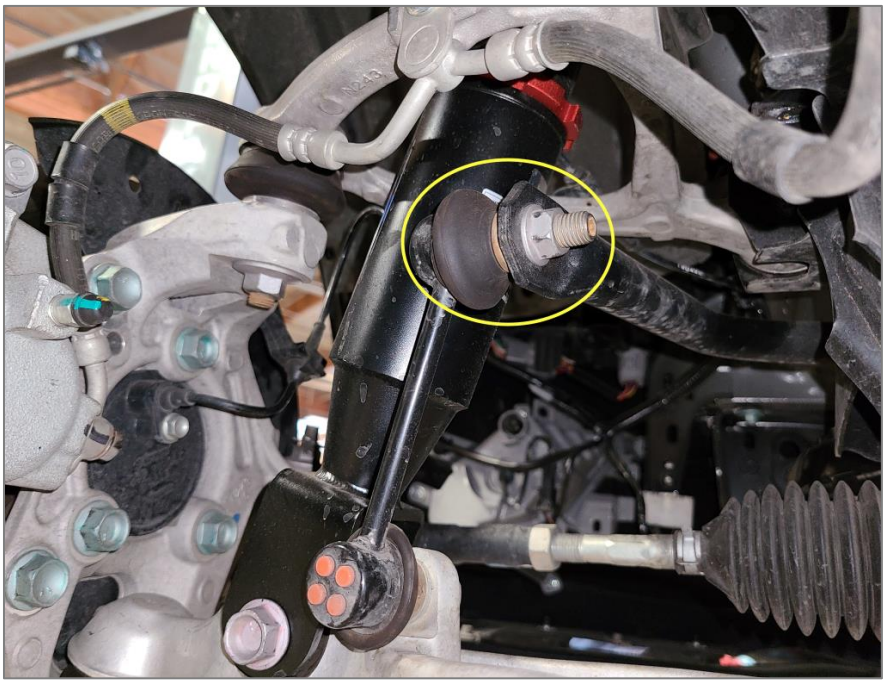


This last harness clip was not possible to unclip until the shroud was almost out. Unclip with pliers.

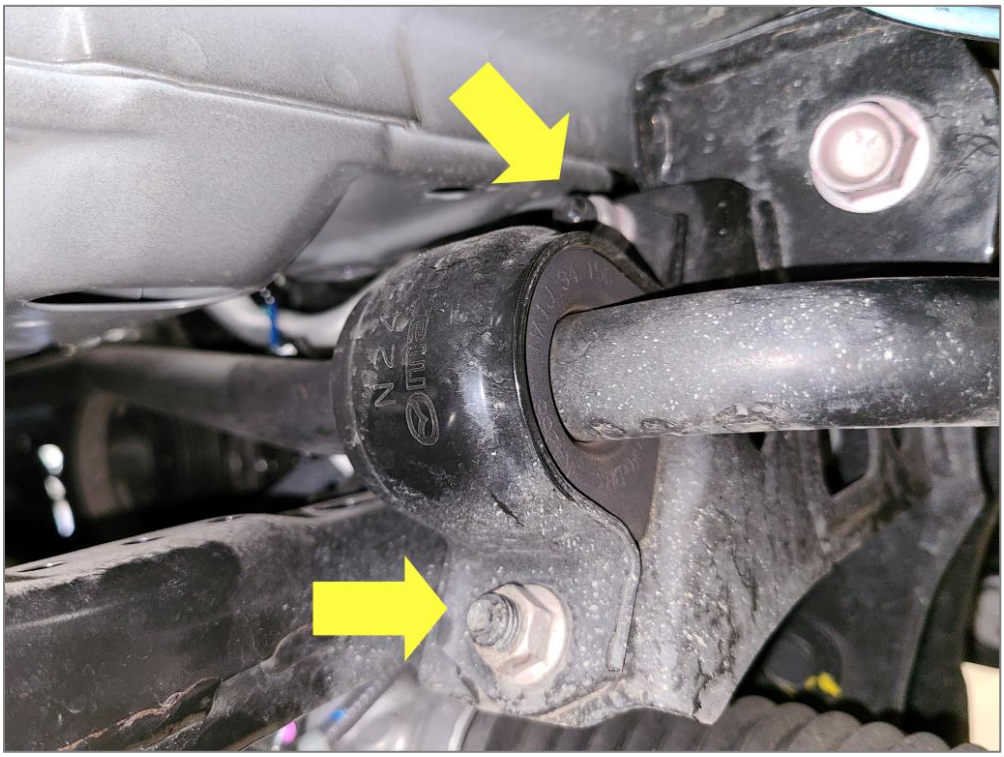
8F Follow the lower radiator hose and locate (2) bolted mounts to the subframe. Unfasten these (2) bolts.



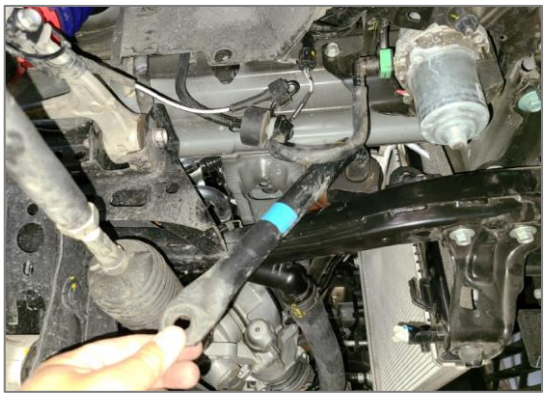
9F Unbolt the end links from the sway bar ends using a 14mm socket.



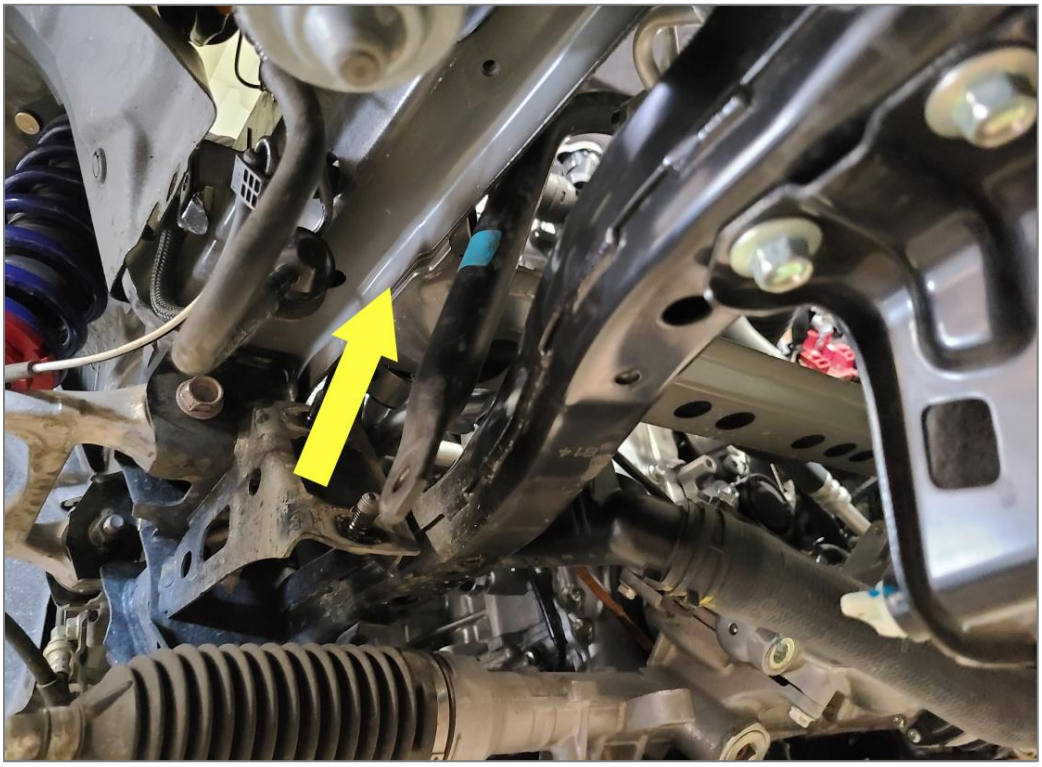
10F Unbolt the bushing brackets with a 14mm socket. Remove the bushing brackets so they are out of the way when removing the bar.



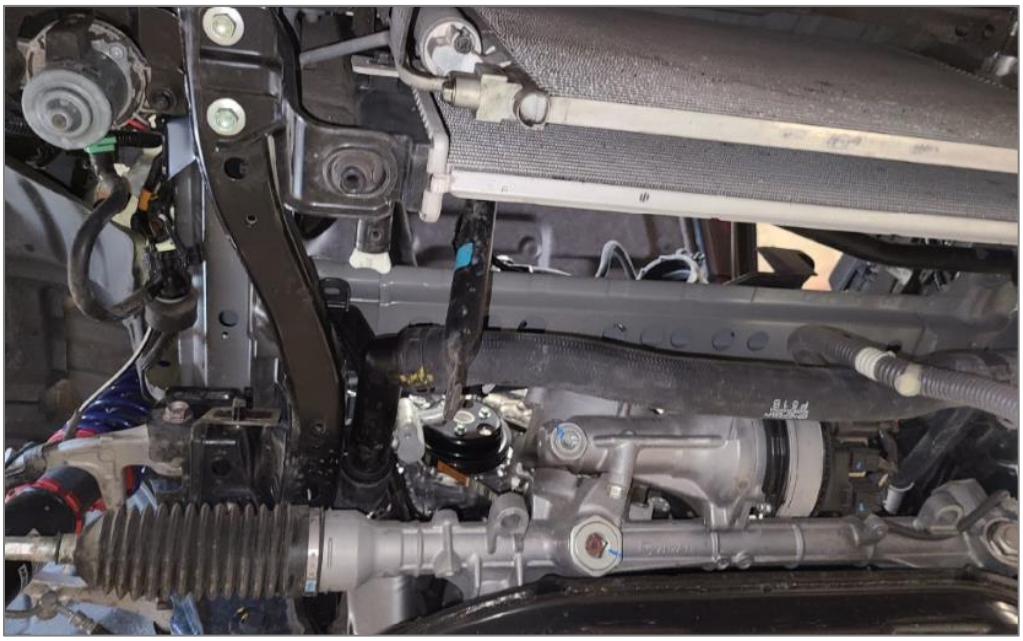
11F Fishing the bar out of the car will require a few steps. First, shift the bar forward so the arms clear the steering tie rods and can flop down.



We will remove the bar from the left (driver) side so lift the passenger side end up through the gap between the unibody and the subframe.



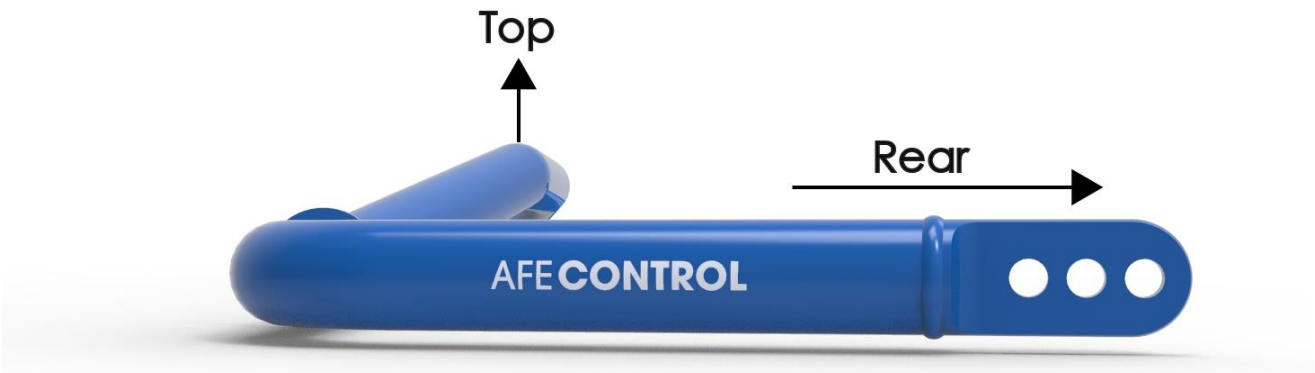
After you rise up and over the subframe the right sway bar end should look like below.



Next, keep pulling the bar towards the left side of the vehicle.

When you get to the 90° bend in the bar, rotate it downward to curl the bar out of the vehicle.

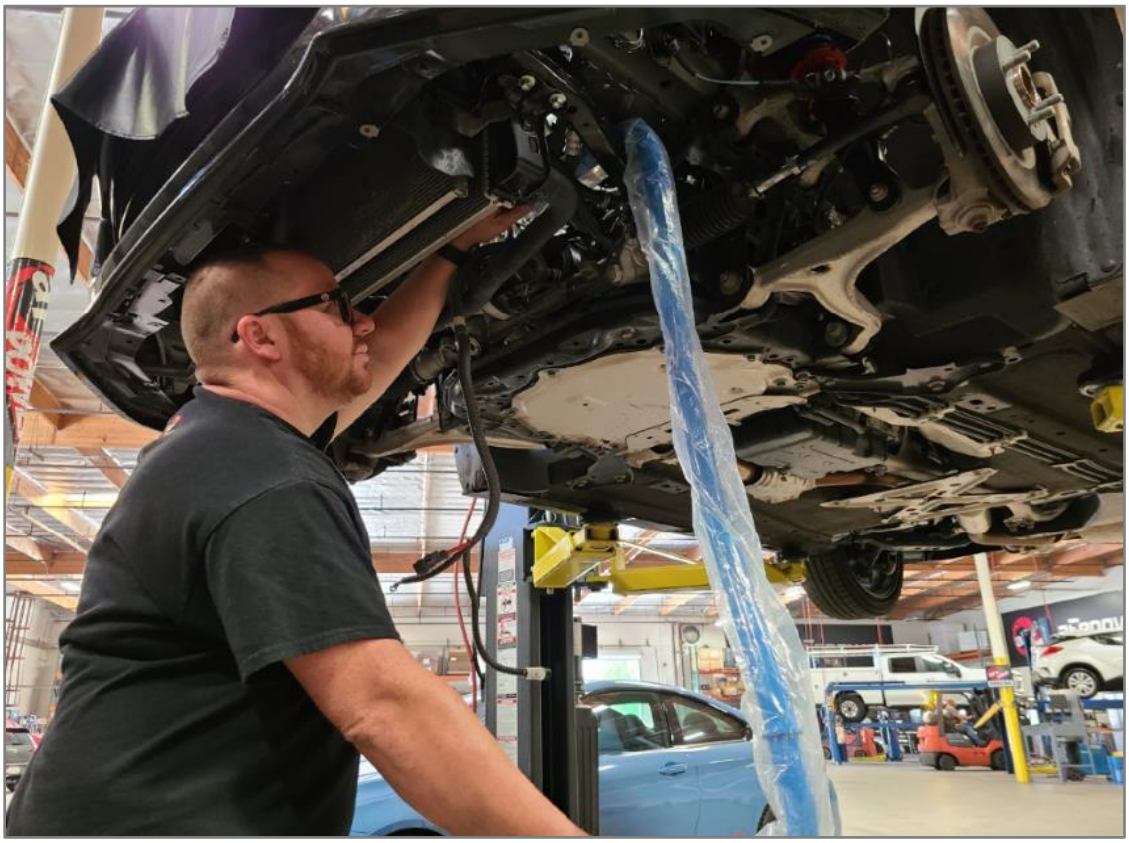
12F Familiarize yourself with the orientation of the sway bar. The bar ends will point towards to the rear of the car and the center hump should be up.



13F We suggest leaving the sway bar in the poly bag when feeding it into the car. This will keep it safe from scratches.

Insert the RIGHT side of the bar in between the subframe and unibody.

Start from the left side and feed the bar towards the right side of the vehicle.



Bring the right side end up and over the subframe in between the subframe and unibody.

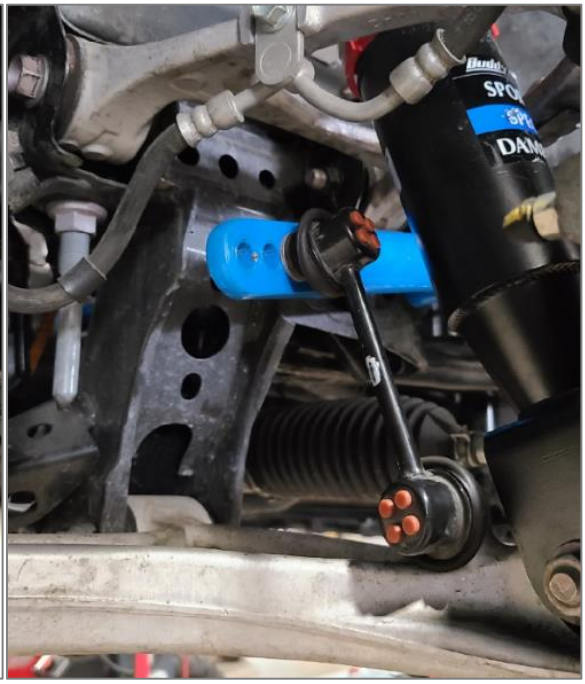
Rotate the bar so the ends can go over the steering tie rods and allow the bar to shift towards the back.

14F Cut the poly bag and remove it from the bar. Pick up the larger diameter bushing and use the provided silicon lube to grease the inside surface of the bushing.

Open the bushing up and install on the sway bar.

Grab the supplied bushing brackets and install them onto the bushings with the OE nuts. Make sure the grease fitting is pointing outward. Fully tighten these nuts.

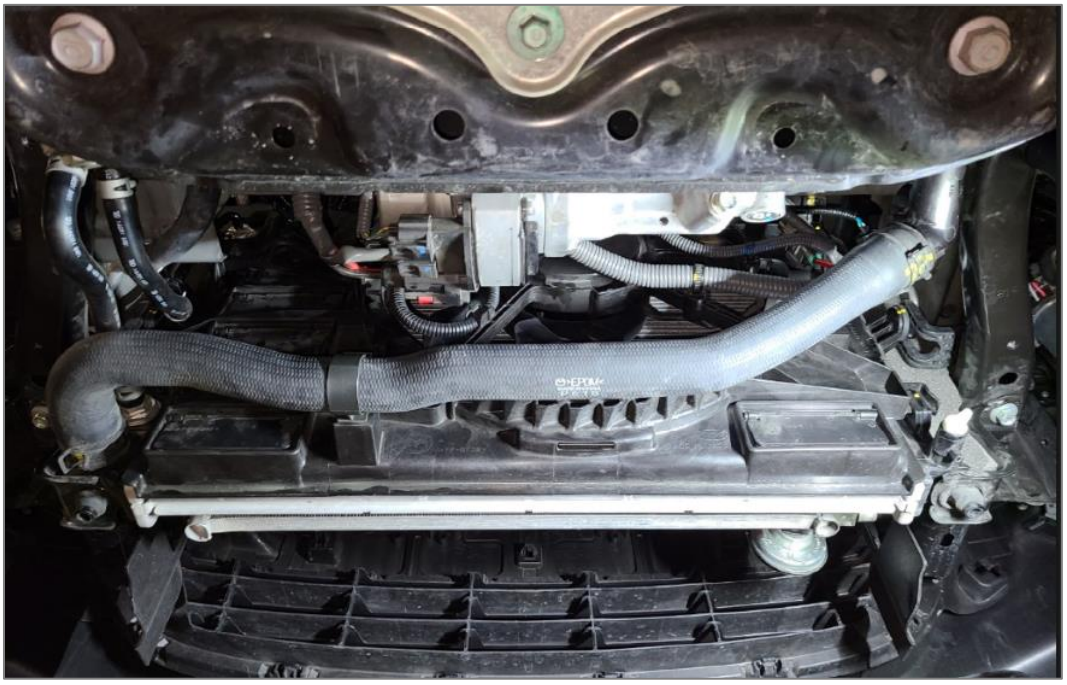
15F Install the end links onto one of three holes on your aFe Control sway bar. The hole closest to the end is the softest setting. (aFe suggest using the stiffest hole or the hole furthest from the end) Fully tighten this hardware.



16F Reinstall the fan shroud in the same manner as removal.

Before you get the fan shroud back in the car, pop out the harness clip that utilized tape to secure and re-tape it to the wire harness.

Reinstall the shroud back into place and start re-attaching all of the harness clips, fan control unit, ground straps, etc from step 7F.

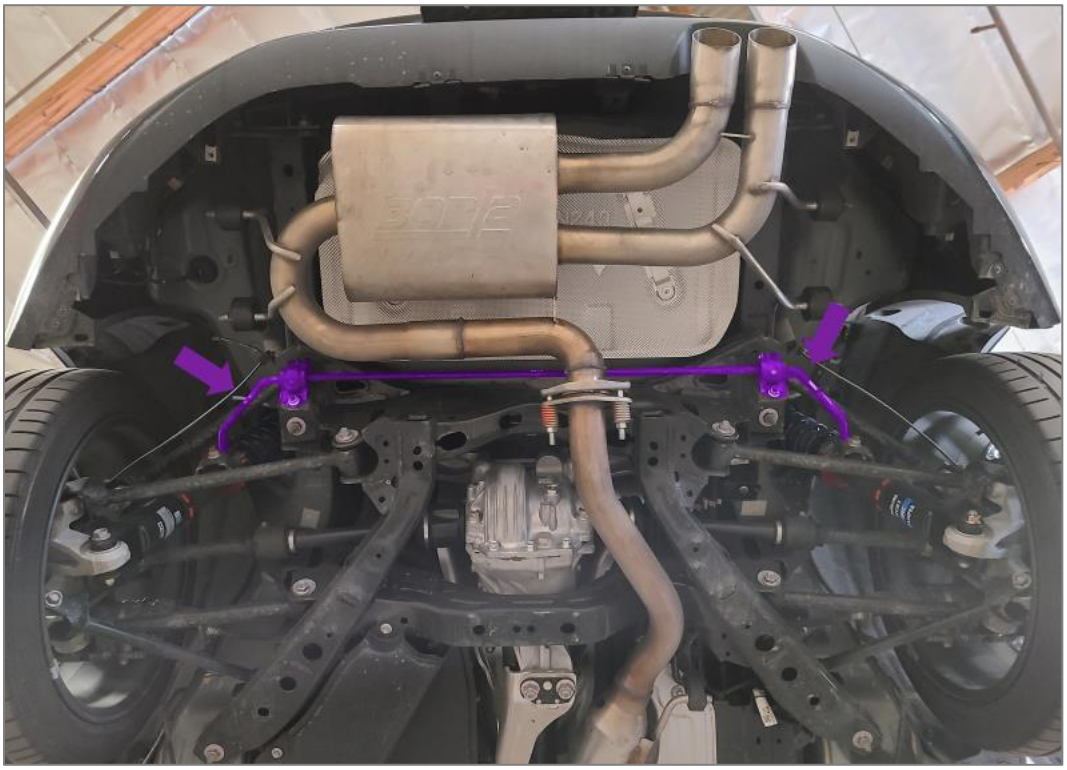


17F Performs steps 1F-6F in reverse order.

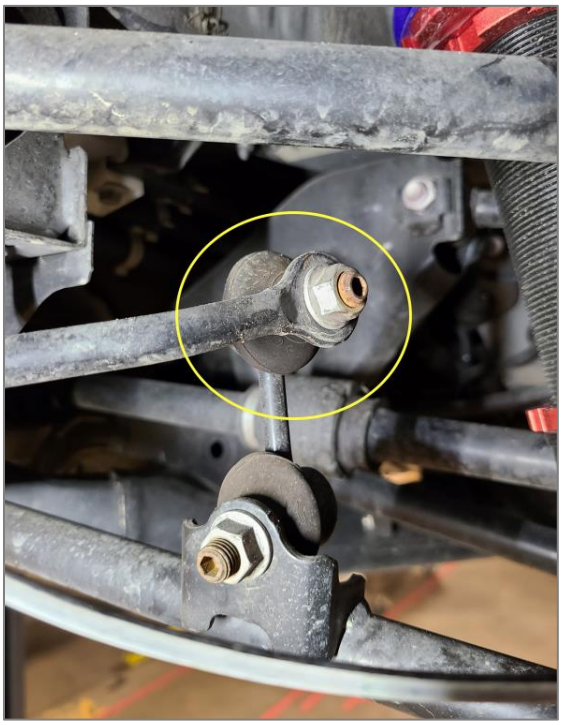
You are now finished with the aFe Control front sway bar.

Rear Sway Bar Installation:

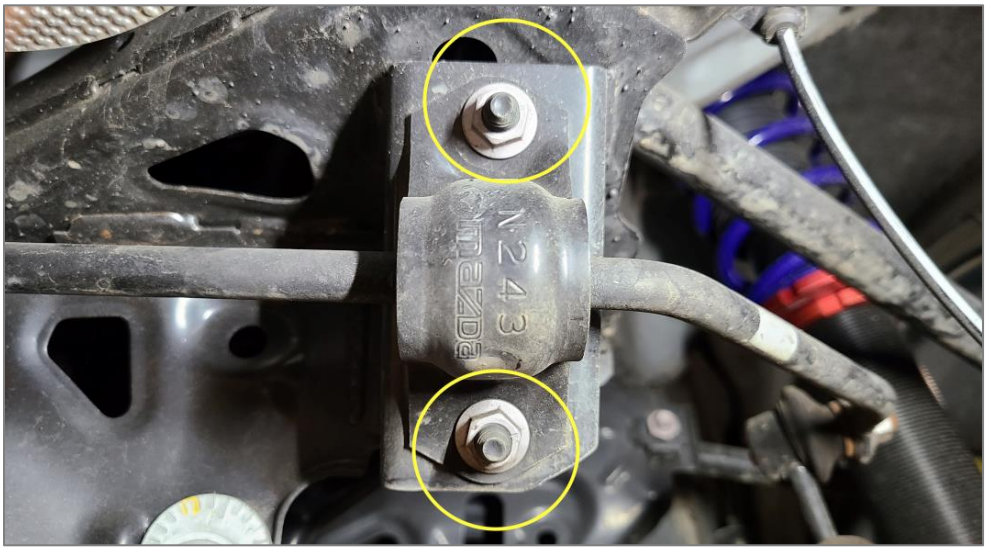
1R Raise the rear of the vehicle and locate the rear sway bar just in front of the muffler.



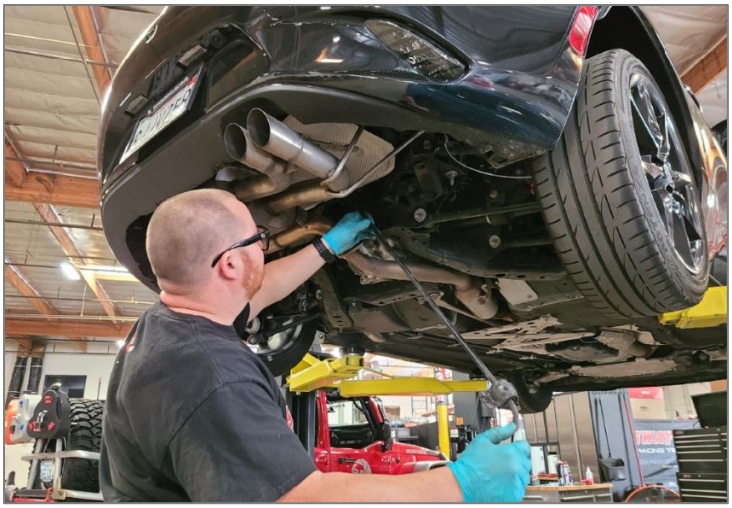
2R Unbolt the rear end links from the rear sway bar using a 14mm socket.



3R Unbolt the rear bushing brackets with a 12mm socket.



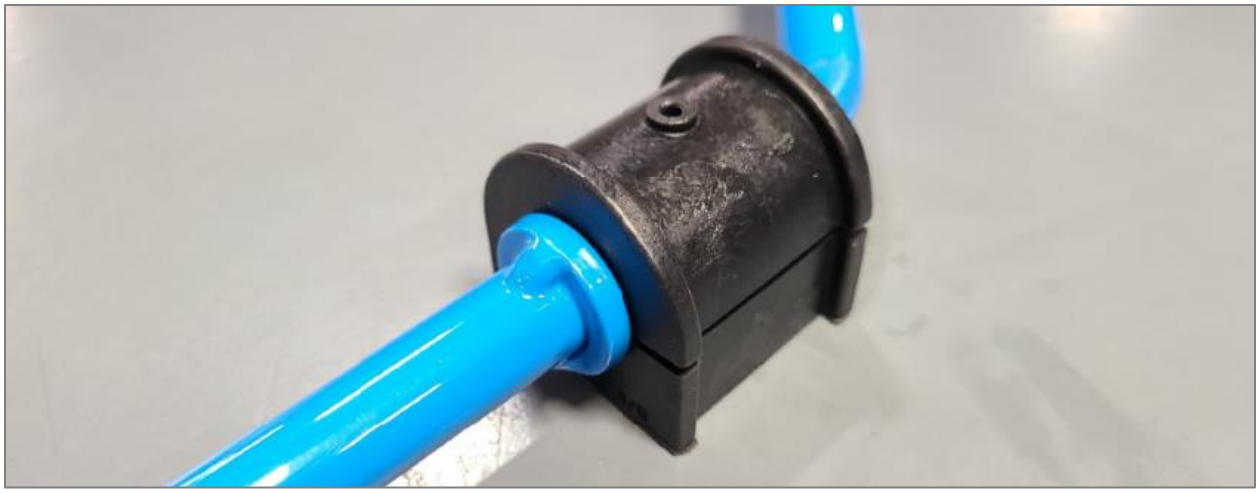
4R Remove the OE rear sway from the vehicle.



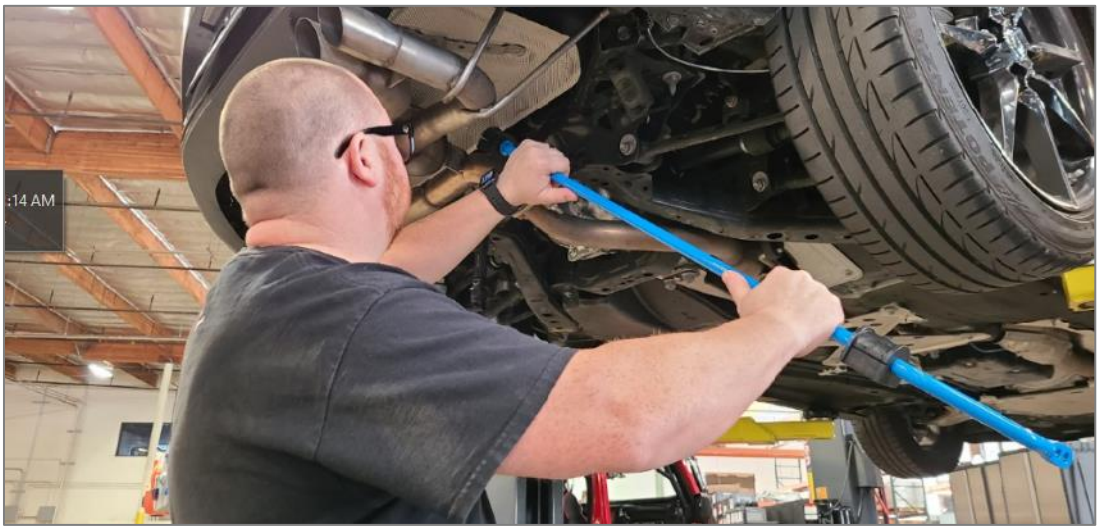
5R Familiarize yourself with the orientation of the sway bar. There is a top and bottom for this bar. The ends should angle in towards the top.

6R Grease the inner surface of the bushings with the provided silicon lube.

7R Open the bushing up and install onto the aFe Control sway bar.

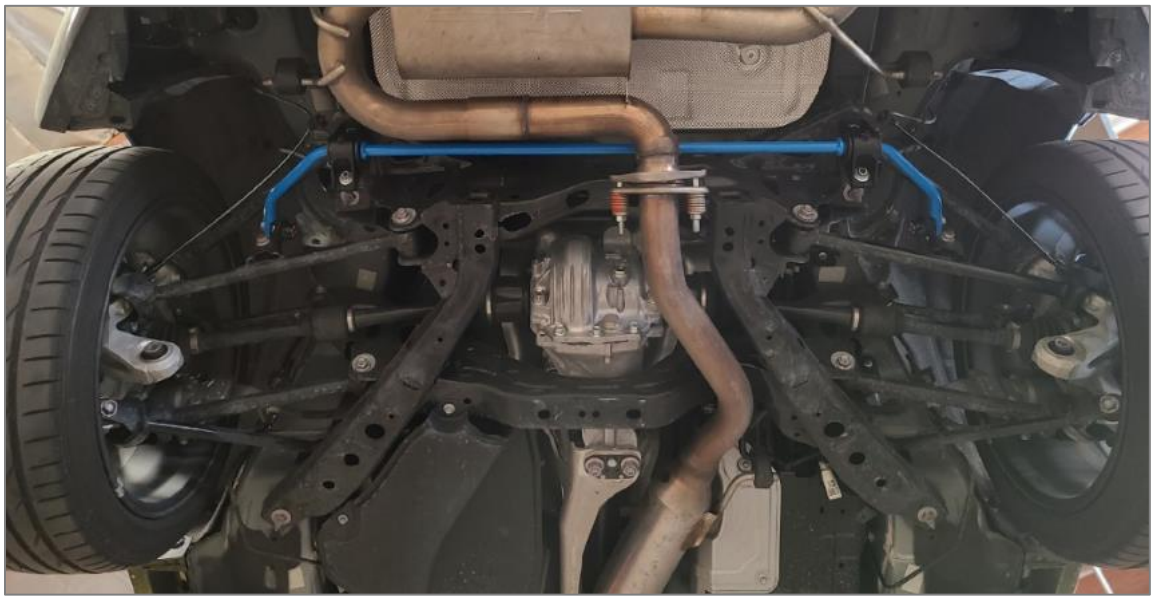


8R Install the aFe Control rear sway bar into the car in the same manner as stock removal.



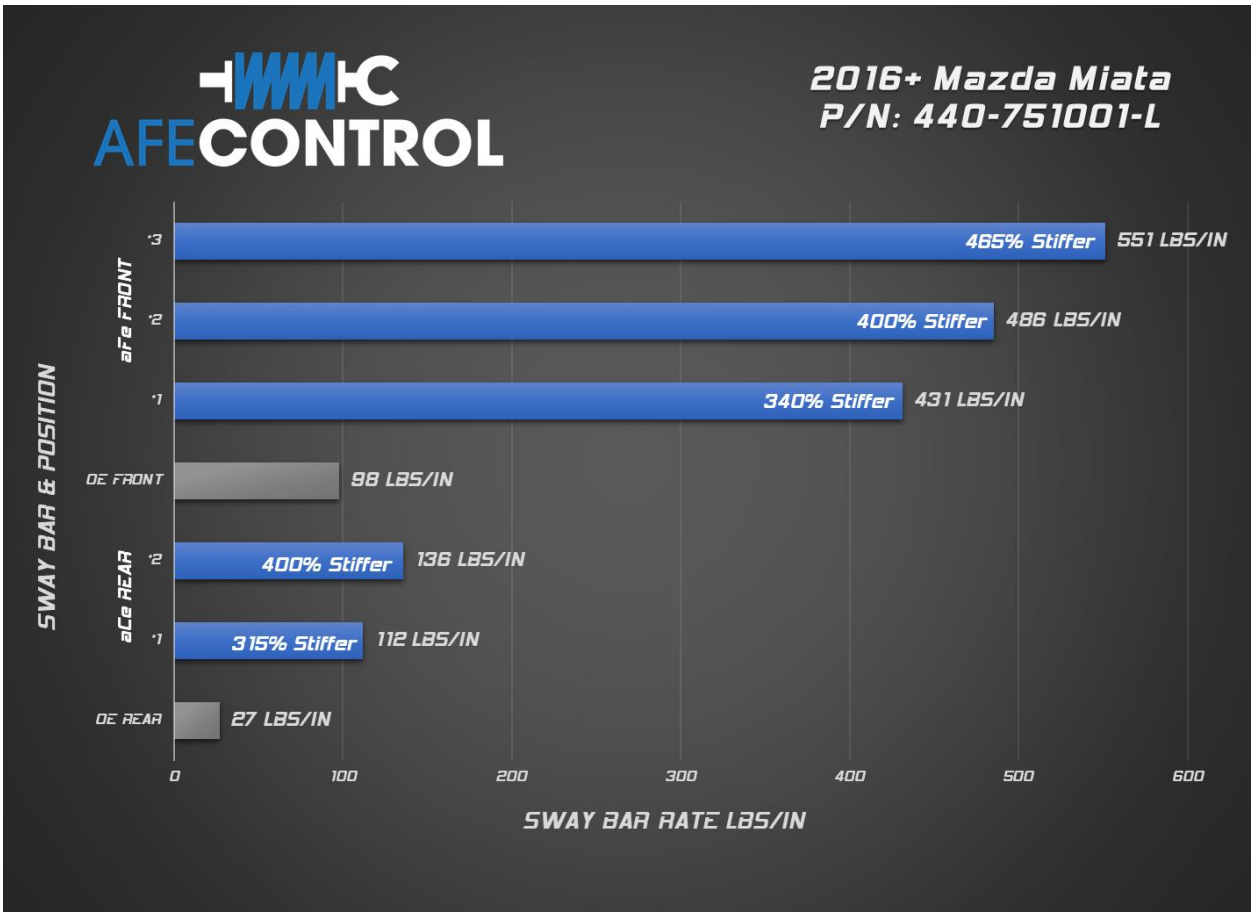
9R Install the afe Control billet bracket onto the bushings. Use the provided washers with the stock nuts and fully tighten.

10R Attach the end links onto the aFe Control sway bar ends. The hole closest to the end is the softest setting. (aFe suggest using the stiffest hole or the hole furthest from the end) Fully tighten this hardware.



You are not finished with the rear sway bar installation.

Stiffness Chart and Tuning:



Stiffer roll resistance will demand more from the tires. When the tire's grip is overloaded, they will begin to slip. Manipulating when the front or rear tires slip can make the vehicle understeer, oversteer, or handle neutral. So, think of it as the higher the stiffness, the earlier the slip. If the front slips first, you will have understeer. If the rear slips first, you will have oversteer. If both front and rear slip near the same time, you will have neutral handling.

(Note: Handling characteristics also highly depend on wheel alignment and how much grip your tires have)

Suggested Initial Settings:
Front: Position #3 Full Stiff
Rear: Position #2 Full Stiff