



Product:

aFe Control Sway Bars

Part Numbers:

440-701001-N

Applications:

2017-2018 Honda Civic Type R

Contents in the box: 440-701001-N (F&R Set)

Qty	Part #	Description
1	P2502-N	Front Sway Bar
1	P2503-N	Rear Sway Bar
1	P2502-HK	Front Bushing Package
1	P2503-HK	Rear Bushing Package

Difficulty of Installation: Beginner |-----x-----| **Advanced**

Reason: This installation requires the lowering of the front sub frame, and is best performed on a 2 post lift. Installation also involves disconnecting steering, and main chassis bracing. Professional installation recommended.

Expected Installation Time: 5 Hours

Recommended Tools:

- Metric Wrench Set
- Metric Socket Set
- Metric Allen Wrench Set
- Impact Driver
- 3/8" drive Torque Wrench
- 2 Post Lift and Screw Jack (preferred)
- Transmission Jack

This procedure is best performed on a vehicle lift by qualified mechanics, while it is possible to install these sway bars using a floor jack and jack stands, it is not recommended.

Tech Tip: WD40 is very effective at removing the tacky grease applied to the bushings, use it on surfaces not intended to have grease such as your hands and tools.

Front OEM Sway Bar Removal

1. Using proper jacking points and a 2 post lift, raise the vehicle in the air.
2. Remove the front wheels. Using a 22mm socket
3. Remove the plastic steering column cover inside the car. Exposing the steering column knuckle.



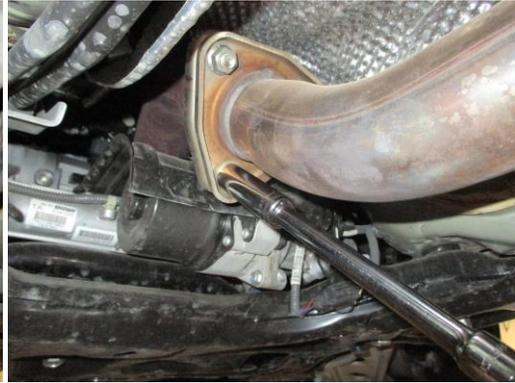
4. Use a 10mm socket to remove steering column bolt. **Before pulling the knuckle apart use a paint pen to mark the orientation of the two parts for proper column alignment later.**



5. To gain access to the subframe brace attachment points, remove the plastic rivets inside the wheel wells. Remove 2 Allen screws and 5 bolts to remove skid plate.



6. Remove the lower crash bar with a 17mm socket. To gain access to the exhaust. Using a 14mm socket remove the 3 nuts to exhaust.



7. Loosen and remove the 14mm bolts that secure the heat shield to the vehicle.



8. Once heat shield is removed from vehicle, disconnect the steering sensor connection. Disconnect steering rack connection on the side of the frame also.



9. Loosen and remove the down pipe using a 14mm socket. Remove down pipe out the front of the vehicle.



10. Loosen and remove the 19mm bolt that hold the engine mount. Remove sub frame braces using a 17mm socket.



11. Disconnect the tie rods from the spindle using a 19mm socket.



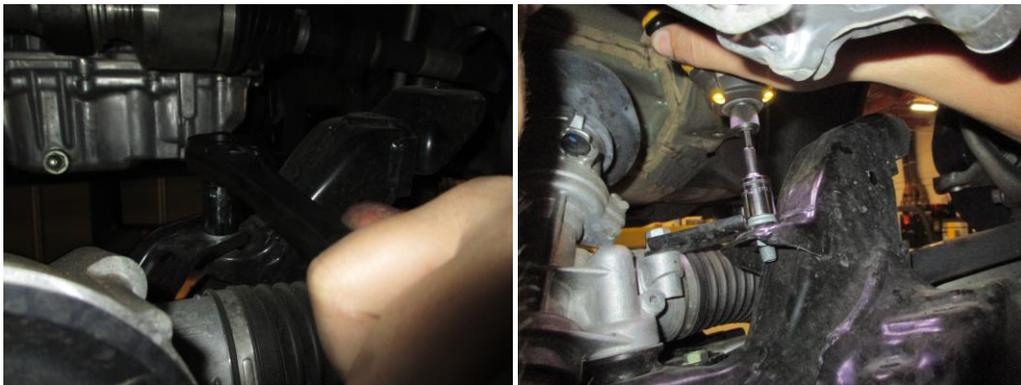
12. Using a screw jack, support the subframe, then remove the left and right side forward sub frame bolts. We chose to place the screw jack forward on the subframe near the lower control arms, this is helpful in the next step.



13. Slowly lower the subframe, be careful to ensure that you are not binding on anything and that all electrical connections and lines are free and not under tension. We were able to achieve this step by rotating the subframe back, and not completely dropping it from the vehicle. In this step be careful and make sure the steering spline does not get caught on anything.



14. You can now access the steering rack bolts that hold the rack to the sub frame. Remove the 9 bolts that hold the rack to the sub frame.



15. With the rack bolts removed you disconnect rack wiring harness. Now you can remove the whole rack from the sub frame.



16. Now you will be able to remove the factory sway bar from the subframe.



17. Before removing the brackets, take time to note the orientation of the OEM brackets.

Front aFe Control Sway Bar Installation

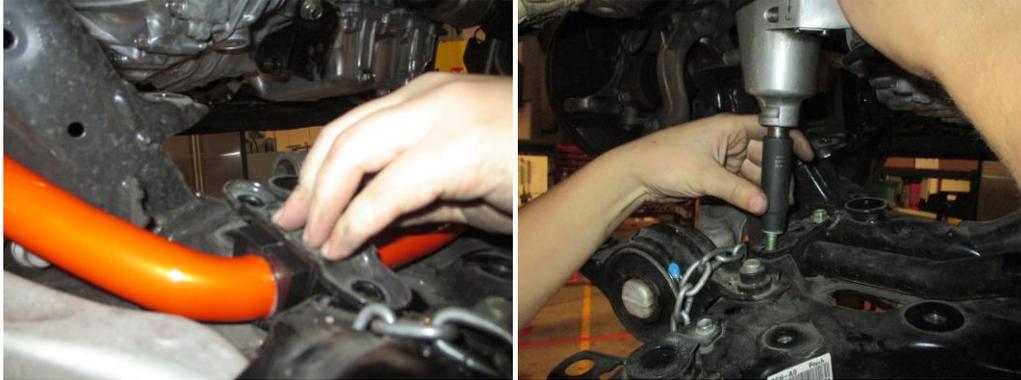
1. Remove sway bar end link from stock bar. Reinstall the stock end link on AFE Control sway bar. Apply grease to inner surface and install new bushings onto sway bar.



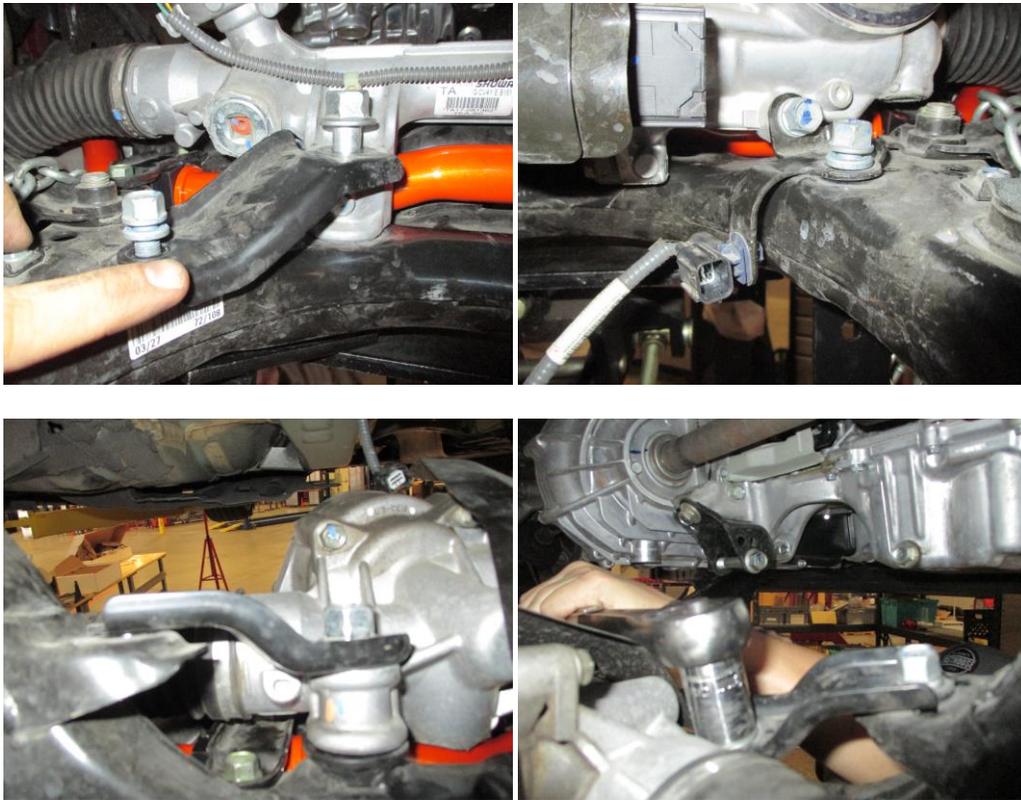
2. Reinstall the new sway bar by raising into the sub frame, in the pictured orientation.



3. Reinstall the OEM brackets, carefully noting the correct orientation. Reattach the mounting hardware, and tighten bolts.



4. You can now reinstall the steering rack into the sub frame. Tighten down all bolts that hold the rack into the sub frame.



5. Reconnect steering rack wiring harness. This will complete the rack install.



6. Raise the sub frame back up into its stock location and reinstall bolts and tighten down. Re connect all wiring to steering rack.



7. Secure the rear subframe, by re-attaching the left and right brackets. Shift subframe as required to keep everything aligned. Go back and torque the previously snugged subframe fasteners.



8. Reinstall the rear main subframe brace.



9. Re-attach down pipe to stock location.



10. If removed in previous steps, re-connect the electrical connector to the steering rack.



11. Re-secure the bracket that holds the transaxle bracket to the subframe.



12. Re-secure the heat shield, and reinstall the exhaust



13. Reinstall all underbelly fasteners and underbody covers after verifying all connections and bolts are secured.
14. Re-secure steering shaft knuckle. **Align the splines with previous markings and reinstall the bolts to the steering rack.** Reinstall the steering kick panel.



15. Double check all your work and re-install wheels torquing to proper values.

Rear OEM Sway Bar Removal

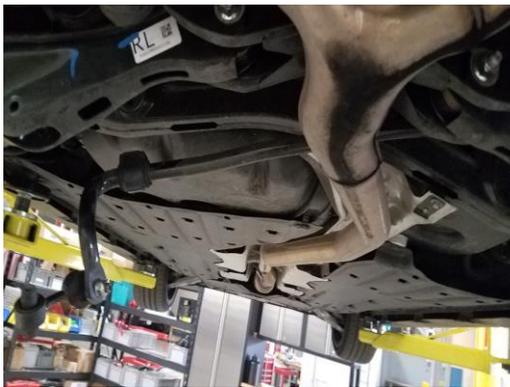
1. Using proper jacking points, lift and support the rear of the car on jack stands.
2. Remove the wheels.
3. Disconnect the OEM rear sway bar end links on both sides of vehicle. Pull the sway bar up out of lower control arm.



4. Remove the driver and passenger side sway bar mounts



5. Remove the OEM bushing brackets on both sides of vehicle.
6. Slide the OEM sway bar out the driver's side through the opening in the exhaust and lower control arm.



Rear aFe Control Sway Bar Installation

1. Remove the stock end links and install them onto the new sway bar.



2. Grease inside surface and install new bushings onto the sway bar.



3. Install grease fitting onto supplied brackets, and install onto bar, using factory hardware.



4. Double check all your work and re-install sway bar and tighten down sway bar brackets.

5. Reinstall end link into lower control arms.



6. Double check all bolts and hardware, reinstall the tires and torque to oem specifications.

When all work is complete take the vehicle to alignment shop for a proper wheel alignment.



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Product:
Lowering Springs

Part Numbers:
410-701001-N

Applications:
2017-2018 Honda Civic Type R

Contents in the box:

Qty	Part #	Description
1	P2500L	Front Driver Side Coil Spring
1	P2500R	Front Passenger Side Coil Spring
2	P2501	Rear Coil Spring

Difficulty of Installation: Beginner |-----x-----| **Advanced**

Reason: This is a straight forward installation that does require some automotive skill, and adequate tool availability.

Expected Installation Time: 2.5 Hours

Recommended Tools:

- 18mm box end
- Metric socket set
- 11/16 socket
- 3/8" drive ratchet
- 1/2 drive ratchet
- Allen Wrench Set
- Ball joint puller
- 2 Post Lift and Screw Jack (preferred)
- Strut Compressor (can be rented from local auto parts store)

Front OEM Strut Removal

1. Using proper jacking points, lift and support the front of the car on jack stands.
2. Using a 22mm socket remove the front wheels.
3. Position a screw, or floor jack under the front control arm to hold in place.
4. Unbolt the sway bar end link from the strut using a 12mm socket and unplug the electronic strut wiring harness.



5. Use a 14mm socket to break loose the OEM strut top bolts that hold the strut up.
6. Use a 19mm socket to remove the bolt that hold the ride height sensors onto the lower arm.



7. Remove the 2 bolts using a 18mm socket and box wrench that hold the strut into the spindle.



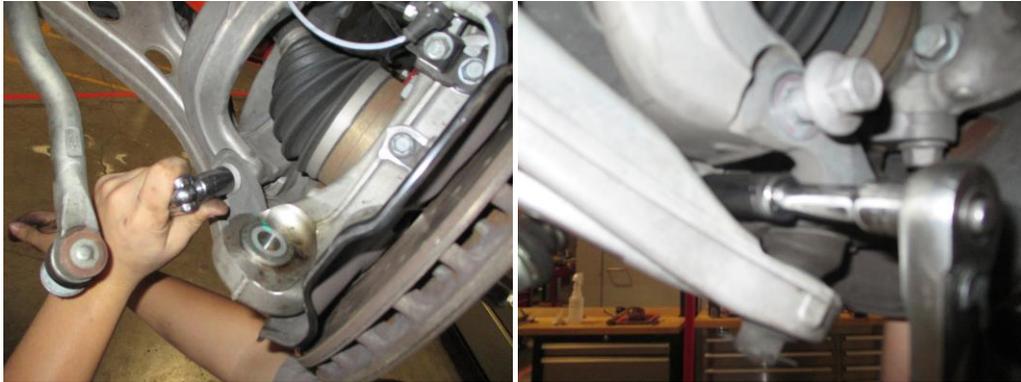
8. Using a 10mm socket remove the plastic shield. This will give you more room to remove the link in the picture. Using a 19mm wrench and a 5mm Allen to remove link.



9. Using a 17mm socket remove the lower arm ball joint nut.
10. After nut is off you will need a ball joint tool to remove ball joint from the lower arm. Spraying with WD-40 will help in removal. There will be a loud POP when the ball joint come free from the lower arm.



11. Once the lower arm is free. Remove the 2 lower bolts using a 17mm socket that run through the spindle.



12. Make sure that you have someone to help you hold the spindle. Once the 2 bolts are out the spindle will separate.

13. Once everything is free it will give you just enough room to pull down the strut to free it from the spindle. "you might have to wedge something in the spindle to help free the strut."

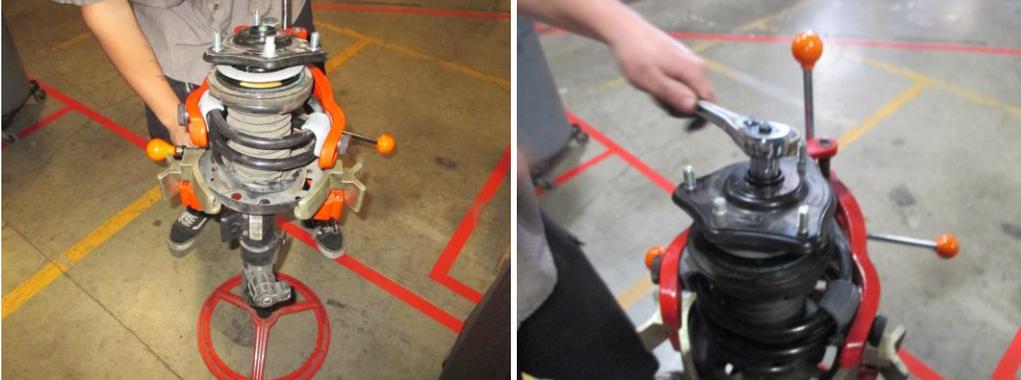


14. Last make sure you remove the top 3 bolts you broke lose earlier so you can remove the strut from the vehicle

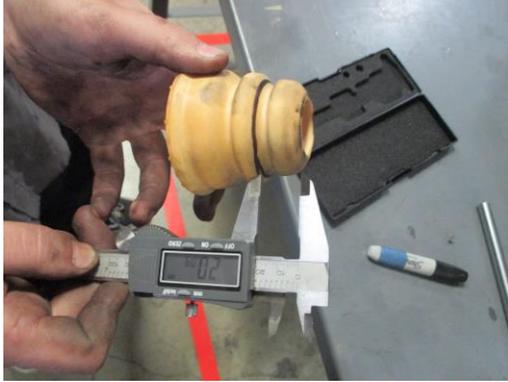


Front aFe Control Coil Spring Installation

1. Using a strut compressor install the stock strut mount, aFe Control spring, and OEM strut. Using a 18 mm socket, loosen the top nut to remove top mount.



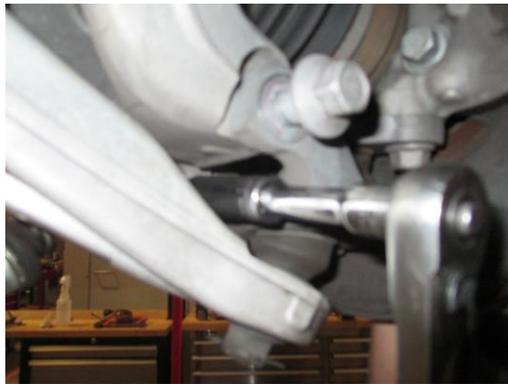
2. Once the spring is off the strut. Remove the stock rubber bump stop and make with a sharpie to remove 22mm off the bump stop.
3. Reinstall the stock spring mounts onto the AFE Control spring “as shown in photo” **Note there are specific left and right springs for this application.**
4. Reinstall the rubber bump and spring to the strut.



5. Slide the spindle upright back onto strut and attach the 3 upper bolts. Using a 14mm socket torque to OEM specs.



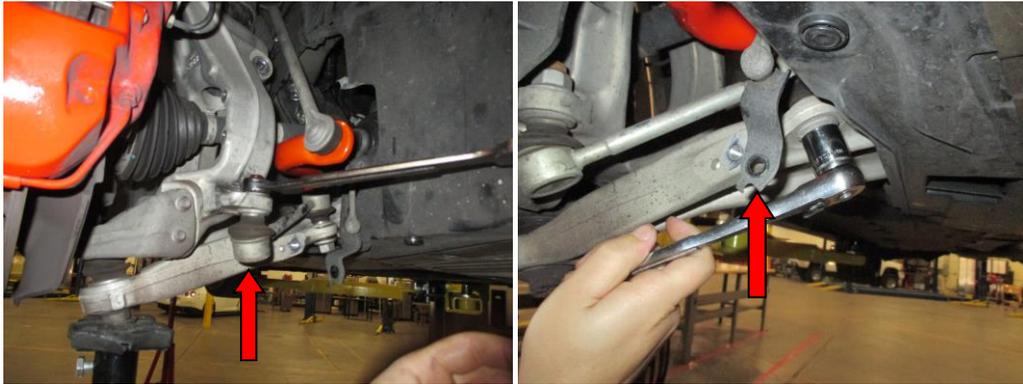
6. Reinstall the strut into the spindle. “WD-40 will help with reinstalling the strut”
7. Re-attach the lower 2 bolts on the bottom of the spindle.



8. Once the lower bolts are tight. Push the spindle up and tighten the 2 strut bolts.



9. Reinstall the sway bar end link, ride height sensor, and reinstall the linkage back on the spindle housing.



11. Reinstall the brake line bracket onto the spindle and reinstall the strut electronics plug.



13. Make sure everything is tight and torqued to OEM specs. Reinstall the wheel and torque to OEM specification.

Rear OEM Coil Spring Removal

1. Using proper jacking points, lift and support the rear of the car on jack stands.
2. Using a 22mm socket remove the wheels.
3. Start by unbolting the lower trailing arm bolt using a 12mm socket
4. Remove the sway bar end link bolt on the lower control arm using a 11/16 socket.



5. Slowly lower the control arm to release tension on the OEM springs, and remove spring from vehicle.



Rear aFe Coil Spring Installation

1. Install the factory upper / lower spring seat, onto the new coil spring. Correct orientation would have the part number right side up. Install the OEM rubber isolator on the top of the spring.



2. Using a screw, or floor jack, raise the lower control arm into position, and align control arm to the upright.



3. Using a 12mm socket, reattach the trailing arm and torque to factory specs.
4. Using a 11/16 socket, reattach the sway bar end link to lower control arm and torque to factory specs



5. Reinstall the rear wheels using a 22mm socket and torque to factory specification.

When complete take the vehicle to alignment shop for a proper alignment.
Vehicle may take approximately 100 miles to fully settle.

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