

aFe Control Sway Bar Set 2020-Present Chevrolet Corvette C8

Product Number: 440-401008-L, 440-401008FL, 440-401008RL

Install Time: 7 hrs. (Full Kit), 6 hrs. (Front Kit), 1 hr. (Rear Kit)



Full Kit Contents	Front & Rear Sway Bar Set	Qty.
00P-0P2540-L	Bar, Front Sway: C8 Corvette	1
00P-0P2541-L	Bar, Rear Sway: C8 Corvette	1
00P-0P2511-B	Bracket, Type 4 S/B (Black Anodize)	4
00P-0C1664-B	Bushing, Poly: 1.375" ID	4
00P-0C1697-A	Fitting, Grease: 1/4-28 Self Tap 90°	4
00P-0C1698-A	Cap, Grease Fitting	4
00P-0C1007-A	Packet, Grease: (0.5 oz)	2

Recommended Tools:

Sockets: 7mm, 8mm, 10mm, 13mm, 15mm, 18mm, 21mm, 22mm

Special Sockets: T15 Torx, T25 Torx, 15mm Swivel socket

Wrenches: 8mm, 15mm, 18mm, 21mm

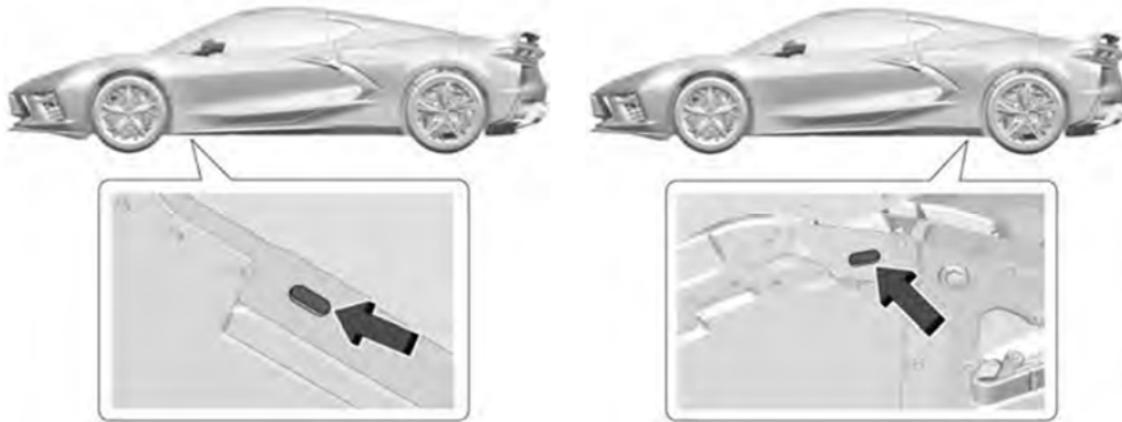
Preferable Equipment:

- 2-Post Lift

Front Sway Bar Installation:

Preface: The front sway bar installation requires you to drop the front subframe slightly in order to unbolt the bushing brackets and have enough room to get the sway bar out. It does not have to be dropped by much, but it does require quite a bit of parts to be removed and/or disconnected.

1F Raise the vehicle at the factory lift points.



2F Remove the front wheels using a 22mm socket.



3F Remove the front splitter lip. Use T15 torx socket to remove the (21) screws.



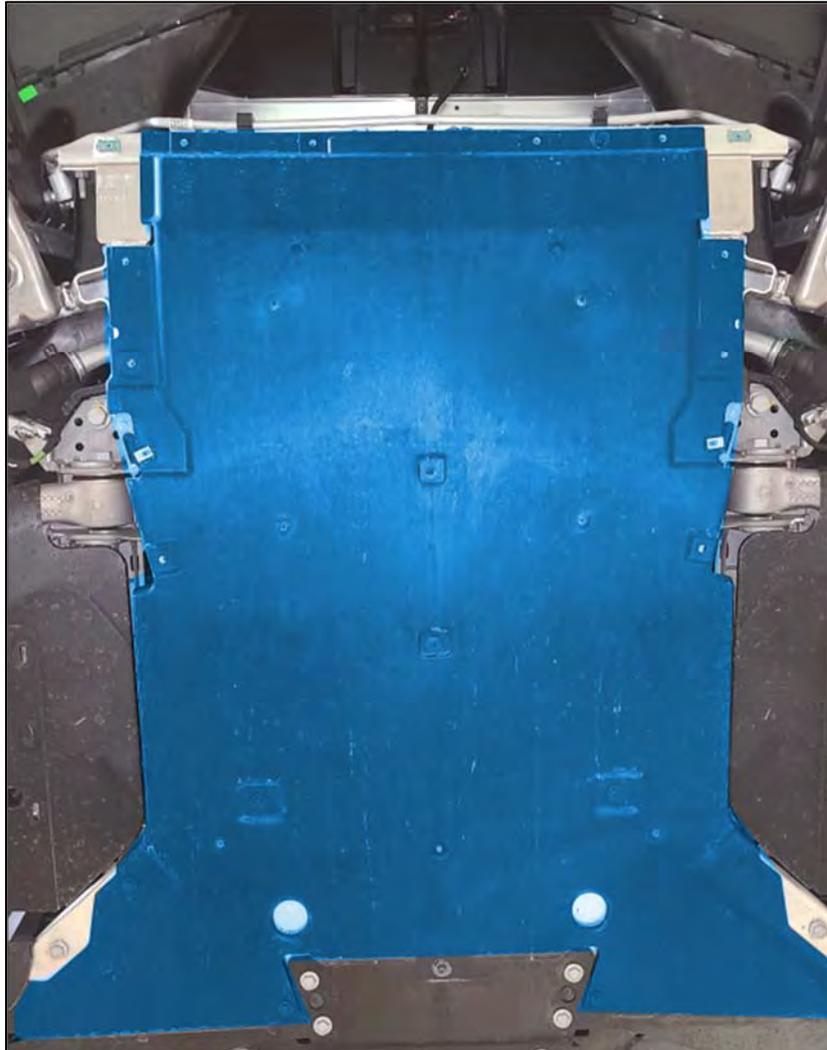
4F Remove the side plastic panels. Use 7mm socket to remove the (2) hex screws and T15 torx socket to remove the (7) screws.



- 5F Remove the front center plastic panel. Use 7mm socket to remove the (4) hex screws.



- 6F Remove the main under panel. Use 7mm socket to remove the (10) hex screws and undo (2) pop clips.



- 7F Remove the lower control arm brake cooling deflectors. Use T25 torx socket to remove the (4) screws and undo the (1) pop clip for each deflector.



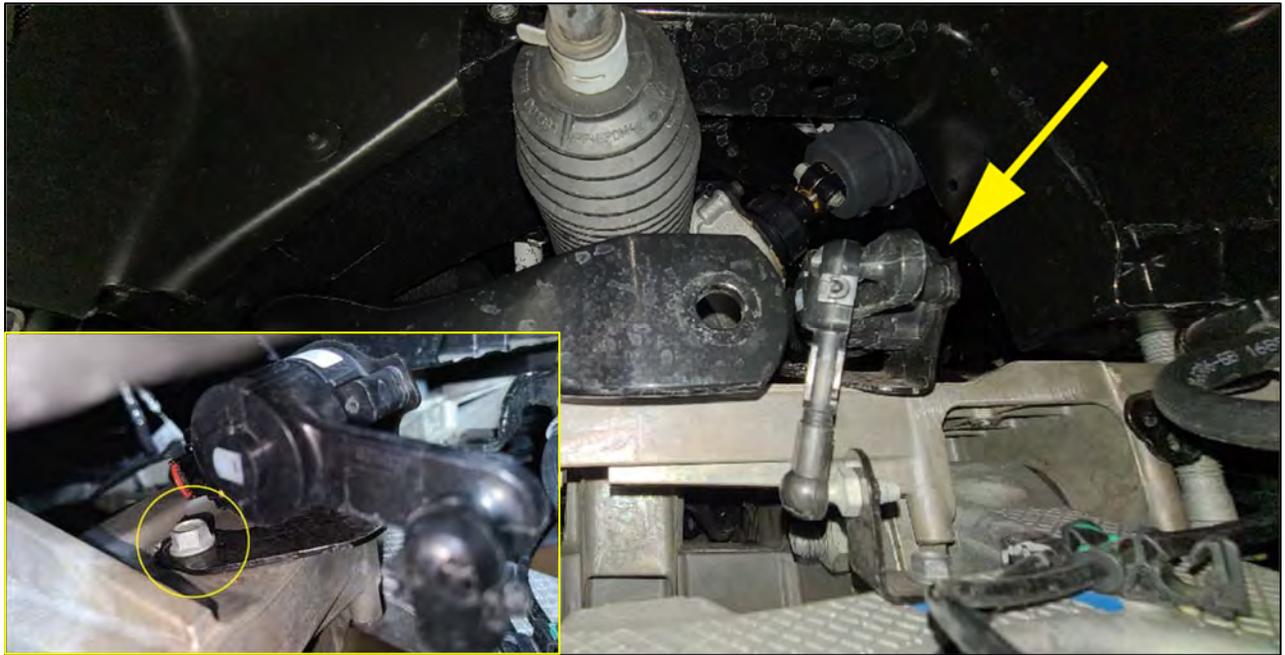
- 8F Detach both end links from the factory sway bar using an 18mm ratcheting wrench for the nut and 8mm socket to hold the stud.



- 9F Remove the (2) subframe side braces located in the wheel well area. Use a 15mm socket to remove the (2) bolts per brace. One brace per side.



10F Unbolt the headlight level sensor located on the left (driver) side using a 10mm socket.



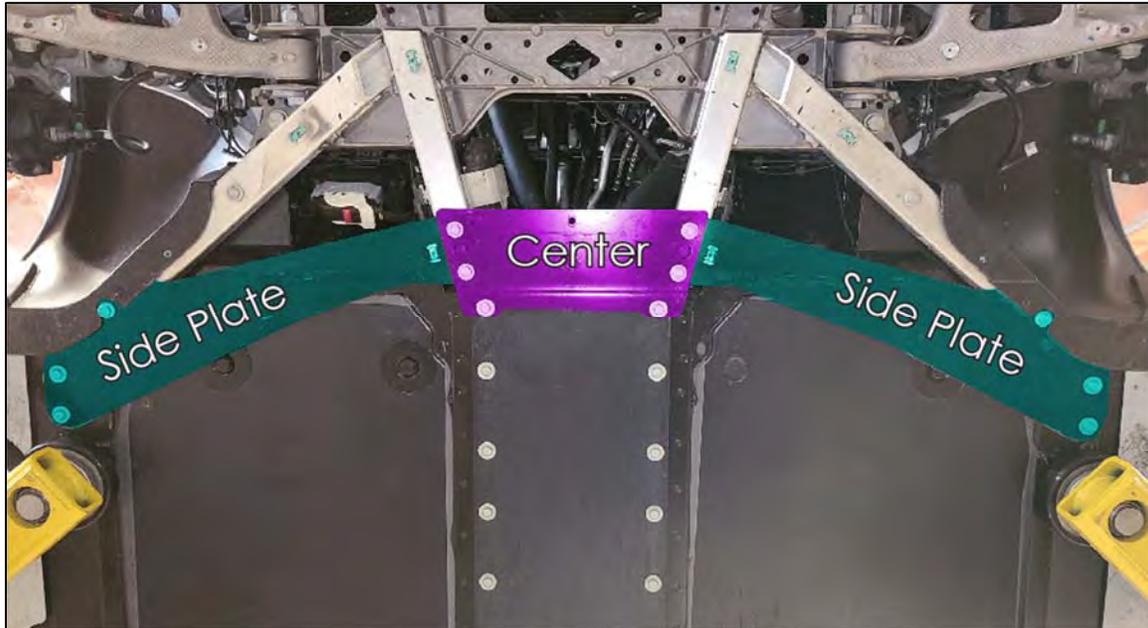
11F Unbolt the brake hose (soft) line bracket from the lower control arms using a 10mm socket. Perform on both sides.



12F Unbolt the brake line/ABS steel bracket with a 10mm socket on both sides of the subframe.



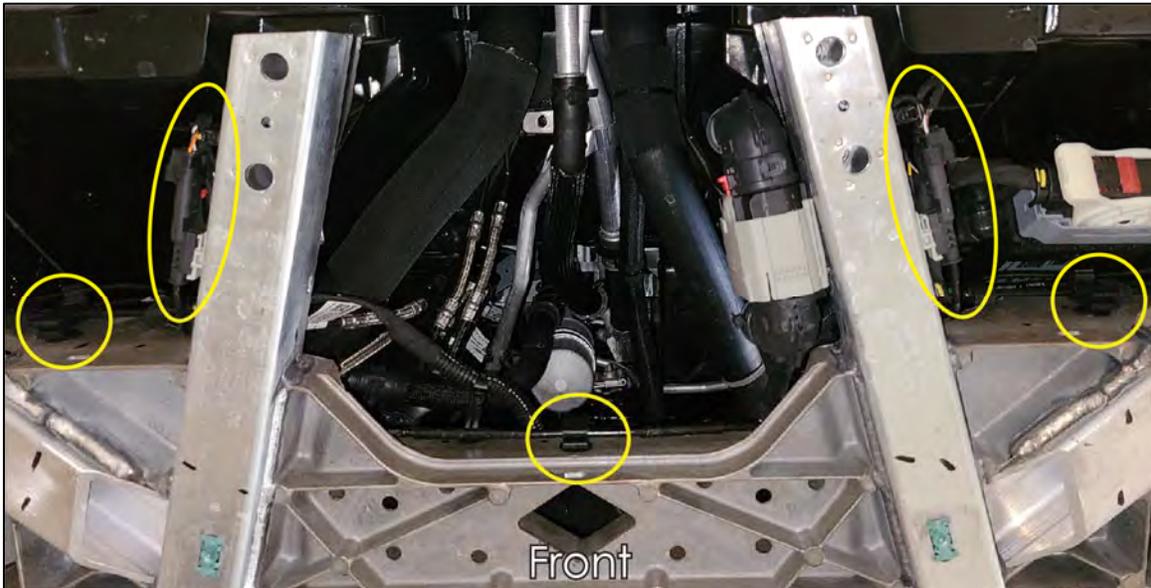
- 13F Move to the rear of the front subframe and remove the (3) black steel plate braces. Center has (4) bolts using 15mm socket and (2) bolts using 13mm socket. Each side plate is attached with (1) black screw 7mm socket, (2) bolts 13mm socket, (1) bolt 15mm socket.



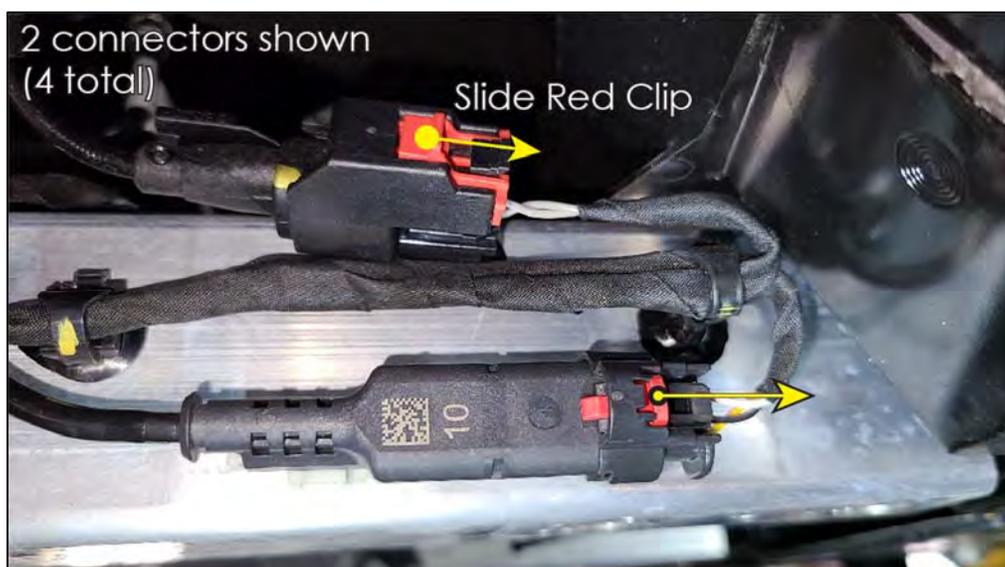
- 14F Unfasten the (1) torx screw T15 socket and (1) hex screw 7mm socket holding the fender well panel on each side. This should allow the plastic panel to bend out of the way for the aluminum subframe arm to drop down.



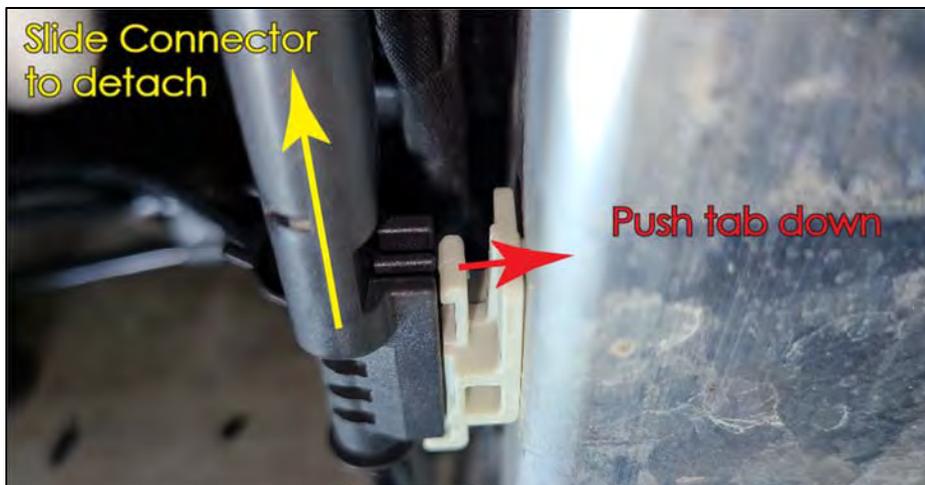
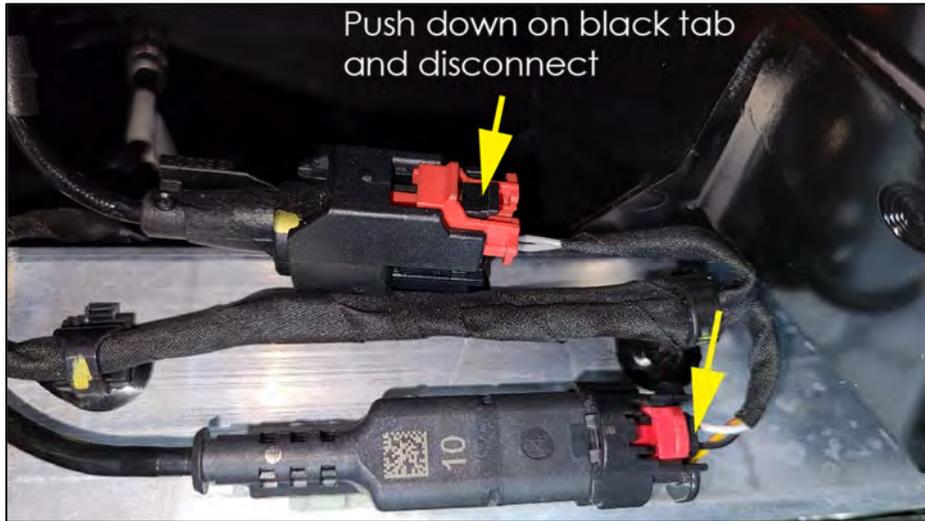
- 15F Unclip every brake line and small electrical connector that runs along the rearward side of the subframe. You basically want to disconnect anything attached to the subframe that might pull when dropping the subframe. In most cases, the plastic holder clip can stay put and you only need to pop the line out to detach. This avoids the risk of permanent damage to the clips themselves.



Same with these electrical connectors, just disconnect them and unclip the removable portion. Should be a total of 4. To disconnect, slide the red clip as shown below.



Next, push down on the black tab while pulling the connector out.



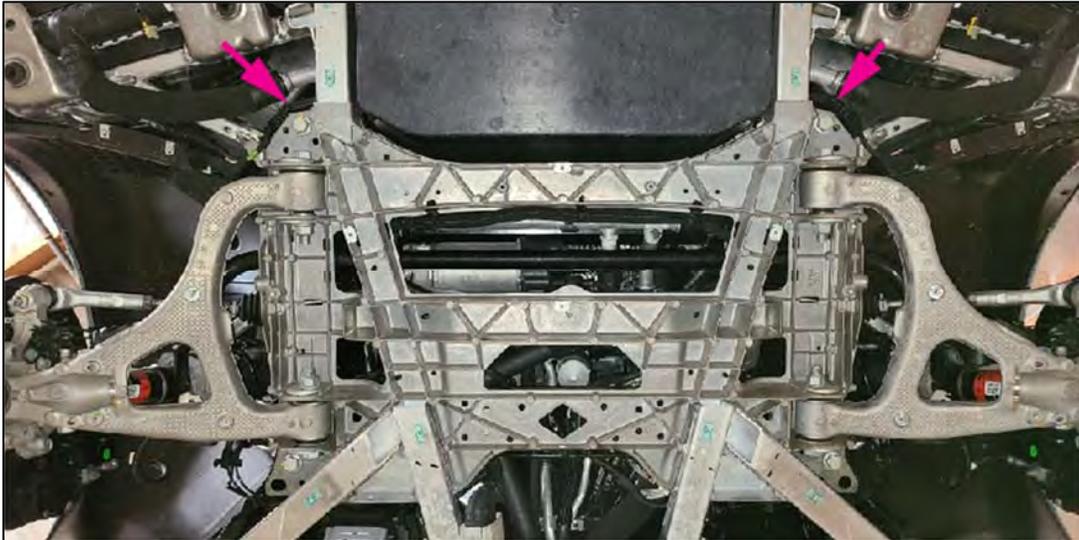
This large harness connector needs to be unclipped from the subframe, but do not disconnect the connector. Use a sharp pick to toggle the prong inside the clip to slide the entire connector out.



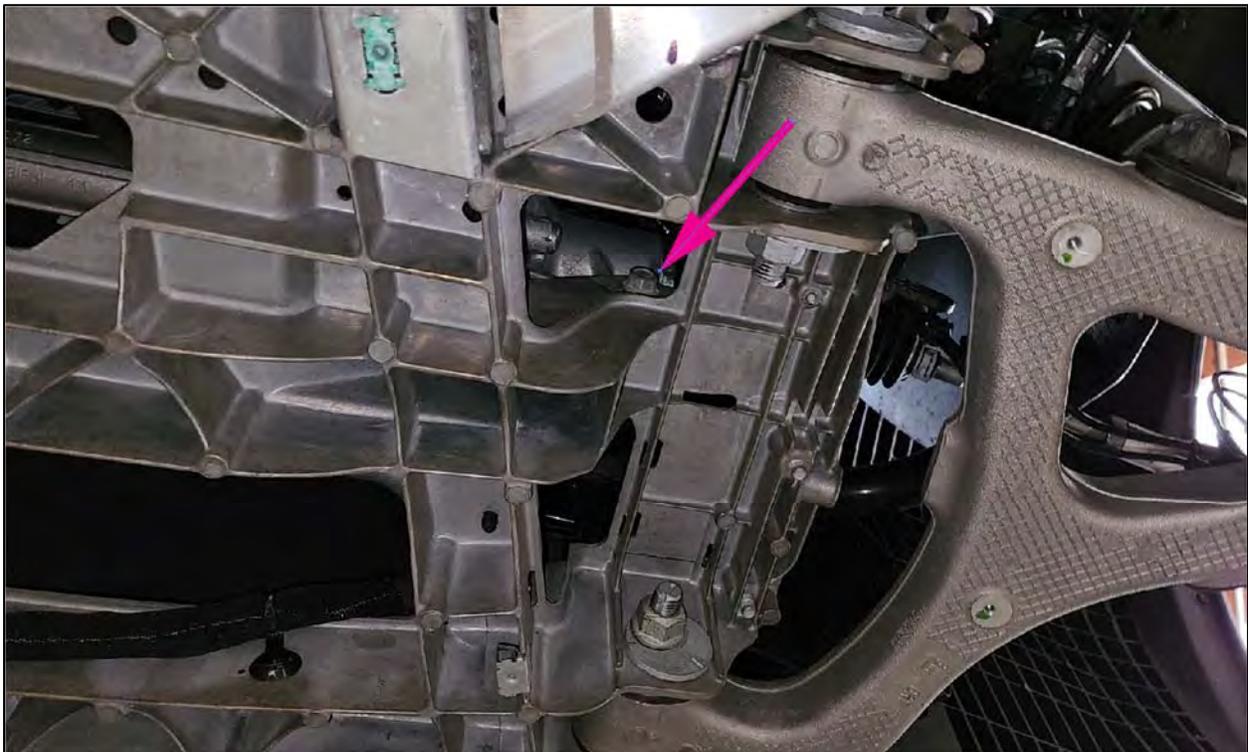
Some clips are attached on the top surface of the subframe that hold the brake lines. Just push the line out of the clip.



16F There are (2) electrical harnesses in the front of the subframe that need to be popped out.



17F Unbolt the steering rack from the subframe using a 15mm socket and wrench on the (2) bolts & nuts.



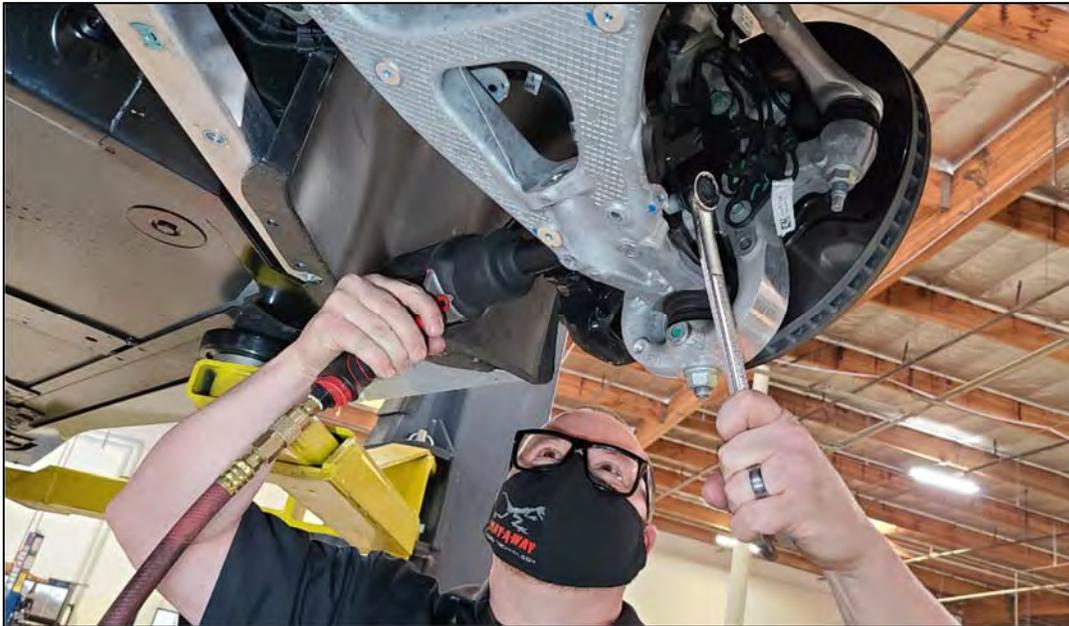
- 18F Next step, will be unbolting the cast subframe from the aluminum extrusion rails in the front. Unbolt the (2) bolts using a 13mm socket. Repeat on other side.



There is a small triangulated bracket that needs unbolting using a 10mm socket. Repeat on other side.



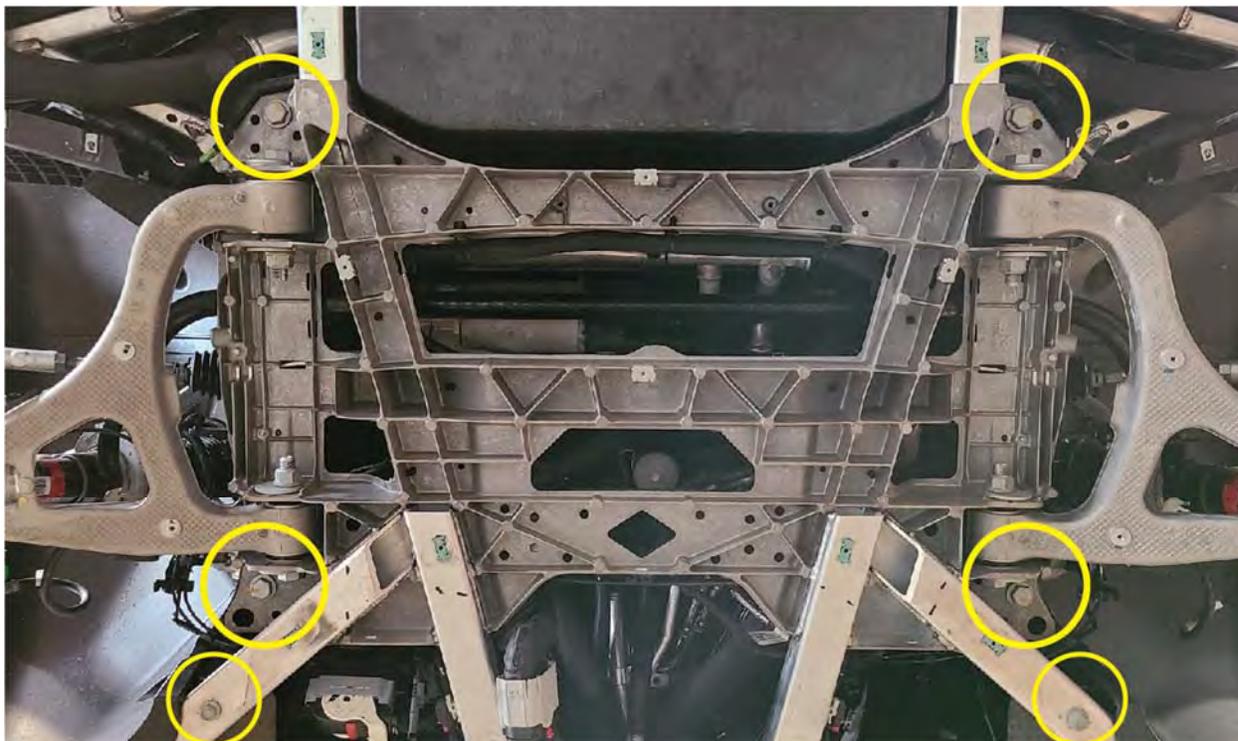
- 19F Unbolt the shocks from the lower control arms using a 21mm socket and wrench.



- 20F Support the front subframe with a transmission jack or similar. Do not apply too much force.



- 21F Unbolt the (2) bolts on the rear rails using a 15mm socket. Unbolt the (4) main subframe bolts using a 21mm socket.



- 22F Slowly lower the subframe via the transmission jack. 1" – 2" of drop should be enough clearance.

- 23F Using a 15mm swivel socket, unbolt the (2) bolts for each bushing bracket. Fully remove the bracket from the bushing. These will be tight, but they will come off. Important note: The OE bushings are bonded to the bar, so they cannot be removed.



- 24F With the steering turned all the way to the right, began removing the factory sway bar towards the right (passenger) side. Be careful not snag any wires while sliding the bar out.



When the bar is almost out, angle the bar downward to remove the final end out. Take care not to damage surrounding components during removal.



- 25F Set the OE bar next to the aFe Control bar to compare. Make sure the orientation for the new bar is established.



- 26F Keep the poly bag sleeve on the bar when inserting the aFe Control sway bar into the vehicle. This will help avoid scratches. Remove the poly bag sleeve once positioned.



27F Lube the inner surface of the bushings with the provided silicon grease.



Install the bushings onto the sway bar. The bushings will reside outboard of the sway bar centering rings.



28F Install the billet bushing brackets onto the bushings with the 90° zerk fittings facing out.



Reuse the factory bolts to fasten the bushing bracket onto the subframe. Tighten to factory specs.



- 29F Perform steps 2F-22F in reverse order. Fasten all hardware to factory specifications. Here are a few important details to look for when putting everything back together.

When raising the subframe back up to the chassis, make sure there are no electrical harnesses or lines in the way. Pay close attention to the electrical harnesses in the front. It is easy for wires or lines to get pinched between the frame and chassis.



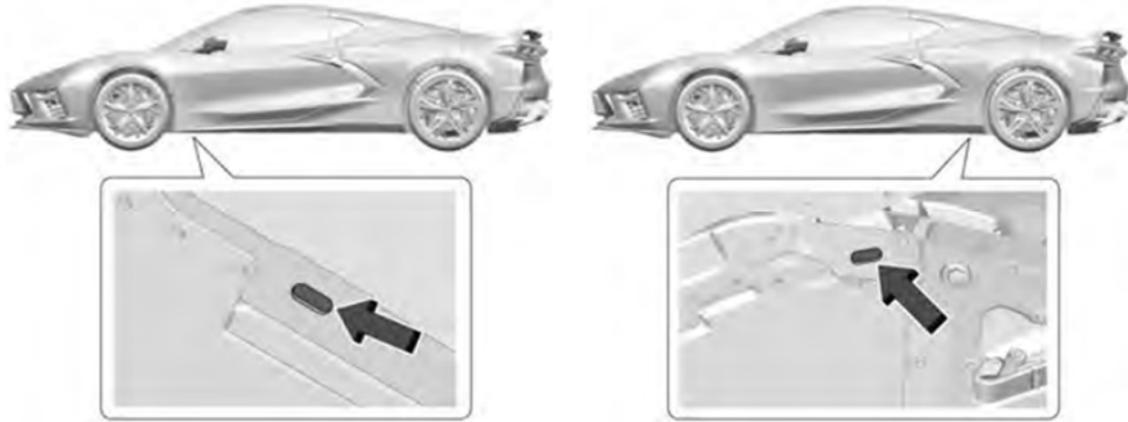
When attaching the end links back onto the aFe Control sway bar, you have 3 position options. The hole closest to the end is the softest setting. Refer to the chart at the end of this document for more details.



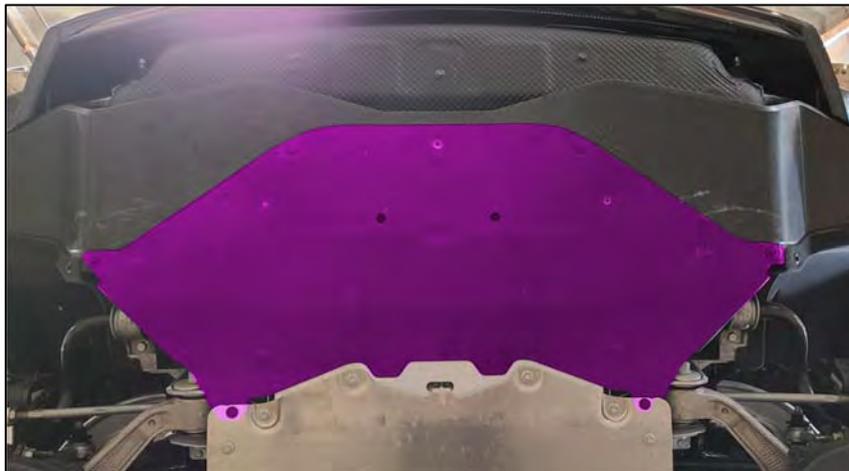
Double check to make sure all electrical connections are reconnected before turning the car on to avoid any trouble codes or warnings.

Rear Sway Bar Installation:

- 1R If you already have the vehicle lifted, you can ignore this step. Otherwise, raise the vehicle at the factory lift points.



- 2R Remove the rear plastic undertray. There are (11) screws (7mm socket) and (1) plastic pop clip.



- 3R Unbolt the end links from the factory sway bar using an 18mm ratcheting wrench and 8mm socket.



- 4R Unbolt the bushing brackets (2) bolts per bracket with a 15mm socket.



- 5R Remove the factory rear sway bar and set it next to the aFe Control bar to compare. Make sure the orientation for the new bar is established.





6R Lube the inner surface of the bushings with the provided silicon grease.



Install the bushing onto the aFe Control sway bar.



7R Install the aFe Control sway bar in the same manner as removal. It is easier to loosely attach the bar to end links so it can hold the bar for you.



Install the bushing brackets and reuse the factory bolts. Tighten to factory specs.



8R You have 3 position options for the rear. The hole closest to the end is the softest setting. Refer to the chart at the end of this document for more details. Fully tighten the end link nut to factory specs.

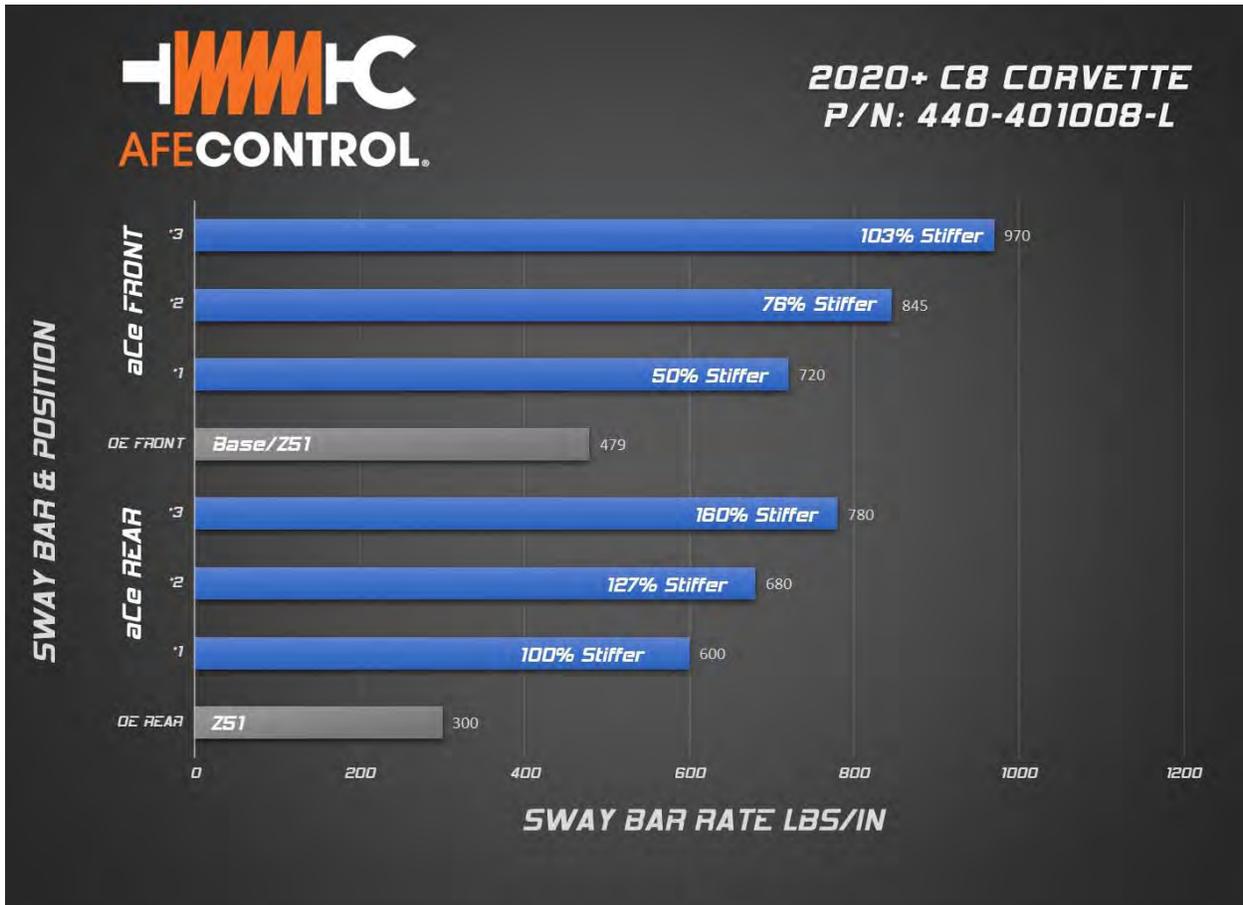


When adjusting to different holes, it is easier to loosen the upper portion of the end links to allow more movement.



- 9R Reinstall the plastic under tray and lower the vehicle back on the ground. You are now finished with the 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 highly depend on wheel alignment and how much grip your tires have)

Suggested Initial Settings for Street:

Front: Position #3 Full Stiff (Hole furthest from end)

Rear: Position #1 Full Soft (Hole closest to the end)