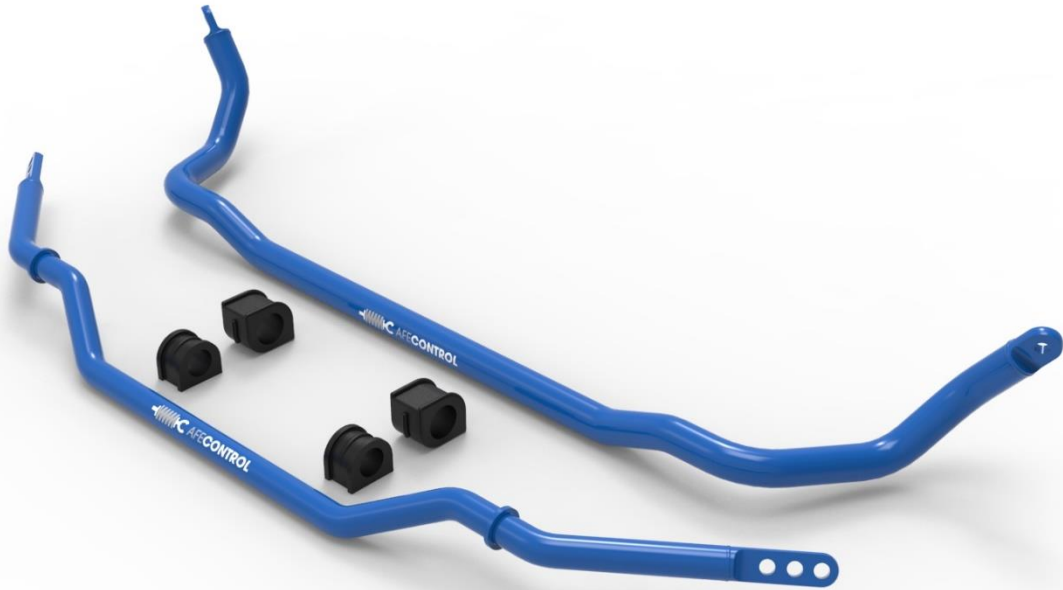


aFe Control Sway Bar Set 1997-2013 Chevrolet Corvette C5/C6

Product Number: 440-401001-L, 440-401001FL, 440-401001RL

Install Time: 1.5 hours



Full Kit Contents	Front & Rear Sway Bar Set	Qty.
00P-OP1380-L	Front Sway Bar: C5/C6 (Blue)	1
00P-OP1381-L	Rear Sway Bar: C5/C6, (Blue)	1
00P-OP1401-B	Bushing Kit, w/ grease	1

Recommended Hand Tools:

Sockets: 18mm

Wrench: 15mm, 17mm, 18mm, 3/4"

Allen: 6mm

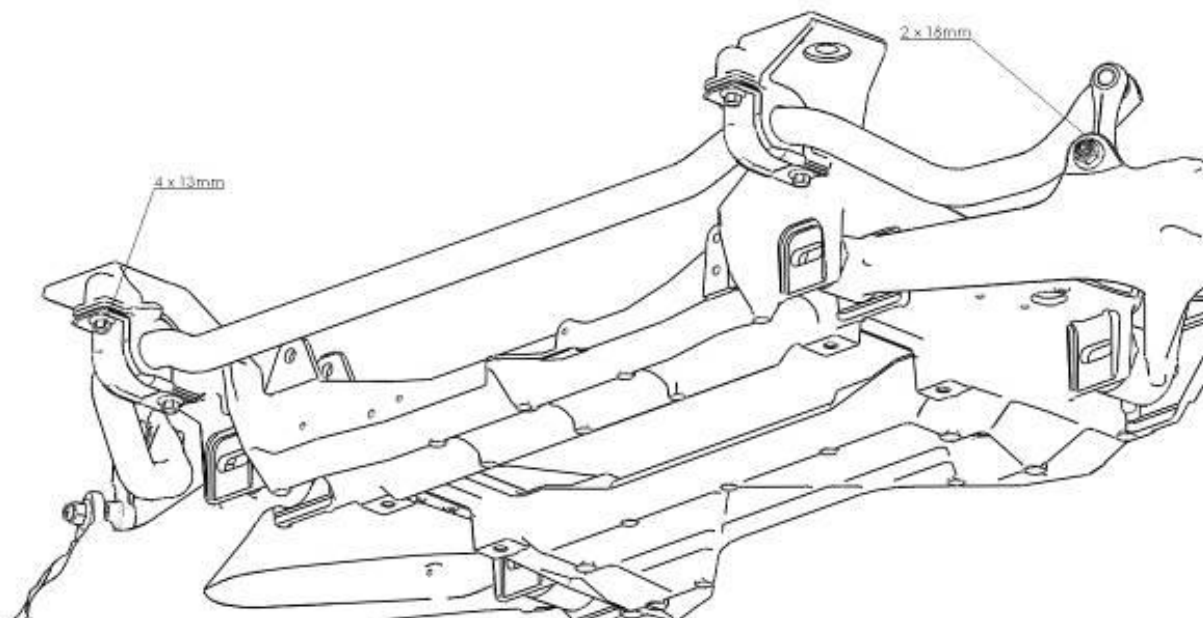
Preferable Equipment:

- 4-post lift or floor ramps

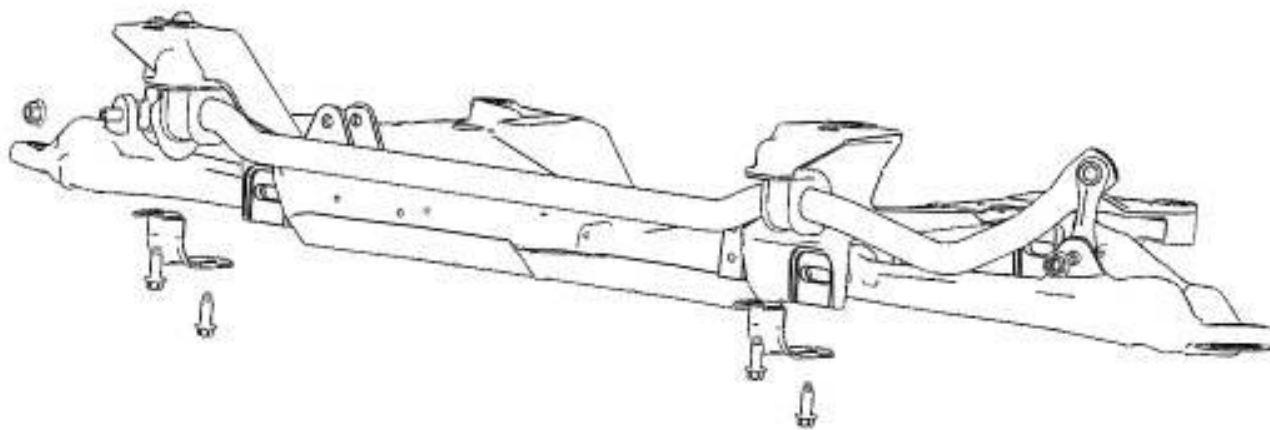
OEM Sway Bar Removal

Front

Remove the nuts attaching the end link to the lower control arm using an 18mm box end wrench and a 6mm Allen.

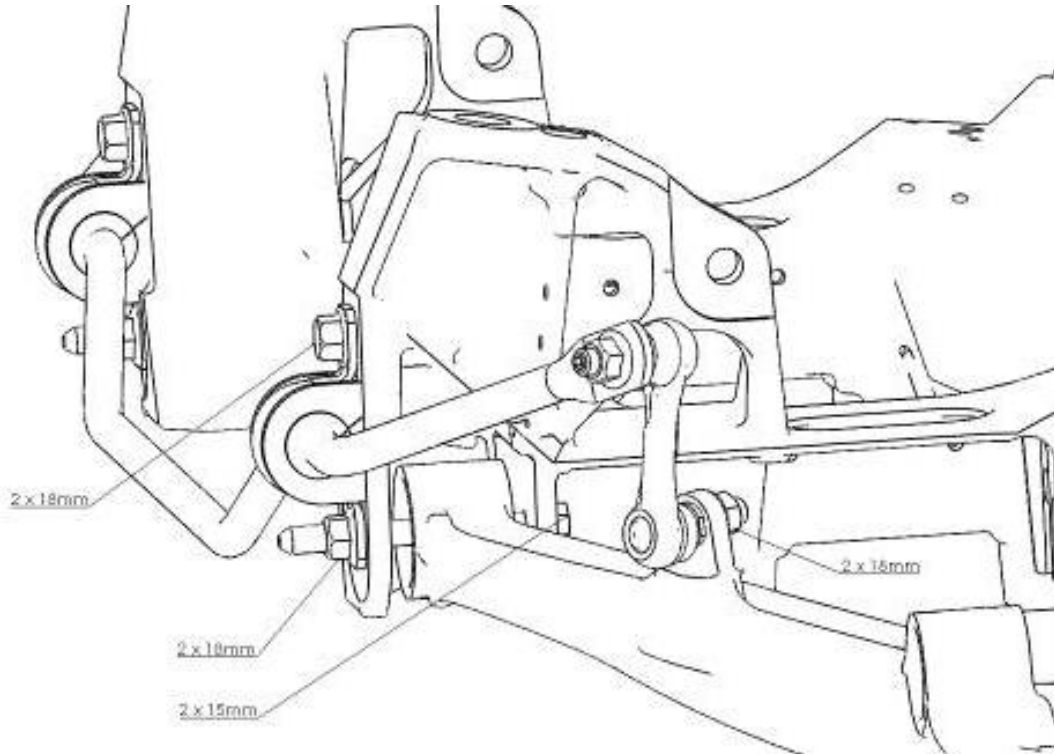


Remove the four 18mm bolts attaching the sway bar bushing brackets to the subframe. Remove sway bar and end link assembly.

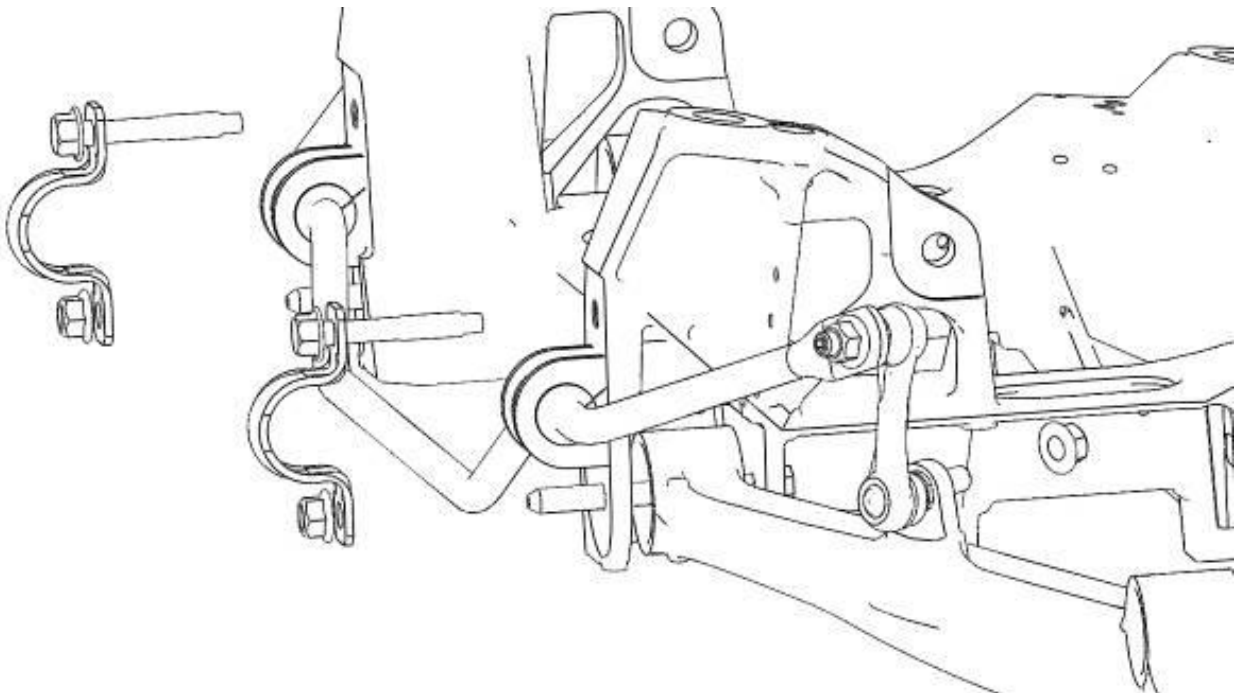


Rear

Remove the nuts attaching the end link to the lower control arm using an 18mm box end wrench and a 6mm Allen.



Using a 15mm box end wrench and an 18mm socket and ratchet remove the two lower nuts and two upper bolts from the sway bar bushing bracket. Remove the sway bar and end link assembly.

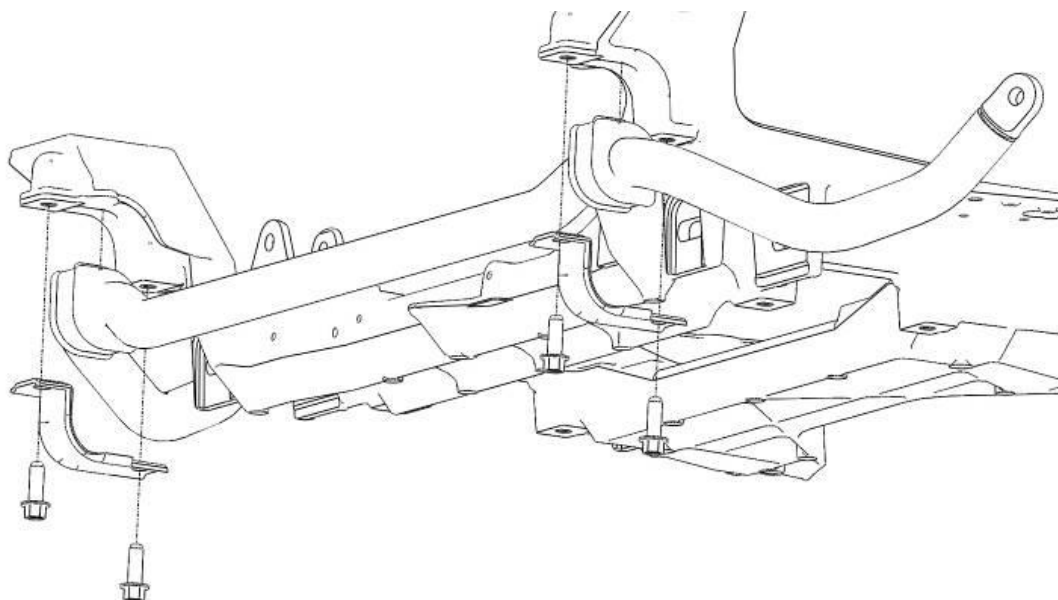


Installation Procedure

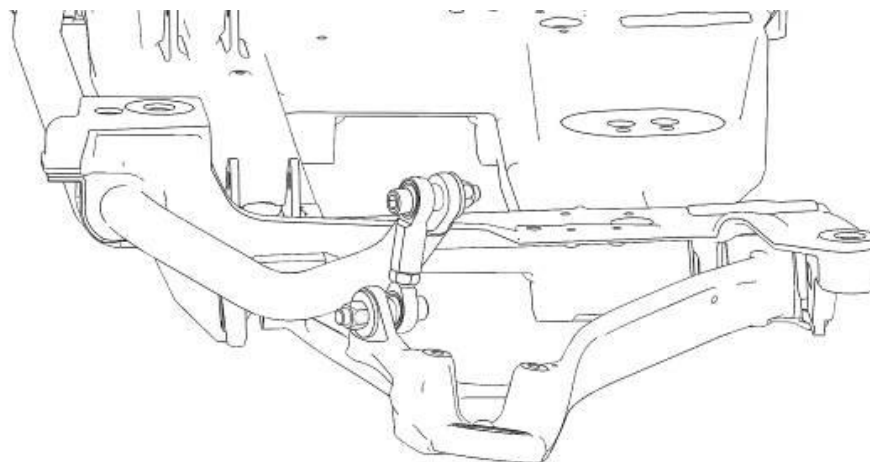
Front

Lubricate the inside of the bushings with the provided grease. Note: Typical automotive grease is not recommended for use on the sway bar bushings.

Using the factory bushing brackets and bolts, install the sway bar onto the subframe. Test the movement of the sway bar. You should be able to rotate the bar by hand with moderate force on the ends of the bar. If it's too tight, place a 1/2" or 12mm washer (Not provided) on the bolts between the brackets and the frame and repeat the process.



Install the front end links to the front control arms as shown. It is not necessary to tighten the jam nuts on the end links at this point. See **Initial Setup** for end link adjustment.

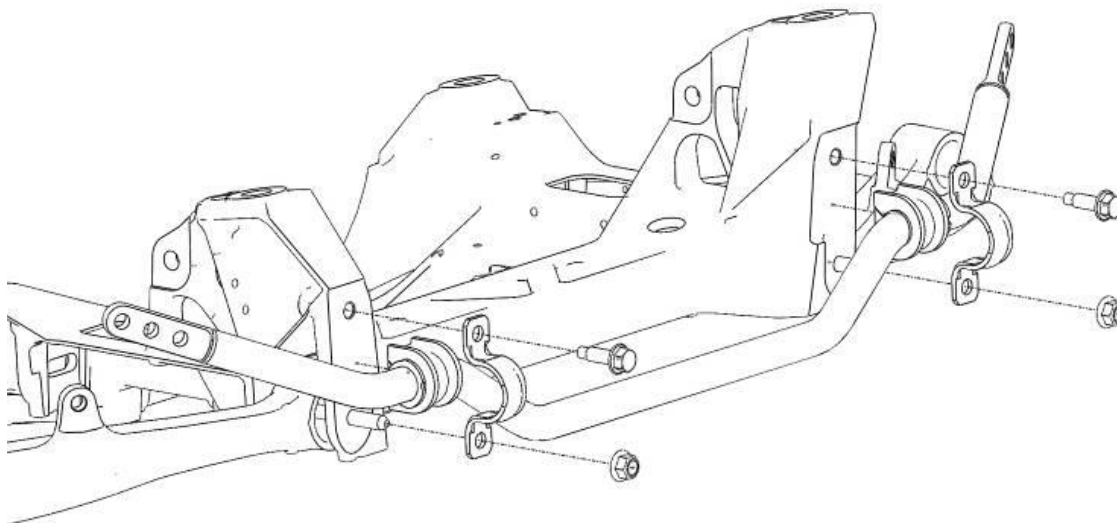


Attach the end links to the sway bar. (Adj. end links shown. Not included)

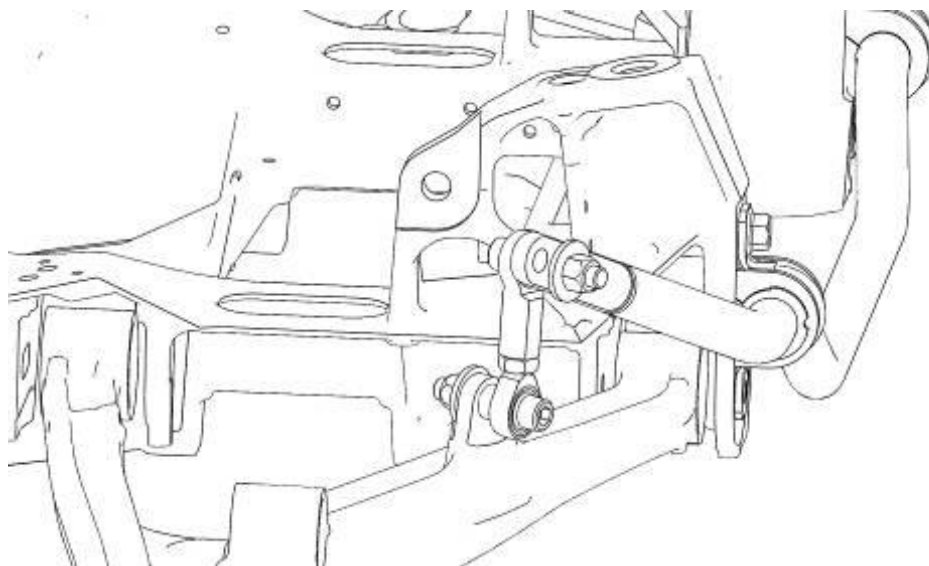
Rear

Lubricate the inside of the bushings with the provided grease. Note: Typical automotive grease is not recommended for use on the sway bar bushings.

Using the factory bushing brackets, bolts, and nuts, install the sway bar onto the subframe. Test the movement of the sway bar. You should be able to rotate the bar by hand with moderate force on the ends of the bar. If it's too tight, place a 1/2" or 12mm washer (Not provided) on the bolts between the brackets and the frame and repeat the process.



Install the front end links to the rear control arms as shown. It is not necessary to tighten the jam nuts on the end links at this point. See Initial Setup for end link adjustment.



Attach the end links to the sway bar. (Adj. end links shown. Not included)

Initial setup

For the initial setting of the sway bars, we recommend the softest position on the rear sway bar. (closest to the end) For most applications this will be a satisfactory setting and is a good starting point for all cars.

Cars with adjustable end links

For best performance remove any pre-load in the sway bar while the suspension is loaded by adjusting the end link length. This is best done on a 4-post lift. It is also possible to set the car down on blocks or ramps so that the end links can be accessed while the suspension is loaded.

After the end link length is adjusted to remove any preload lock down the length by tightening the jam nuts.

Fastener Torque

End Link Bolts and Nuts	68 N-m (50 ft-lbs)
Bushing Bracket Bolts, C6 Z06	46 N-m (34 ft-lbs)
Bushing Bracket Bolts, Non C6 Z06	65 N-m (48 ft-lbs)

Please contact aFe Control Customer Support with any questions!

Sway Bar Tuning Guidelines

The sway bars are your largest tuning tool and can affect the balance of the car during each phase of a corner; corner-entry, mid-corner and corner-exit. However, the mid corner section is especially useful for sway bar tuning. Corner-entry and corner-exit are considered transition periods. During these transition periods the shocks are capable of modify the balance of the car. During mid-corner shock setting has no effect on the balance and adjustments are done with the sway bar. In other words, sway bars could correct a corner-entry or corner-exit balance problem, but shocks cannot correct a mid-corner balance problem. This is the reason that sway bar tuning should ideally be done during mid-corner.

When tuning sway bars, it is best to find a long constant radius turn at which you can incrementally increase speed until the limit of traction is found. There are three possible scenarios at the limit of traction.

1. The front tires exceed their limit of traction first. This condition is commonly called under-steer, push or tight.
2. The rear tires exceed their limit of traction first. This condition is commonly called over-steer, tail-happy or loose.
3. The front and rear tires exceed their limit of traction at the same moment. This condition is commonly called a four-wheel-drift or neutral balance.

After you have determined the behavior of the car it is possible to change this balance by changing the sway bar settings.

Let's look at a case one for a moment. The front tires are being asked to carry a cornering load higher than they are capable of. However, the rear tires are not being asked to carry as high of a cornering load as they are capable of. By either moving the front sway bar to a softer setting or the rear sway bar to a stiffer setting you will remove some of the cornering responsibility from the front tires and add it to the rear tires.

The general rule of sway bar tuning is to soften the end that needs additional traction. It is also equally as effective to stiffen the end that needs less traction. Typically, in the Corvette we generally tune with the rear sway bar because track adjustments on the rear sway bar are easier.

