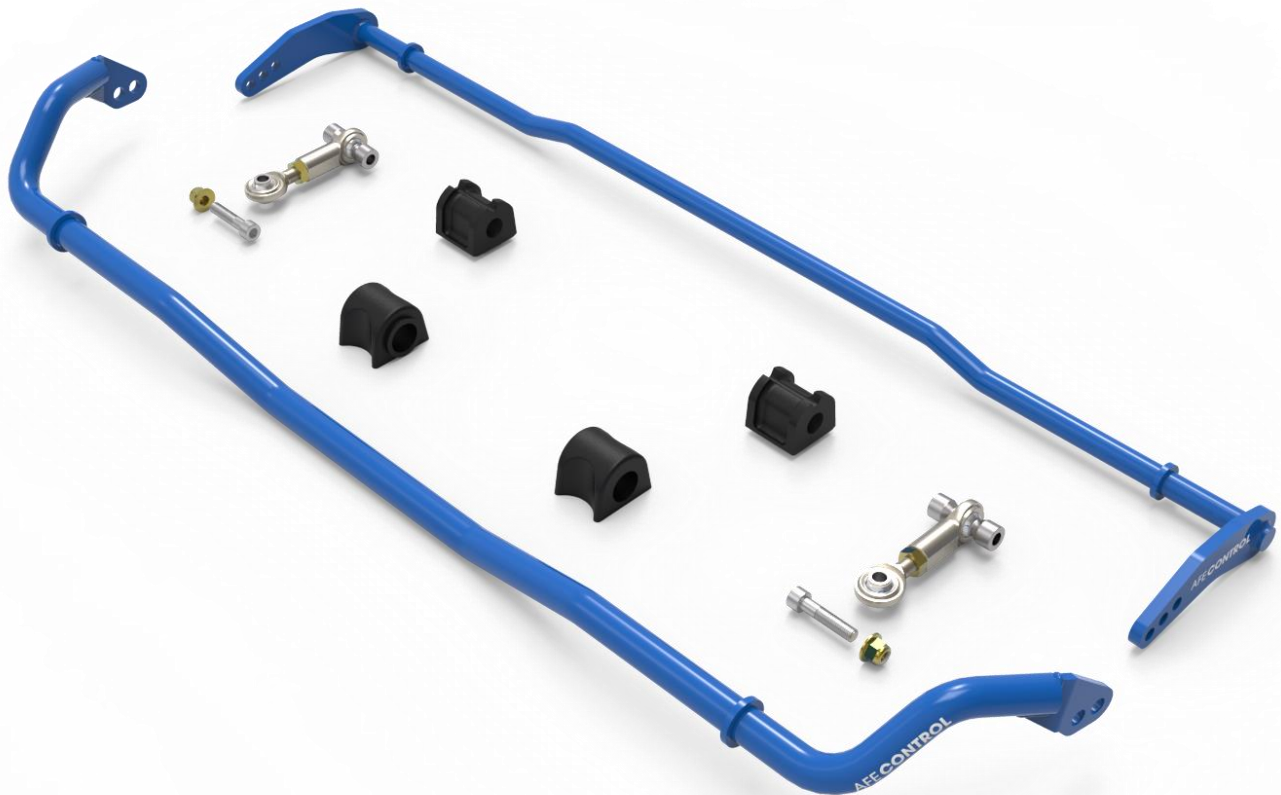


***aFe Control
Sway Bar Set
Toyota GR86/ Subaru BRZ H4-2.4L***

Product Number: 440-722001-L, 440-722001FL, 440-722001RL

Install Time: 2.5 HRS.



Recommended Tools:

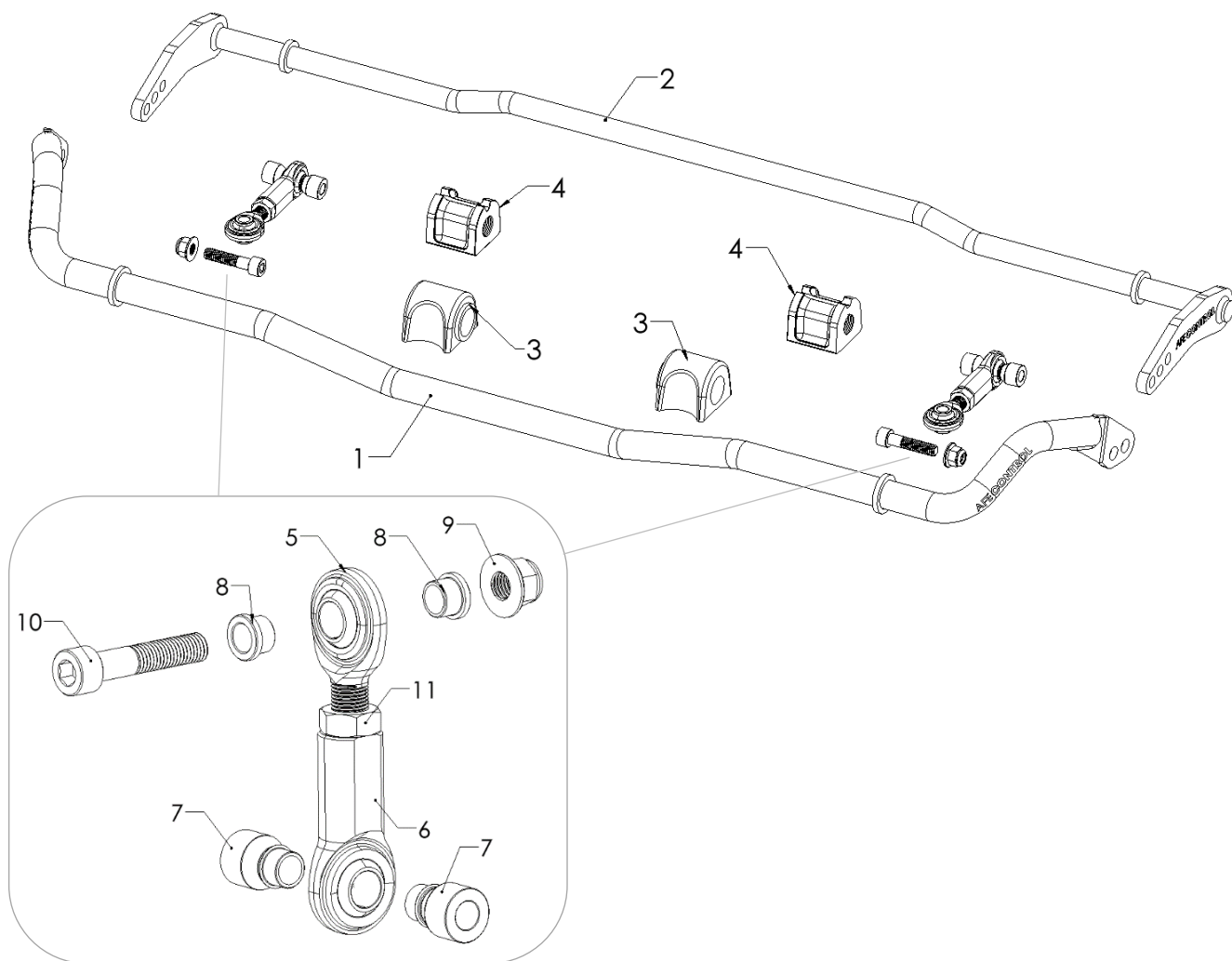
Sockets: 10mm, 12mm, 14mm, 15mm, 17mm, 3/4"

Wrenches: 12mm, 14mm, 15mm, 17mm, 8mm (Allen Wrench)

Preferable Equipment:

- 2-Post Lift

Front & Rear Parts List:



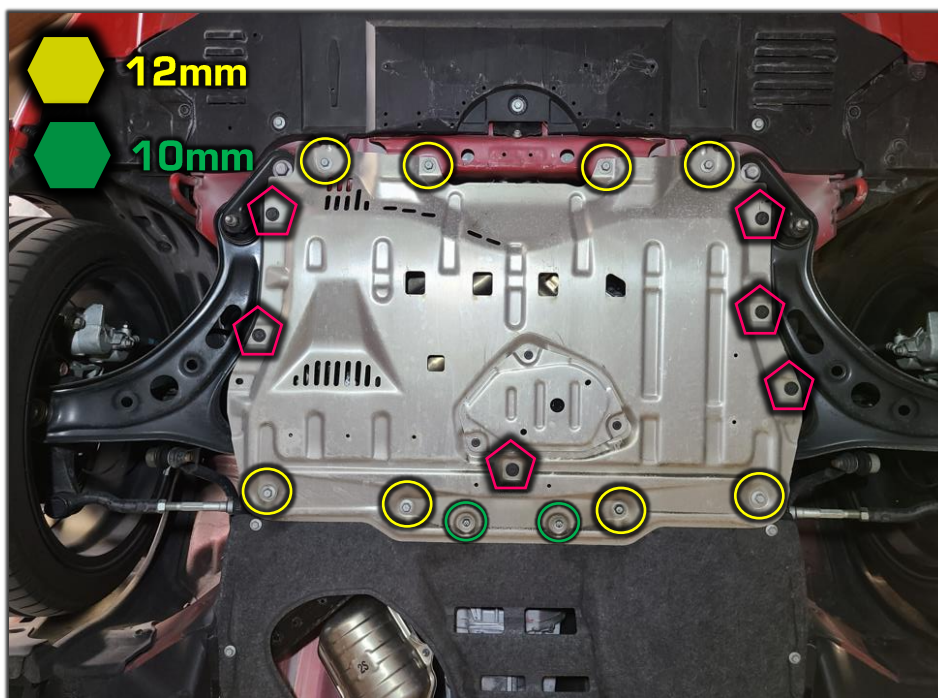
| Diagram # | Part No. | Description | Qty. |
|-----------|--------------|--|------|
| 1 | 00P-0P2595-L | Front Sway Bar, GR86/BRZ | 1 |
| 2 | 00P-0P2596-L | Rear Sway Bar, GR86/BRZ | 1 |
| 3 | 00P-0C1749-B | Front Bushing: 1" ID 86/BRZ | 2 |
| 4 | 00P-0C1750-B | Rear Bushing: 0.75" ID 86/BRZ | 2 |
| 5 | 00P-0C1720-A | Rod End, 1/2" Male RH Thread | 2 |
| 6 | 00P-0C1752-A | Rod End, 1/2" Female RH Thread | 2 |
| 7 | 00P-0P2608-A | Spacer, End Link M10/.77 | 4 |
| 8 | 00P-0P2609-A | Spacer, End Link M10/.15 | 4 |
| 9 | 81052 | Nut, M10-1.5, Flanged Nylock, Class 10 | 2 |
| 10 | 00P-0C1753-A | Bolt, SHCS, M10-1.5x50mm Clear Zinc | 2 |
| 11 | 00P-0C1724-A | Nut, Jam: 1/2-20 RH Thread Yellow Zinc | 2 |
| Not Shown | 00P-0C1007-A | Grease Pack (0.5 oz) | 2 |

Front Sway Bar Installation:

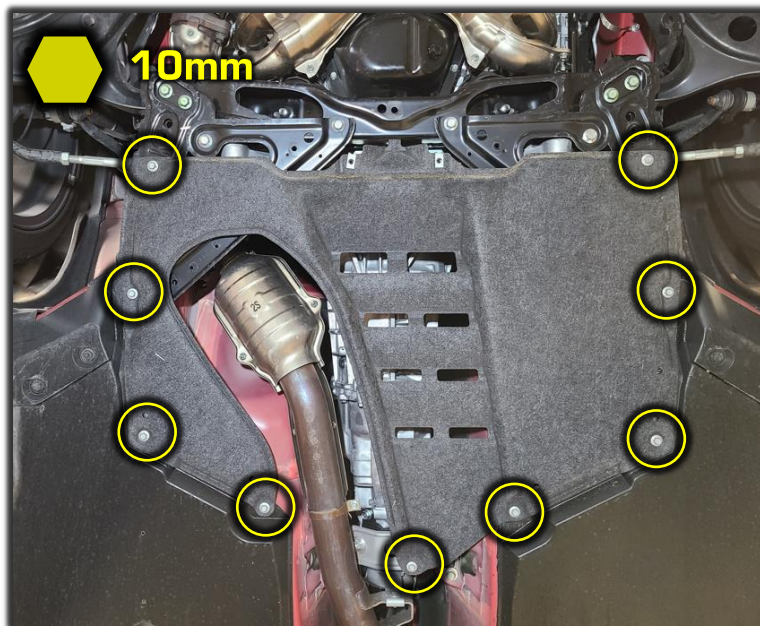
- 1F Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points.



- 2F Remove the front aluminum undertray by unfastening the (8) bolts-12mm socket, (2) bolts-10mm socket, and (6) pop clips.



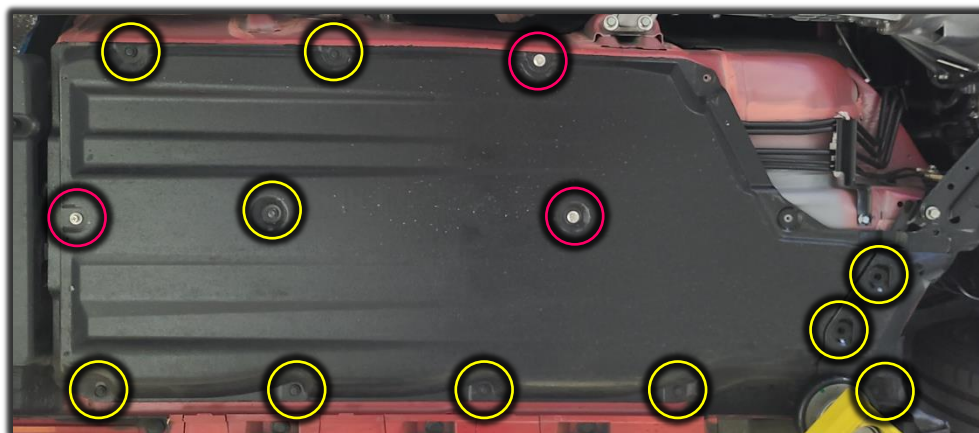
3F Remove the center felt undertray by unfastening the (9) bolts.



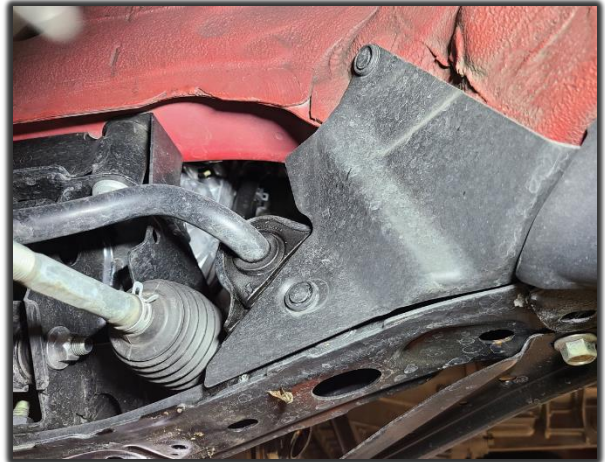
4F Remove the passenger side plastic under panel by unfastening the (3) bolts, and (10) pop clips.



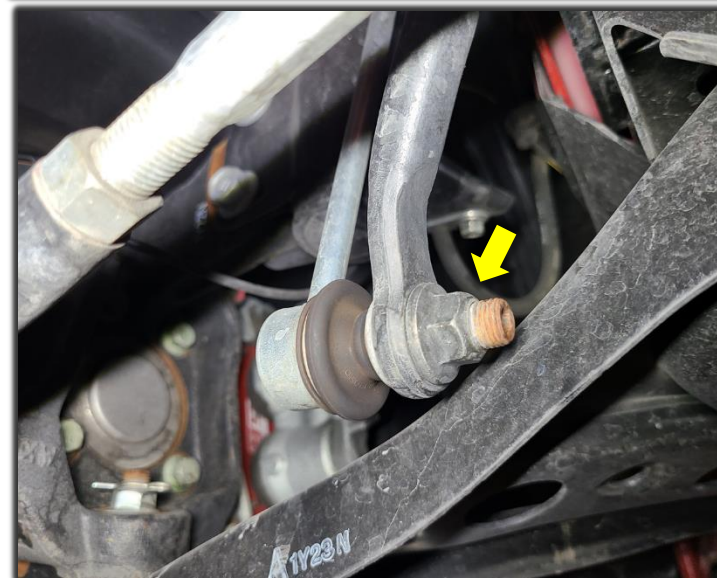
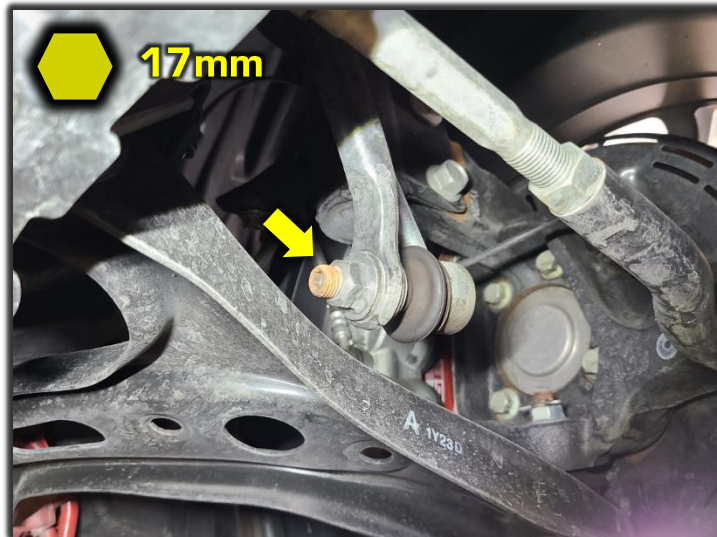
Repeat on the driver side plastic under panel.



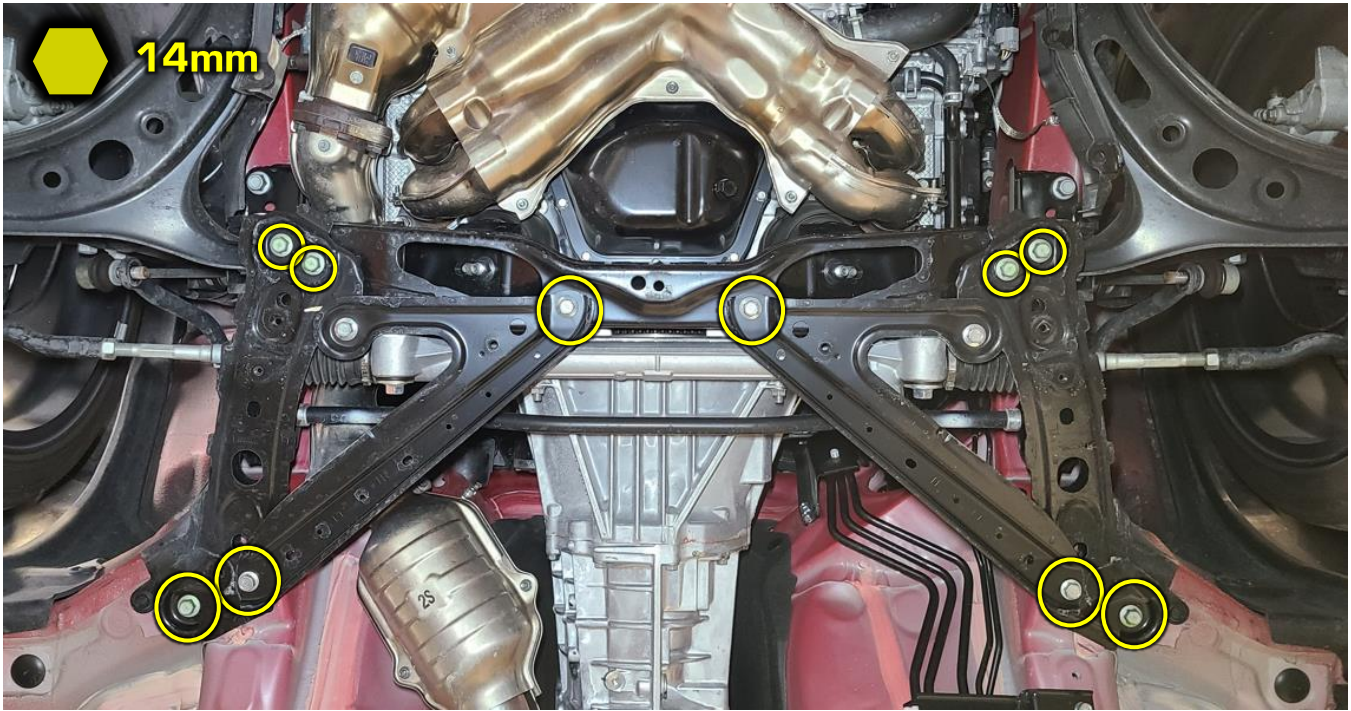
5F Remove the plastic side covers by undoing (2) pop clips. Repeat on other side.



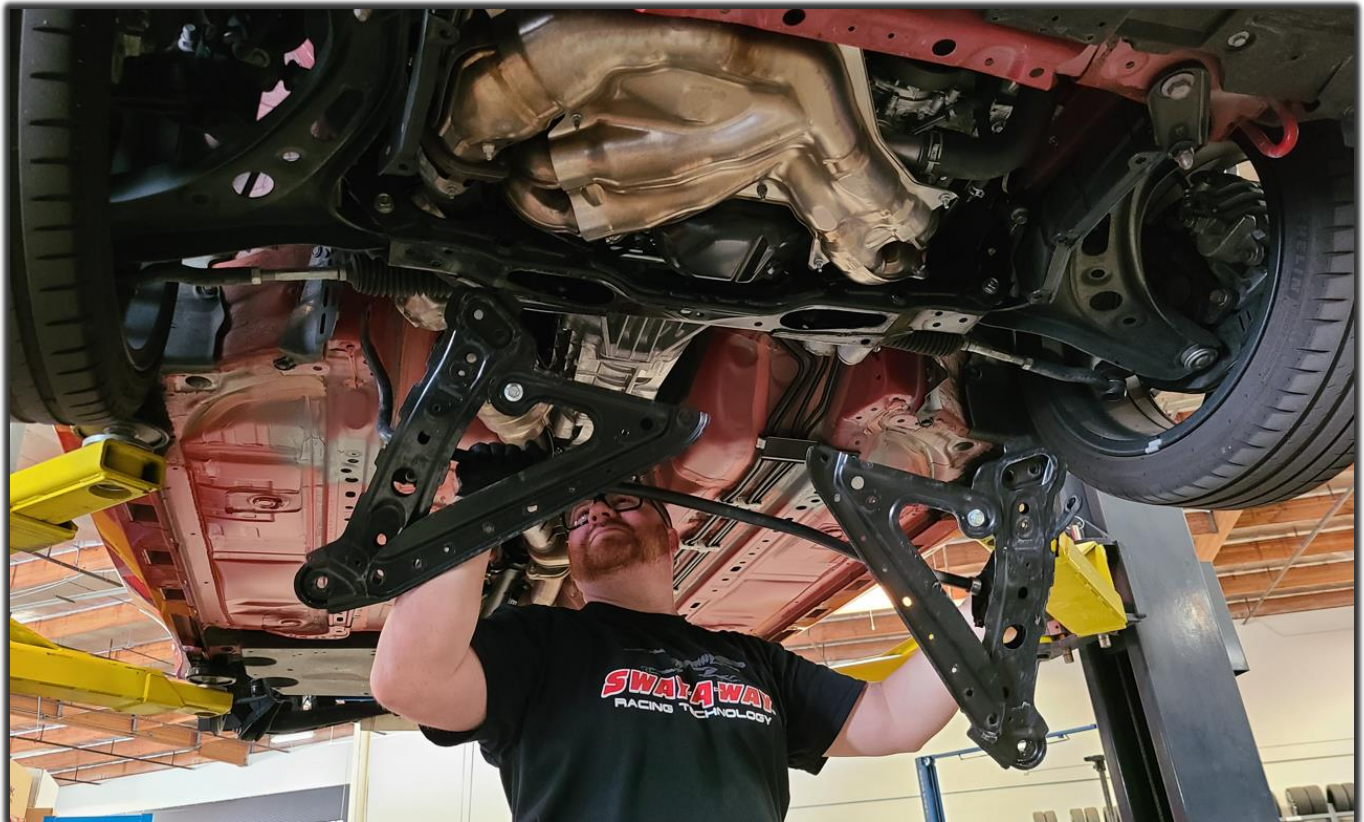
6F Disconnect the end links from the sway bar.



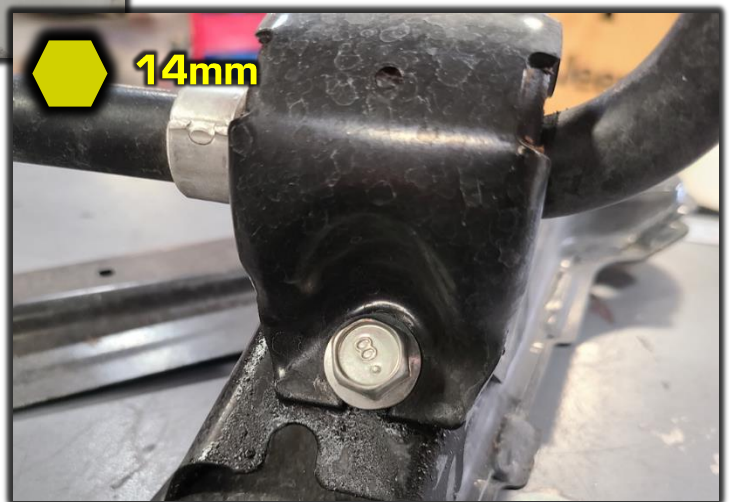
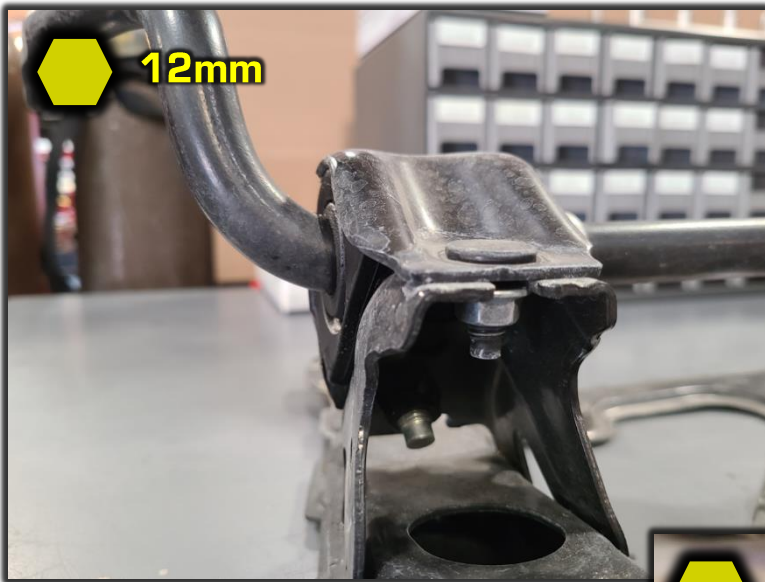
7F Unbolt the sway bar frame mounts (10) bolts.



Remove assembly from vehicle.



8F Unbolt the stock bushing bracket.



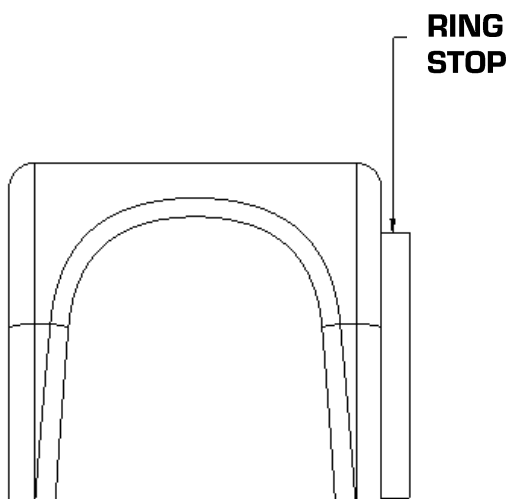
9F Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



10F Lube the inside surface of the bushing using the provided grease. Spread open the bushing and install onto the sway bar.



Make sure the ring stop is installed towards the sway bar centering ring.

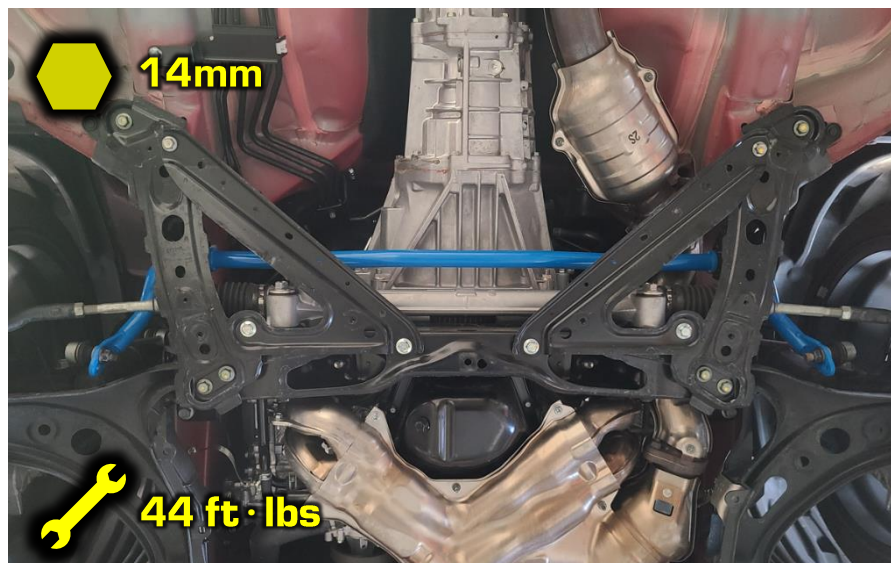


- 11F Install the factory bracket and hardware to secure the bar to the frame mounts. Tighten the nut and bolt evenly, however, make sure to fully tighten the nut before fully tightening the forward bolt.



- 12F Reinstall the sway bar assembly back onto the vehicle in the same manner as removal.





13F Install the end link onto the sway bar end. The hole closest to the end is the softest setting. The hole furthest from the end (shown) is the stiffest setting. Tip: Add some thread locking compound to the end link stud to ensure long lasting tightness.



14F Repeat steps 1F-5F in reverse order. Below are the panel torque specs.

Aluminum Under Cover: M8 Flange Bolts 22 ft·lbs, M6 Flange Bolts 5.5 ft·lbs (66 in·lbs)
Felt Under Cover: M6 Flange Bolt bolts 5.5 ft·lbs (66 in·lbs)
Side Covers: M6 Flange Bolt bolts 5.5 ft·lbs (66 in·lbs)

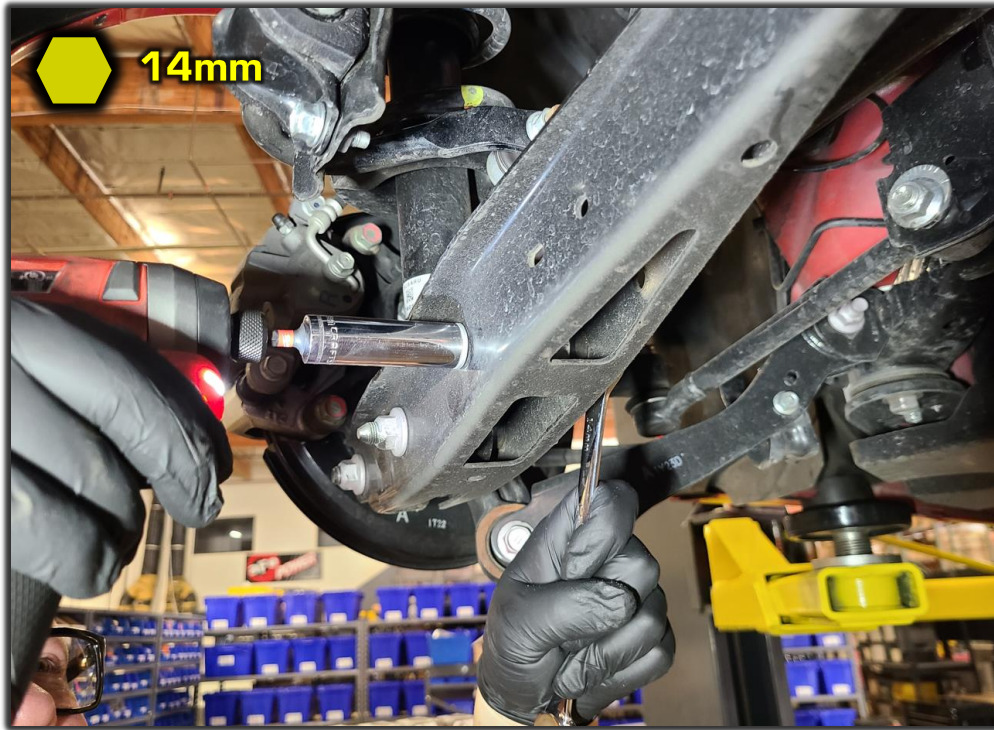
You are now finished with the front sway bar installation.

Rear Sway Bar Installation:

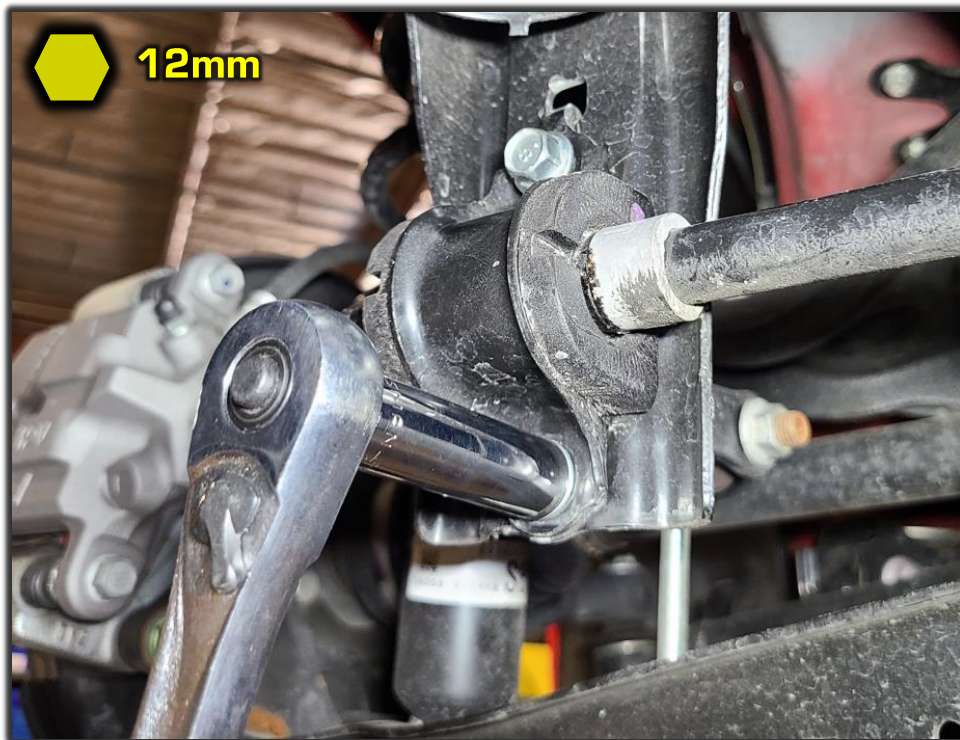
- 1R Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. You do not need to remove the rear wheels for this installation.



2R Unbolt the end link from the lower control arm. Repeat on other side.



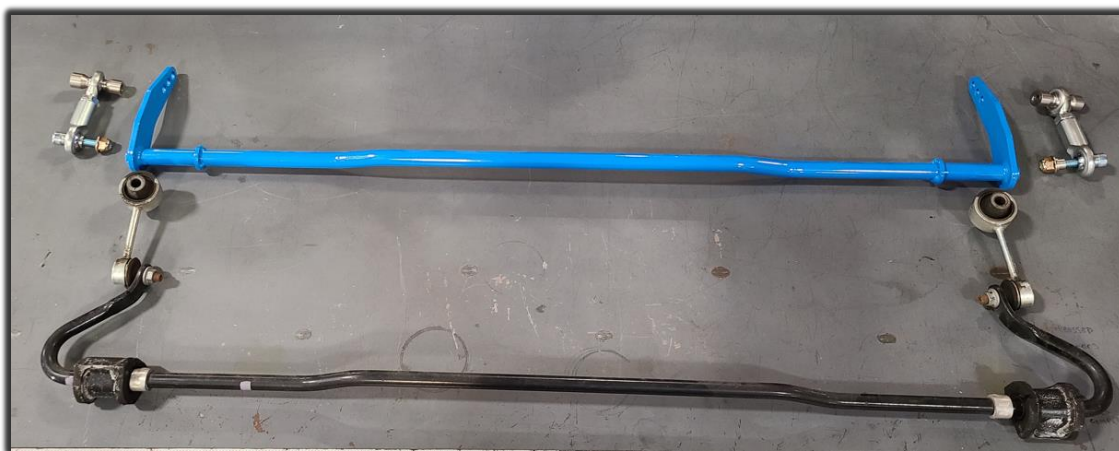
3R Unbolt the (2) bushing bracket bolts. Repeat on other side.



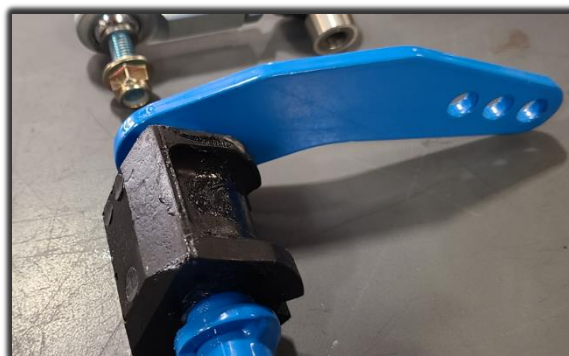
4R Remove the rear sway bar from the vehicle.



5R Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



6R Lube the inside surface of the bushing using the provided grease. Spread open the bushing and install onto the sway bar.



7R Install the aFe CONTROL sway bar in the same manner as factory removal.



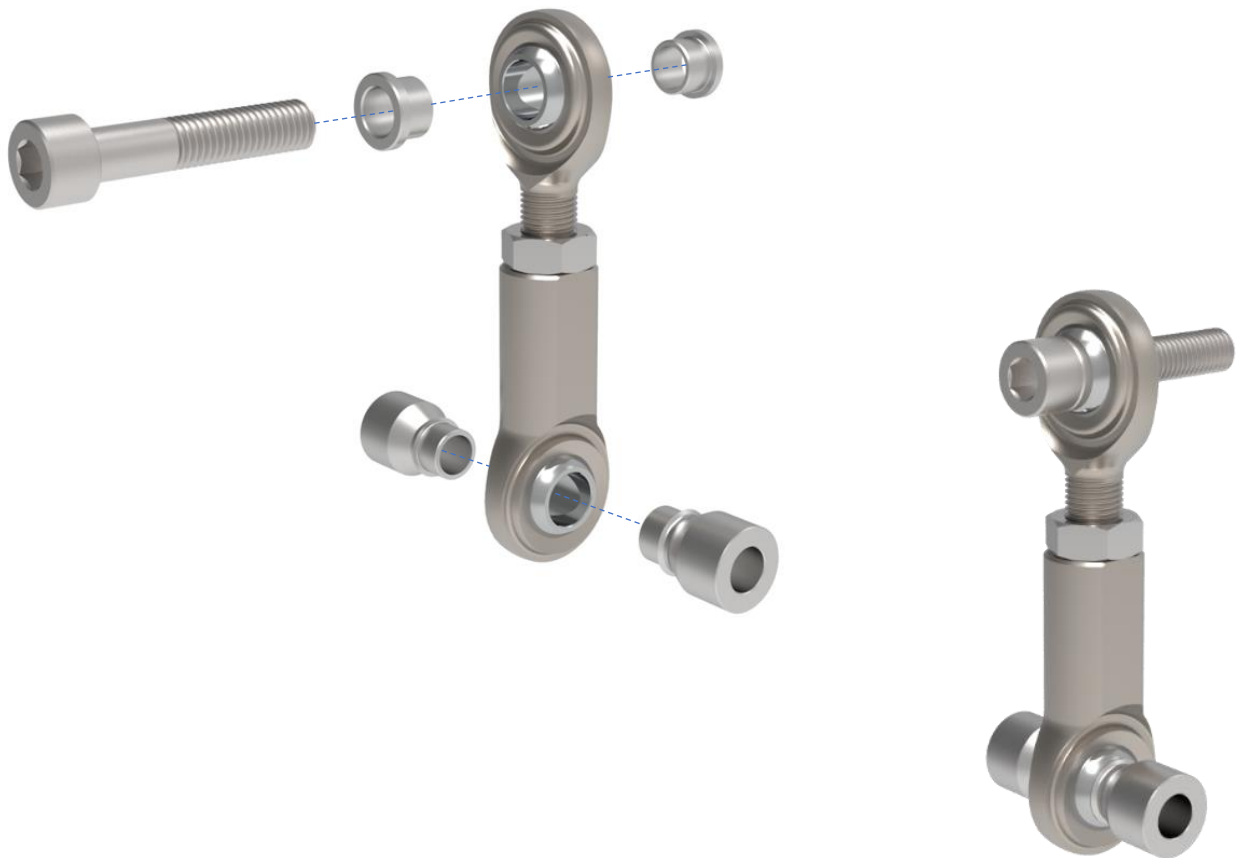
Reinstall the stock bushing brackets using the factory hardware.



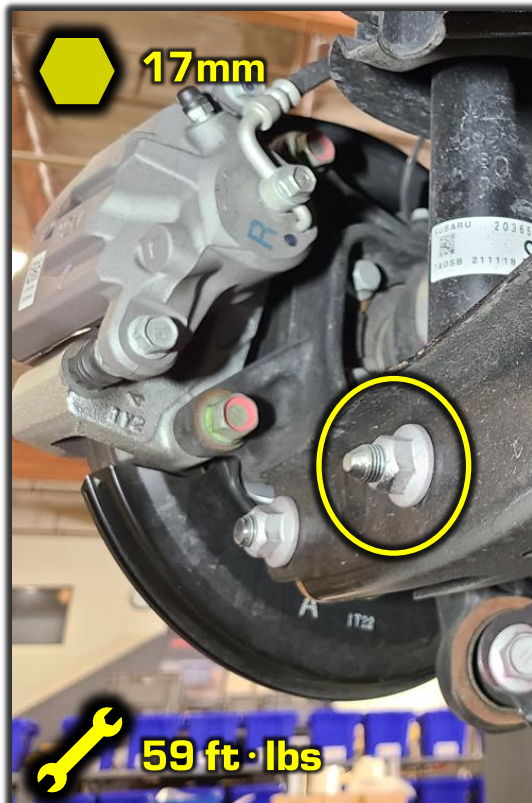
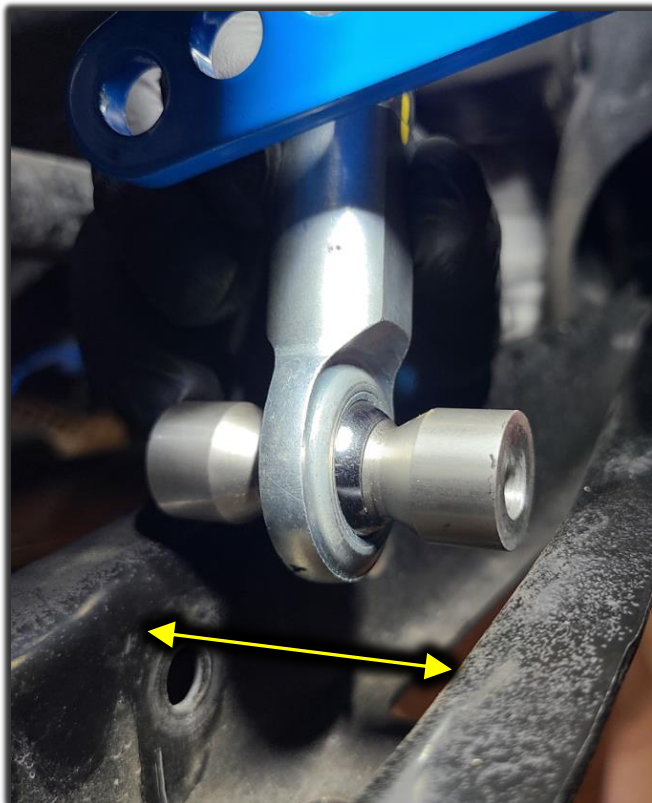
8R Match the length to the factory end links. Position the heim joints to be perpendicular to each other and tighten the jam nut.



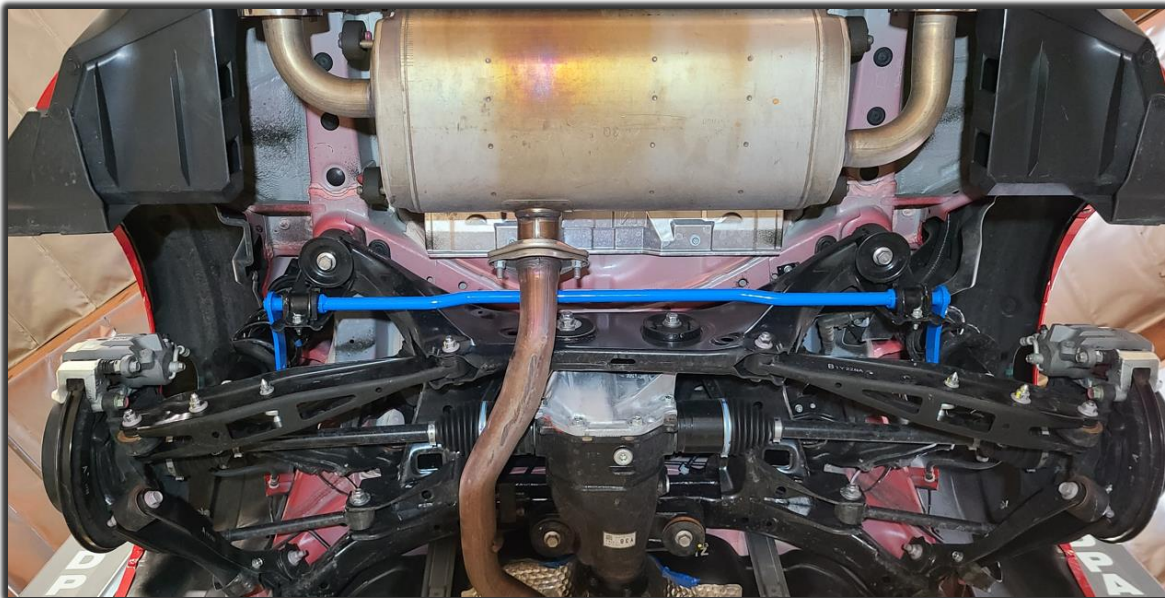
Assemble the end links as shown below.



9R Install the end links onto the lower control arms. In some cases, the end link may feel like it is a bit tight to go into the lower control arm. If this happens, loosen the lower shock bolt a few turns to let the control arm open up. Once the end link is installed, you can retighten the shock bolt and end link bolts.

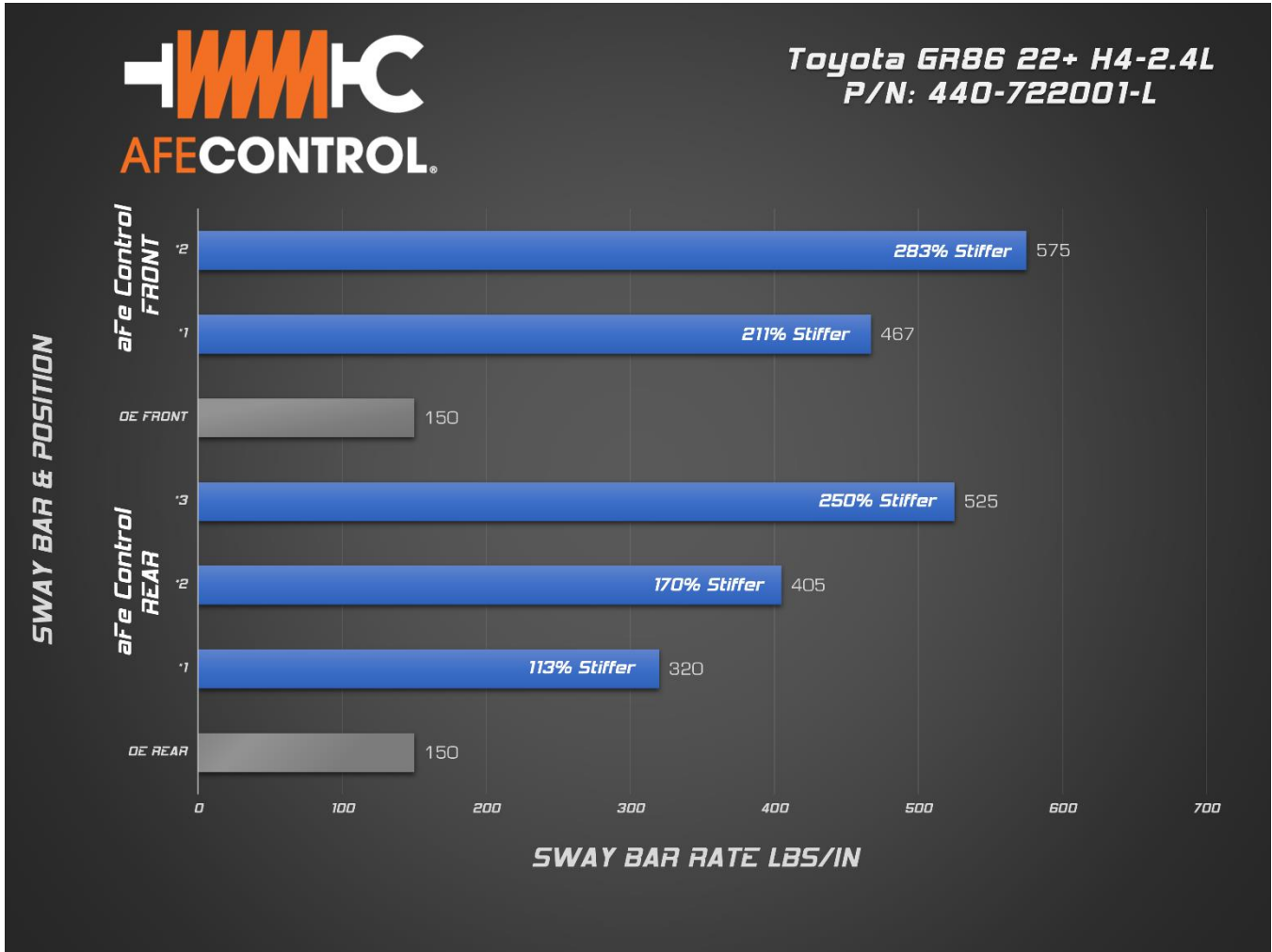


10R Install the bolt & Nylock nut onto the sway bar end as shown. The hole closest to the end is the softest setting. (Shown) The hole furthest from the end is the stiffest setting.

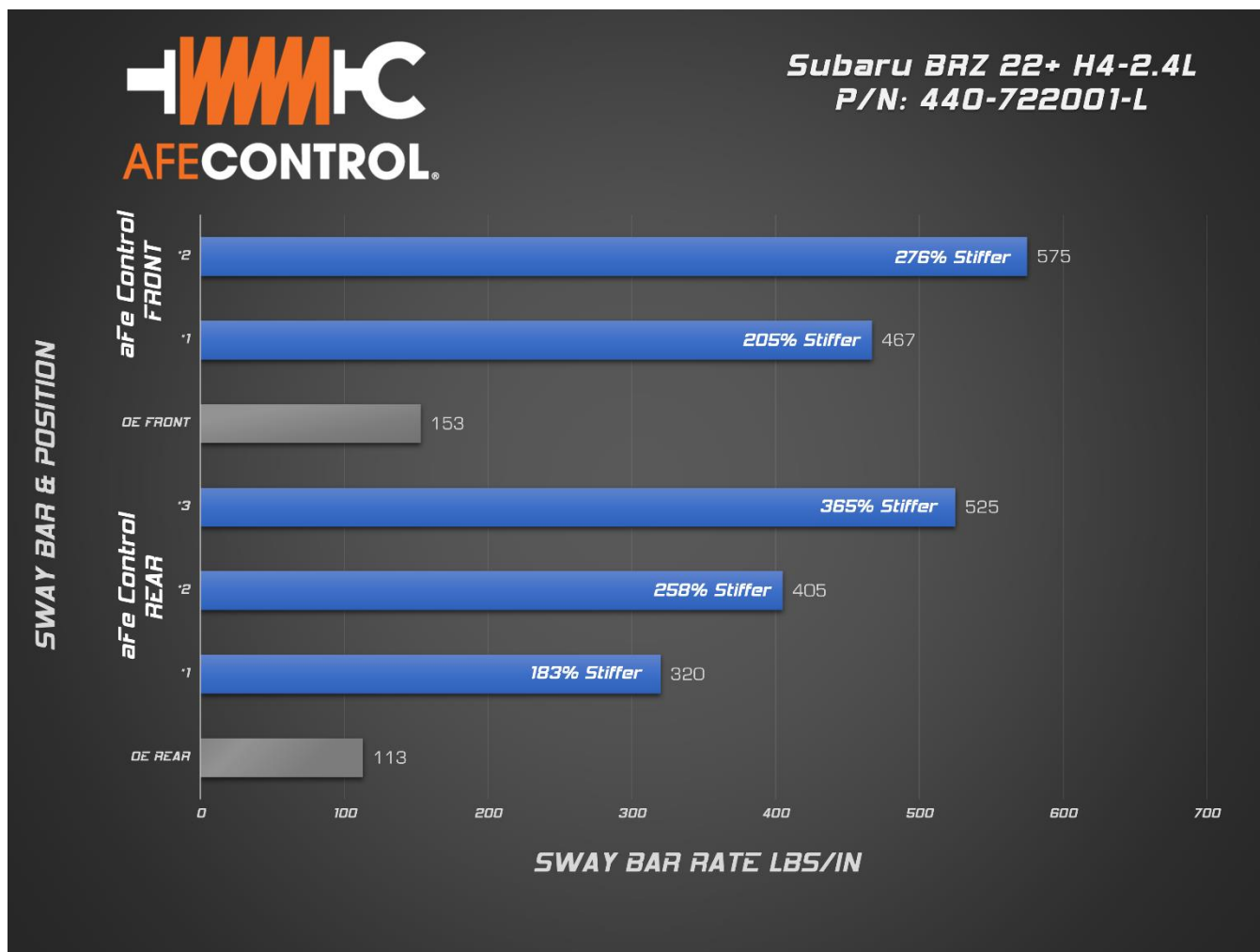


You are now finished with the rear sway bar installation.

Stiffness Chart and Tuning:



Continued to next page...



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 #2 Full Stiff (Hole furthest from the end)

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