

aFe CONTROL *Sway Bar Set* *2015-2019 Volkswagen Golf R*

Product Number: 440-612001-L, 440-612001FL, 440-612001RL

Install Time: 5 hrs. (Full Kit), 4 hr. (Front Kit), 1 hr. (Rear Kit)



| Full Kit Contents | Front & Rear Sway Bar Set | Qty. |
|-------------------|--|------|
| 00P-OP2557-L | Bar, Front Sway: Golf R MK7 | 1 |
| 00P-OP2558-L | Bar, Rear Sway: Golf R MK7 | 1 |
| 00P-OC1713-A | Bracket, Slotted Std Bushing (Yellow Zinc) | 2 |
| 00P-OP2556-B | Bracket, Type 1 S/B (Black Anodize) (Rear) | 2 |
| 00P-OC1726-B | Bushing, Poly: 1.125"ID, 5343G (Front) | 2 |
| 00P-OC1727-B | Bushing, Poly: 1" ID 5708.01 (Rear) | 2 |
| 00P-OC1697-A | Fitting, Grease: 1/4-28 Self Tap 90° (Front) | 2 |
| 00P-OC1175-A | Fitting, Grease: 1/4-28 Self Tap (Rear) | 2 |
| 00P-OC1698-A | Cap, Grease Fitting | 4 |
| 00P-OP2561-B | Spacer, Type 2 Bracket .625" Thick (Front) | 2 |
| 00P-OP2562-B | Spacer, Type 1 Bracket .125" Thick (Rear) | 2 |
| 00P-0A1713-A | Kit, Hardware Golf R (Front) | 1 |
| 00P-OC1714-A | Rod End, 7/16" Male RH Thread | 2 |
| 00P-OP2532-A | Stud, M10 Thread, 7/16" - .780" Ball (Pressed In) (Must be replaced together) | 2 |
| 00P-OC1728-A | Rod End, 7/16" Female RH Hand | 2 |
| 81052 | Nut, M10-1.5, Flanged Nylock, Class 10 | 2 |
| 00P-OC1716-A | Nut, Jam: 7/16-20 RH Thread | 2 |
| 00P-OP2569-A | Spacer, OD .625/ID .328/SP .887 | 4 |
| 00P-OC1735-B | Plug, Snap In, .500 ID (Installed on R. Bar) | 2 |
| 00P-OC1007-A | Packet, Grease: Poly Bushing (0.5 oz) | 2 |
| 00P-OP2538-W | Decal, Sway Bar: aFe Control 2.8"(Wht) | 6 |
| 00P-OP2328-W | Decal, Sway Bar: aFe Control (Wht) | 1 |

Recommended Tools:

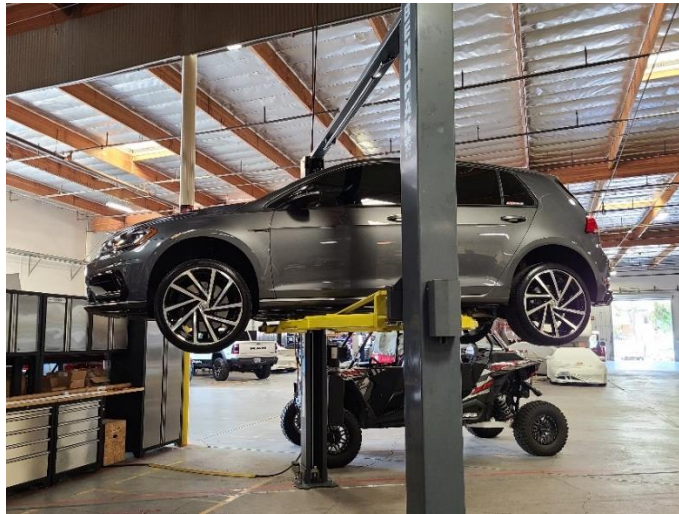
Sockets: 10mm, 13mm, 15mm, 16mm, 18mm, 21mm
Wrenches: 17mm, 18mm
Triple Square: M6, M10

Preferable Equipment:

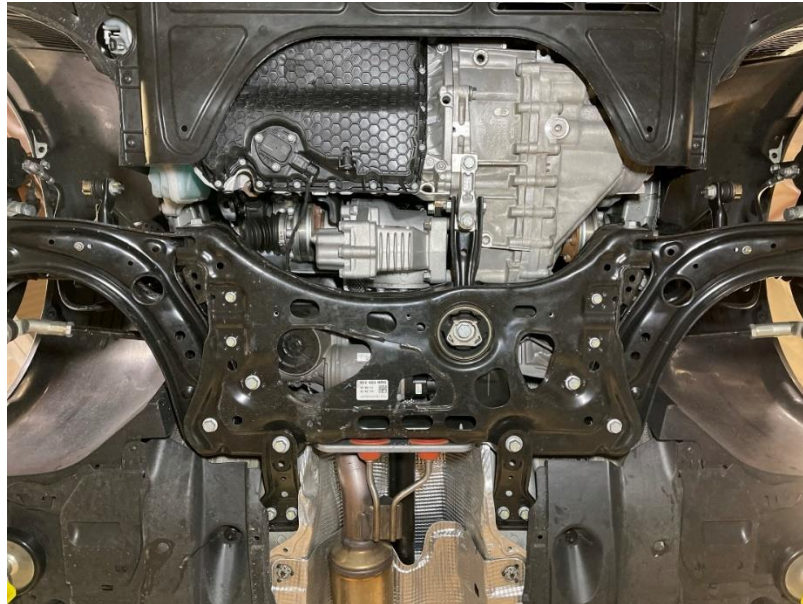
- 2-Post Lift
- Hydraulic Transmission Jack
- Screw Jack

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. You are not required to remove the front wheels for the front installation.



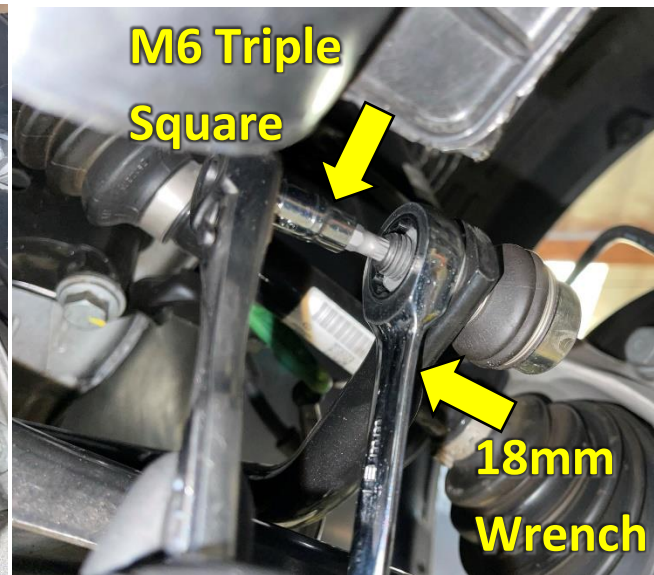
- 2F The front sway bar resides in between the subframe and engine. Dropping the subframe is necessary.



- 3F Disconnect the ride height sensor from the driver side lower control arm, using a 10mm socket.



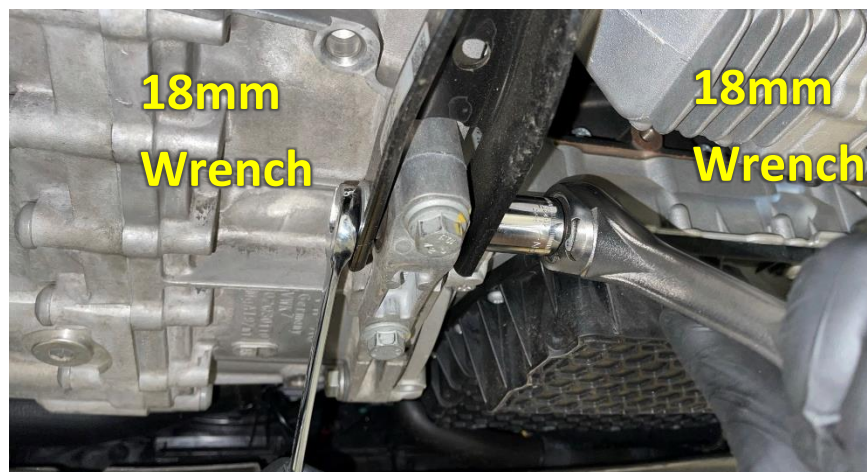
- 4F Disconnect the end links from the stock sway bar using a (18mm wrench) for the nut and (M6 Triple Square socket) for the stud.



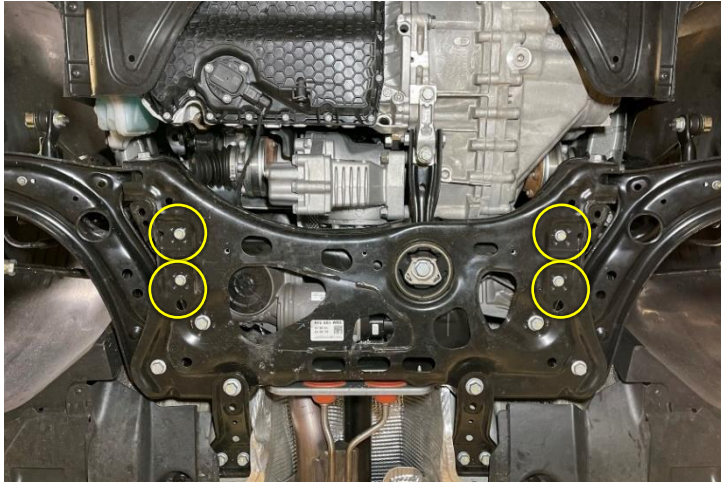
5F Undo the exhaust bracket. (13mm socket)



6F Disconnect the dog bone mount with a 18mm wrench and socket.



7F Undo the sway bar bushing mounts on both sides with a (13mm socket).

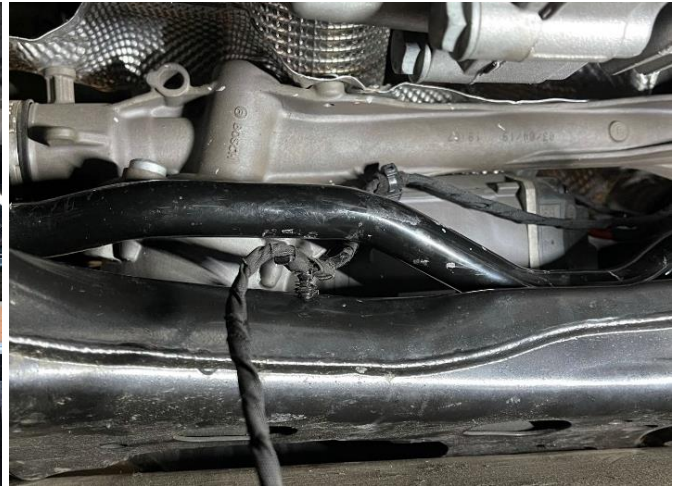


8F Undo the (2) steering rack bolts with a (18mm socket).



9F Unclip the oil sensor connector. Pry the push-clip to release sensor line from the subframe.





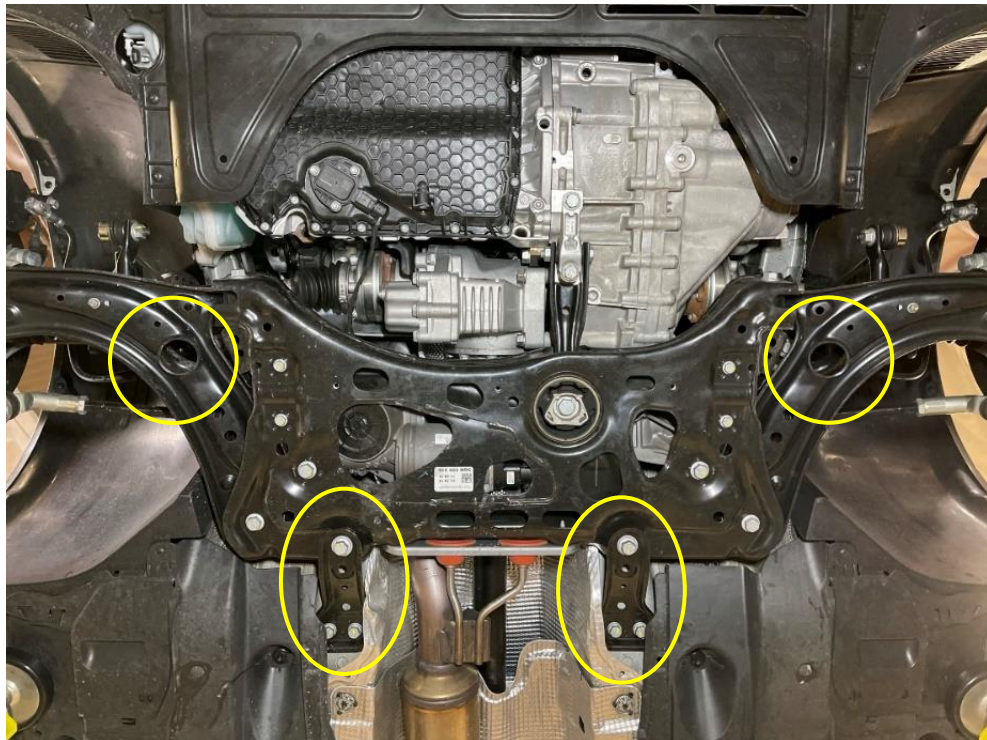
10F Unclip push clip on driver side.



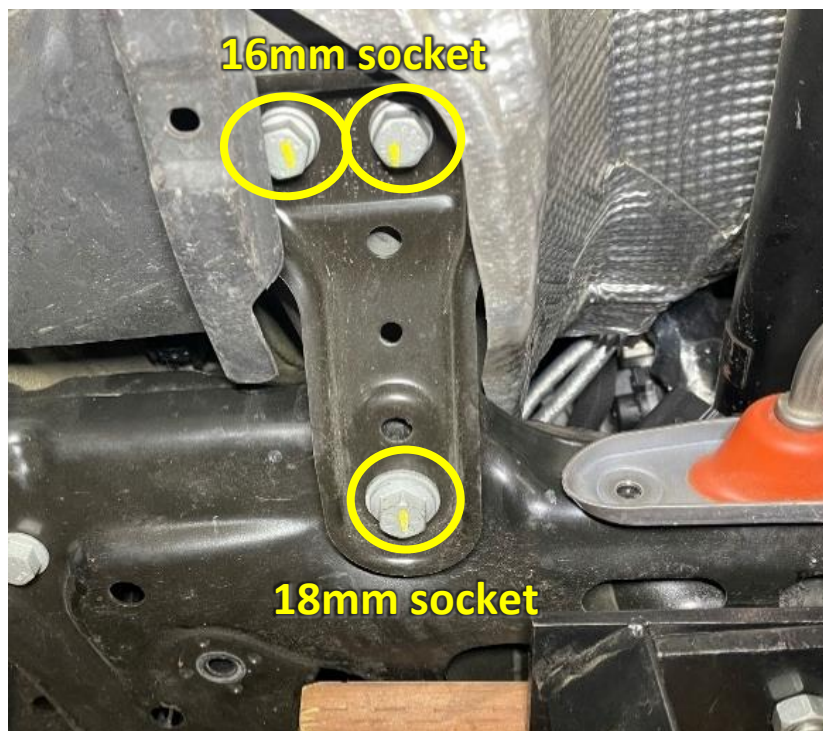
11F Support the subframe with a transmission jack.



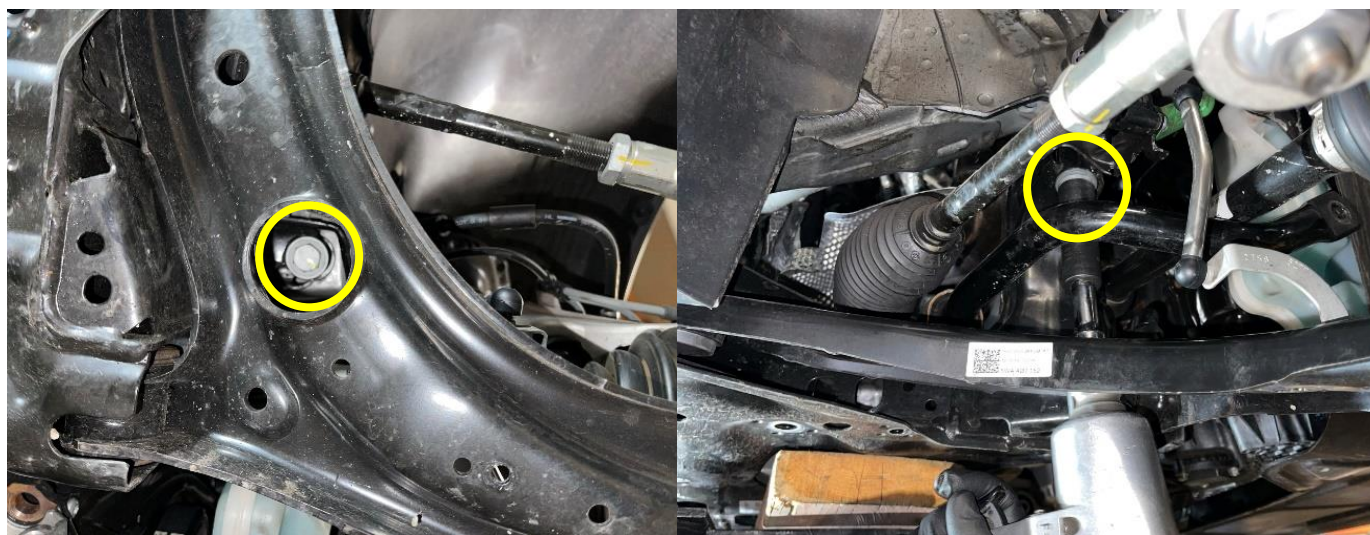
12F The subframe should now be held up by the main bolts and brackets.



Undo the rear mount brackets with a (16mm and 18mm sockets).



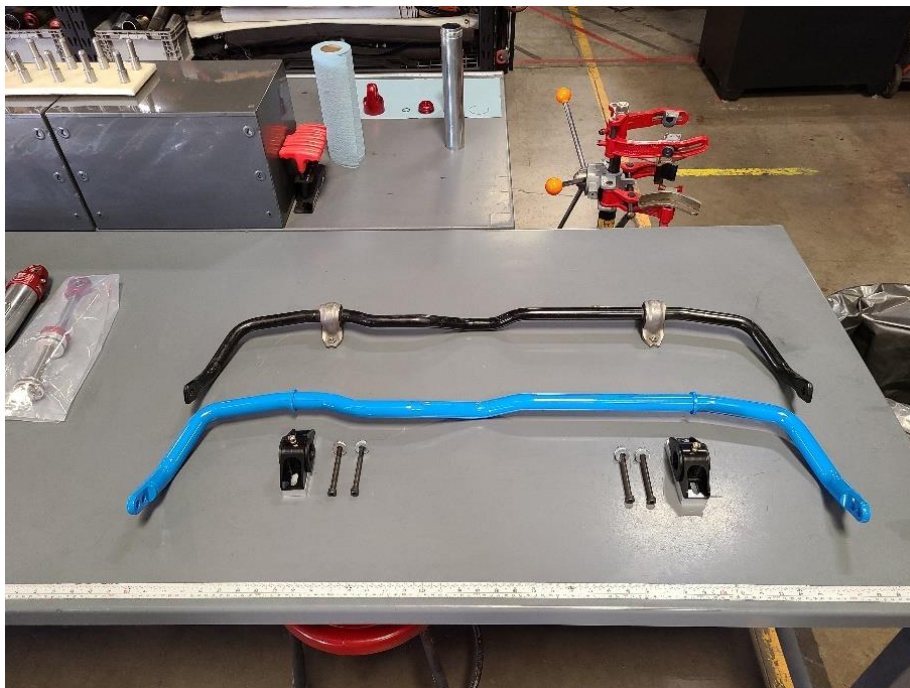
13F Undo subframe bolts with a (18mm socket).



- 14F Lower the sub frame just enough so the sway bar can be removed towards the rear of the car. You will need to lift up to the steering rack and sneak the sway bar under and out the back.



- 15F Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



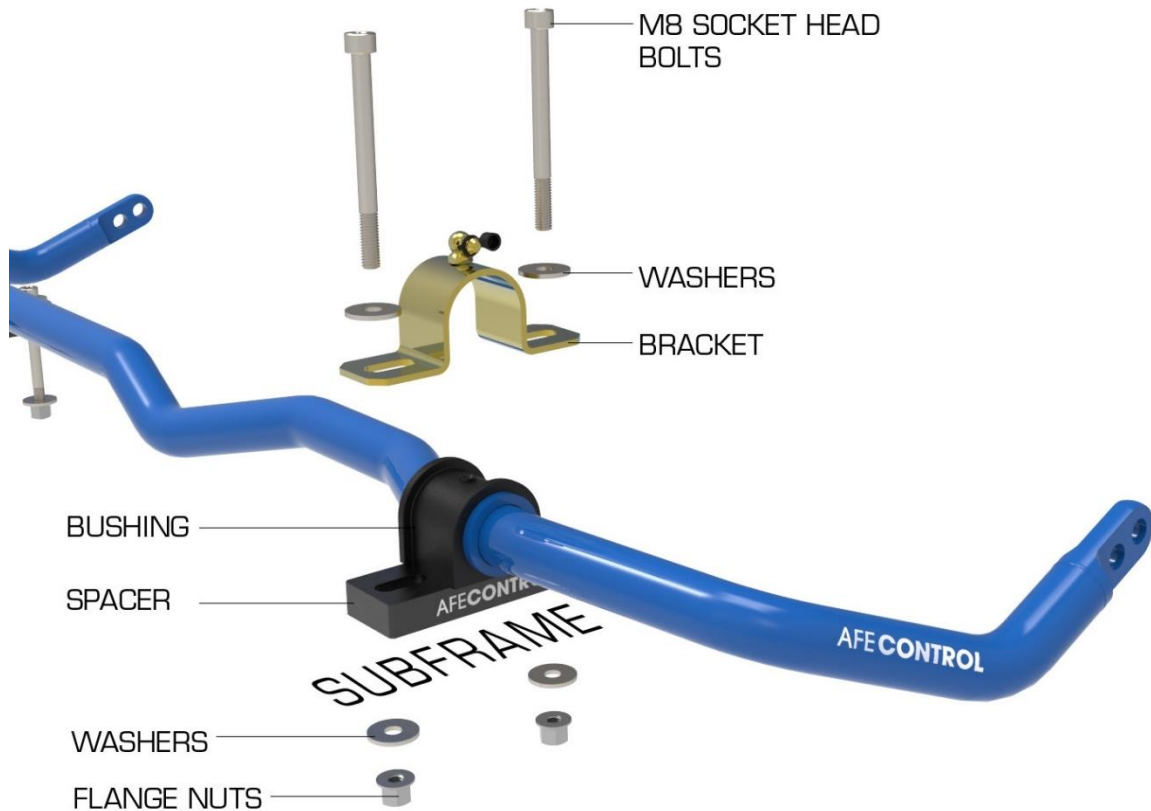
- 16F Install the front aFe Control sway bar in the same manner as factory removal. We suggest leaving the sway bar in the poly bag when feeding it into the car. This will keep it safe from scratches. (remove poly bag once bar is in place)



17F Grease the front bushings (5343) with the supplied silicone lube. Install bushing onto the sway bar. The bushings should be positioned just inside of the centering rings.



18F Slide the aFe Control bushing bracket onto the bushings and mate the sway bar assembly to the subframe. Use the supplied hardware kit (p/n 00P-0A1713-A) to secure the brackets to the subframe. See diagram below:





The bushing brackets are slotted to allow for positioning the bar. Make sure the bar has clearance between the steering rack and the subframe. Tighten the hardware to 30 ft·lbs.



- 19F Perform steps 1F-14F in reverse order. When attaching the end links to the sway bar you have 2 settings: Medium and Stiff. The hole closest to the end is the Medium setting. Stiff Setting shown. (Tip: Apply medium thread locking compound on the end link stud to ensure the nut does not come loose)

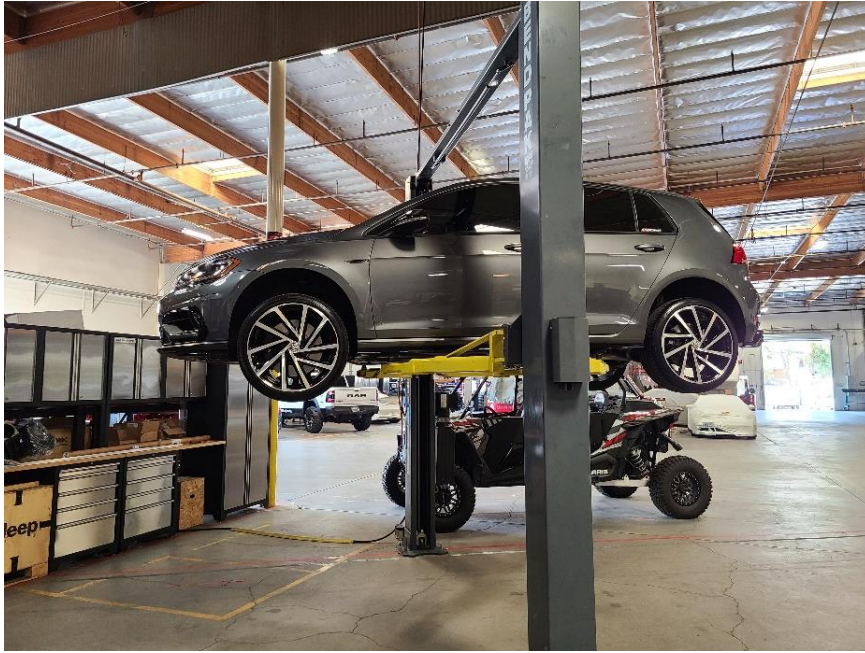


You are finished with the front installation.

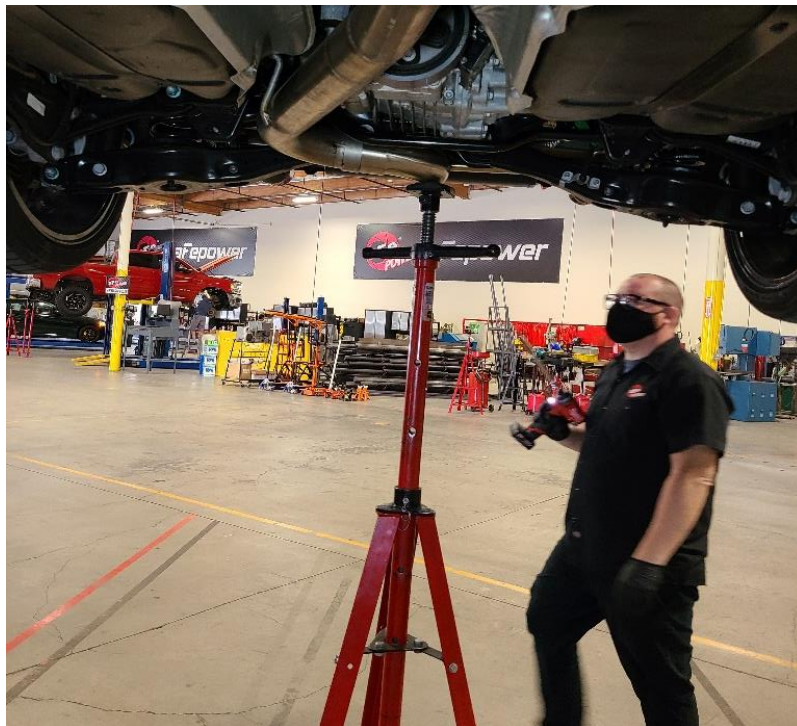


Rear Sway Bar Installation:

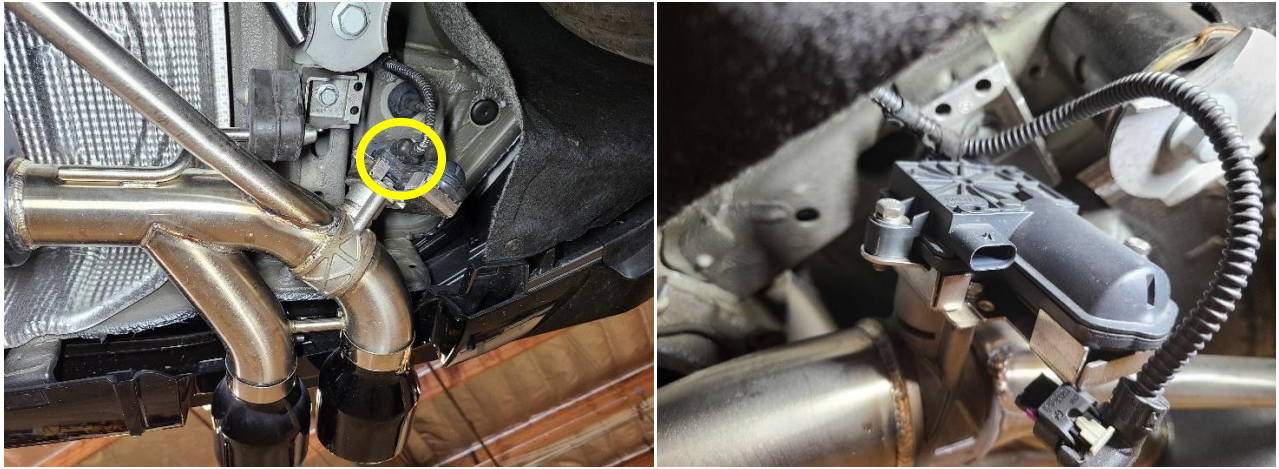
- 1R Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in all four of the factory designated jack points.



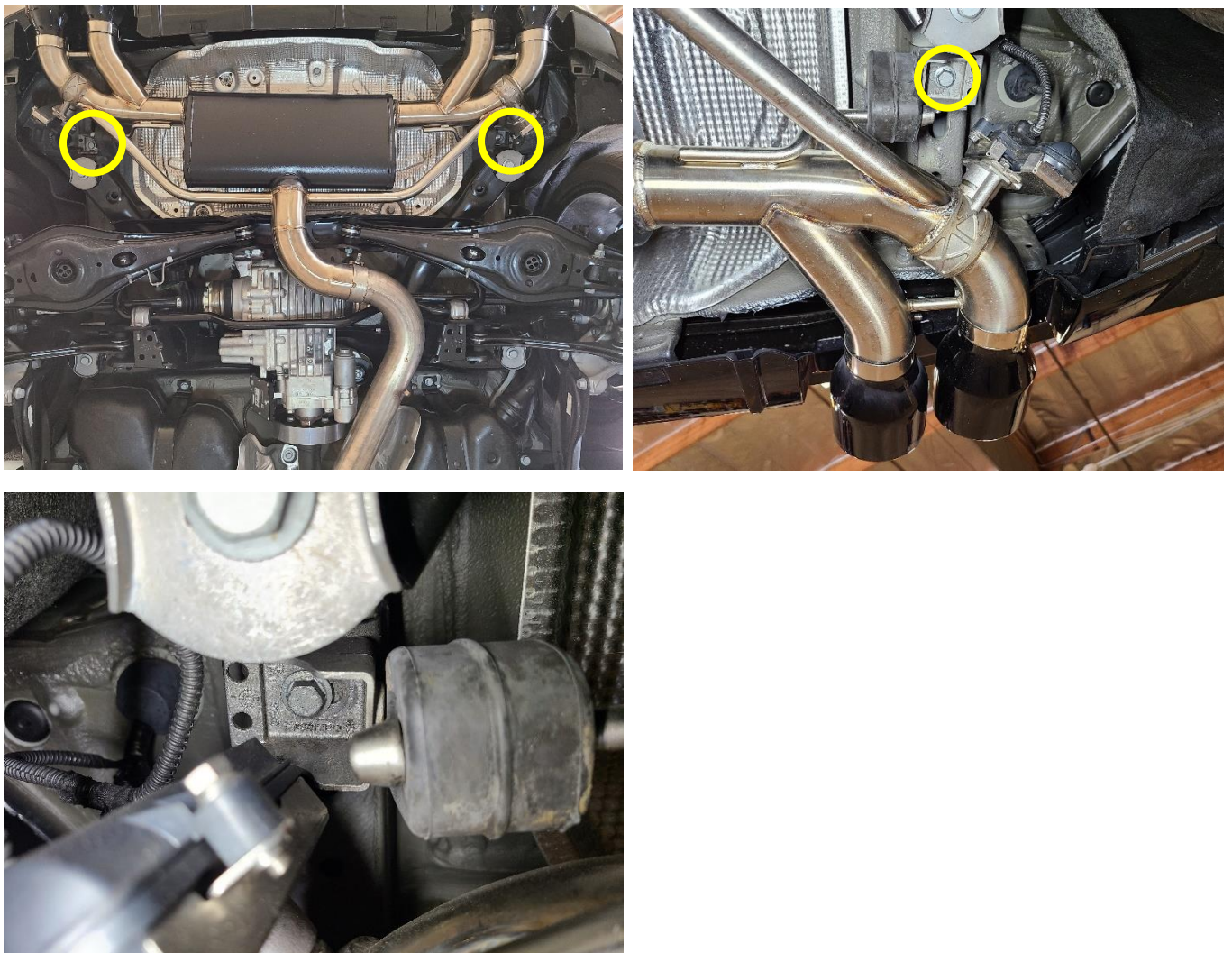
- 2R Support the exhaust with a screw jack.



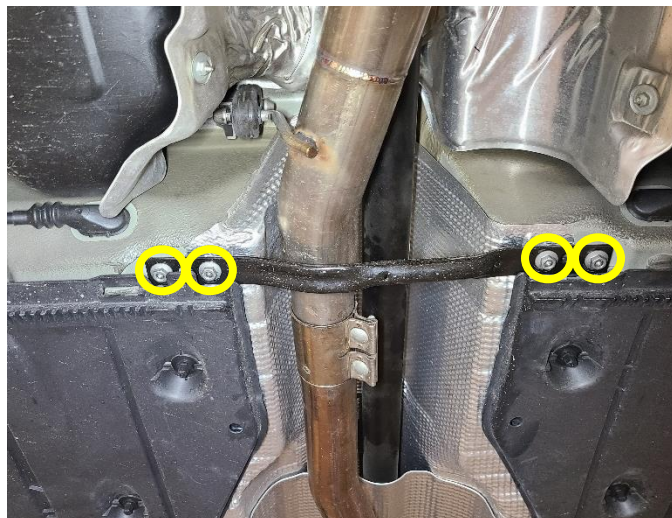
3R Disconnect the exhaust valve on both sides.



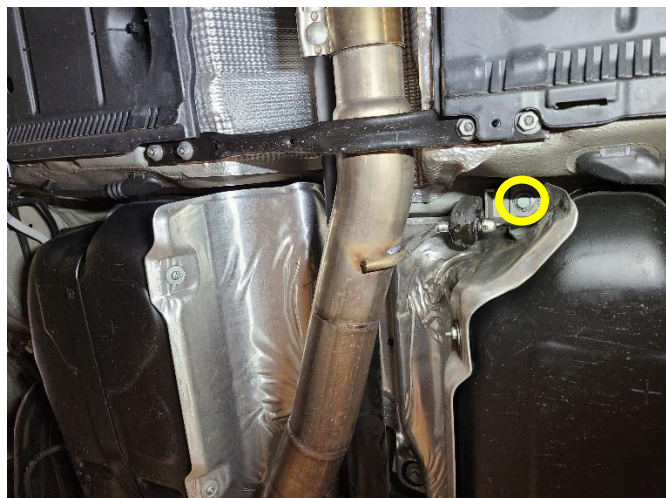
4R Remove the exhaust rear hanger bolts (2) with a (13mm socket).



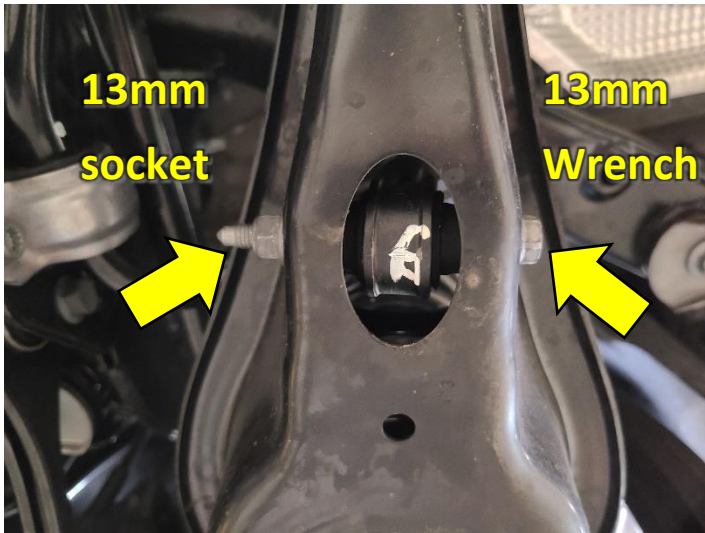
5R Unbolt the center brace with a (13mm socket).



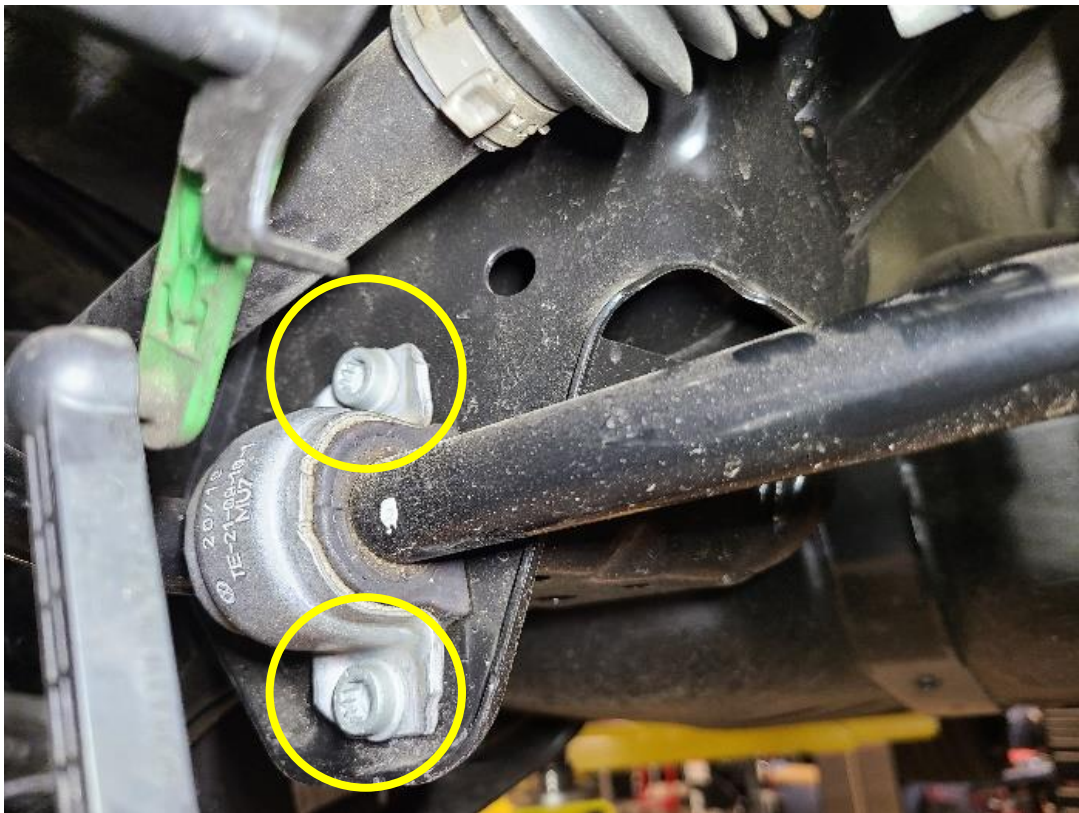
6R Remove center rubber hanger with a (13 mm socket).



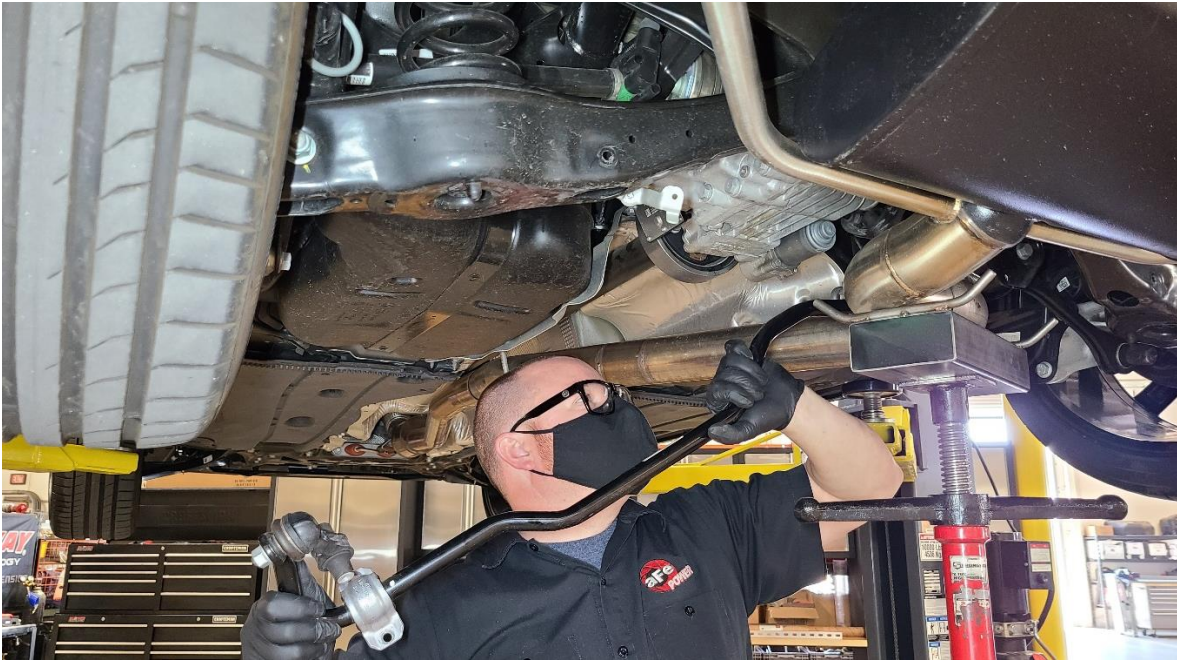
7R Disconnect the end links from the stock lower control arms using a (13mm socket) for the nut and (13mm wrench) for the stud.



8R Remove the bushing brackets with a (M10 Triple Square).



- 9R Lower the exhaust slightly and remove the factory sway bar from the vehicle. Note the orientation of the sway bar when removing. (i.e. observe which is the top of the sway bar and how the ends are pointing.)



- 10R Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



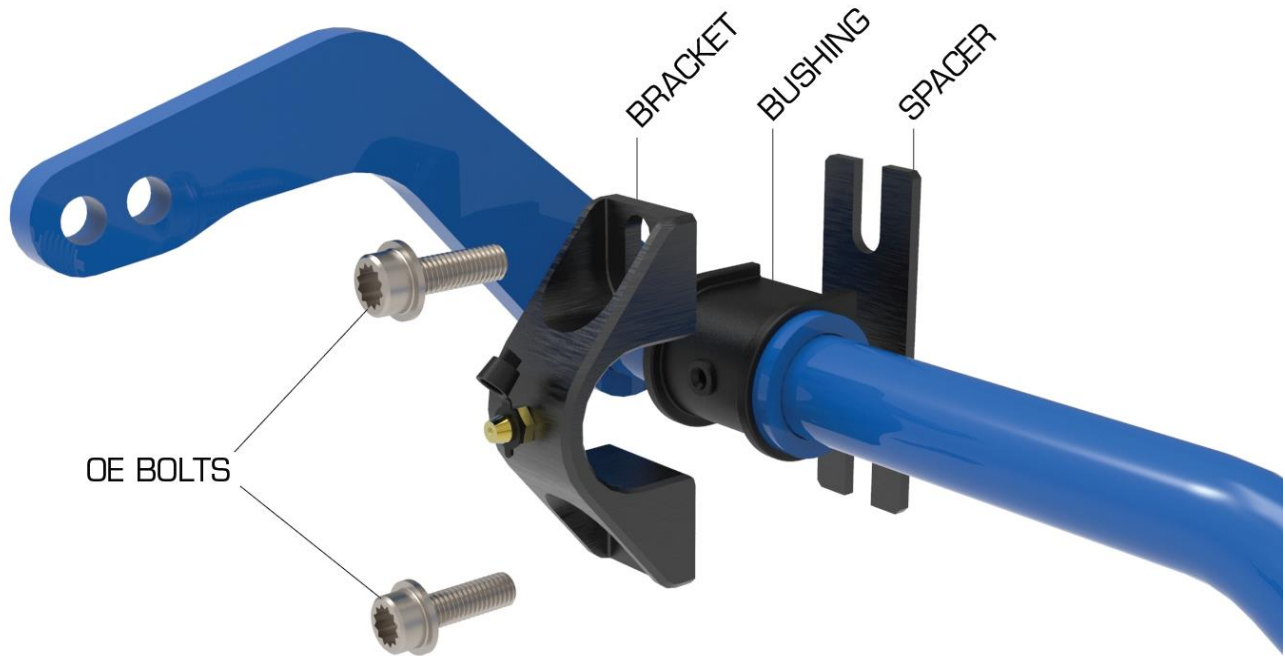
- 11R Install the rear aFe Control sway bar in the same manner as factory removal. We suggest leaving the sway bar in the poly bag when feeding it into the car. This will keep it safe from scratches. (remove poly bag once bar is in place)



- 12R Grease the rear bushings with the supplied silicone lube.

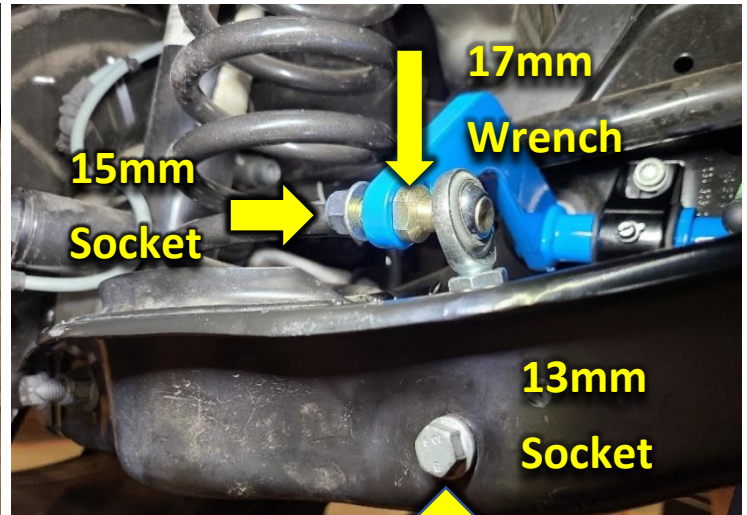
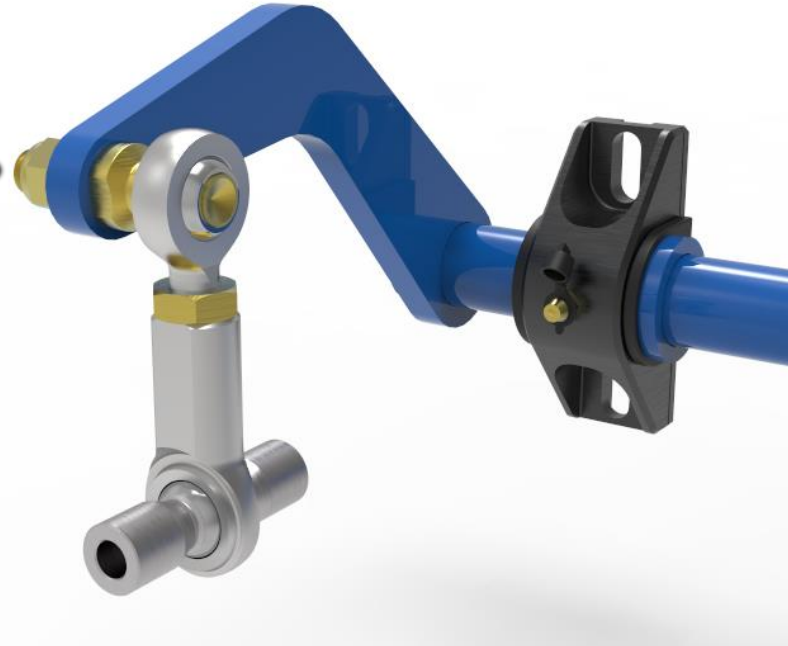


- 13R Install the bushing onto the sway bar. The bushings should be positioned just outside of the centering rings. Slide the aFe Control bushing bracket onto the bushings and mate the sway bar assembly to the subframe as shown in the diagram. Fully tighten this hardware to factory specs.



14R Make sure the provided end link is correctly assembled. And adjusted to the shortest length. Install the provided end link onto the sway bar, then mount the end link to the sway bar with a (17mm wrench and a 15mm socket). **Tighten to 35ft lbs. Do not use an impact gun or over tighten.**

**Torque to
35 ft lb**

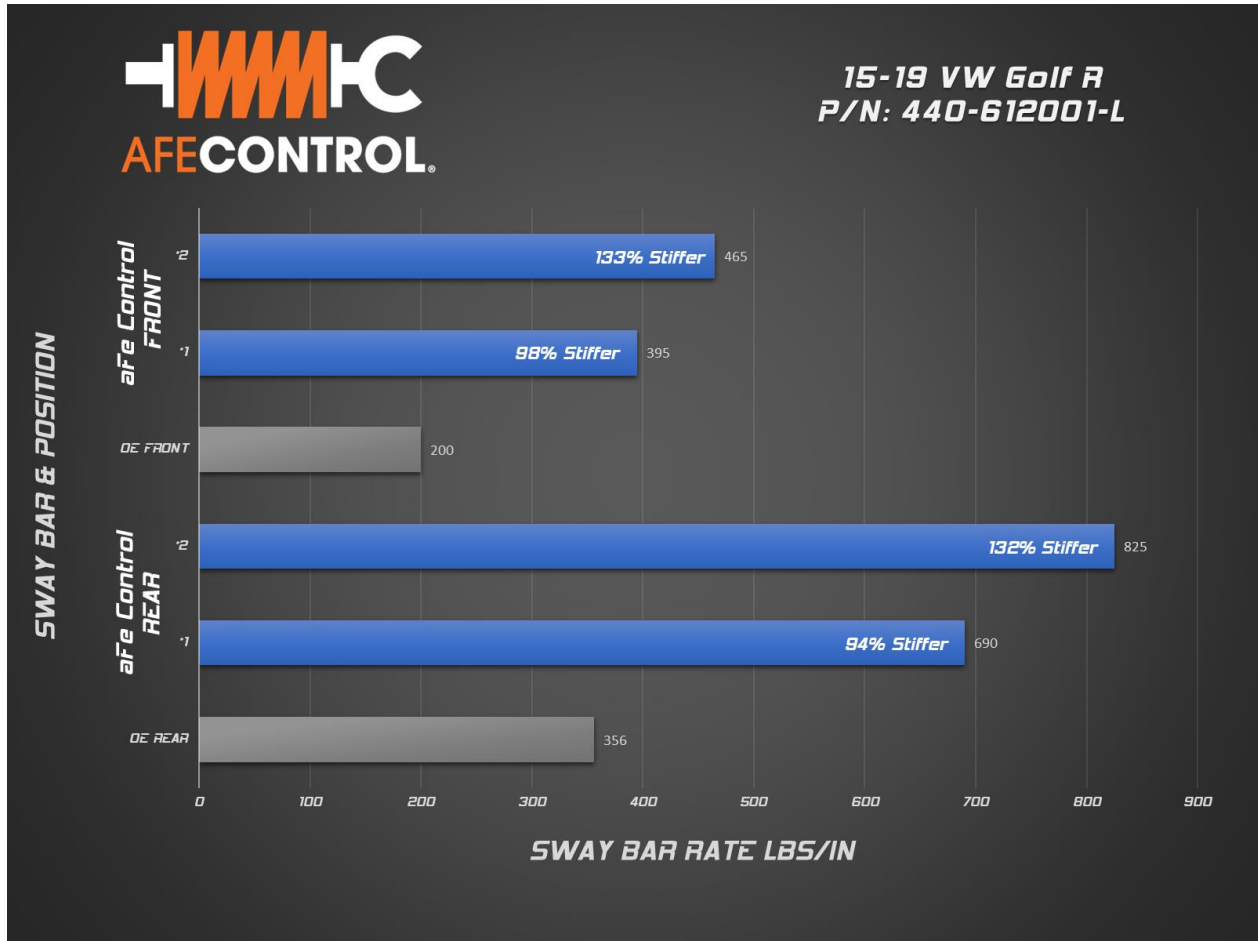


**Use thread locker
Torque to 35 ft lb**



15R Perform steps 1R-6R in reverse order. You are finished with the rear 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:

Front: Position #2 Full Stiff

Rear: Position #1 Full Soft