

aFe Control Sway Bar Set

Nissan 370Z & Z Z34 Models

Infiniti G37 & Q60 V36 Models

Product Number: 440-712001-L, 440-712001RL

Install Time: 2 hrs. (Full Kit), 1 hr. (Front Kit), 1 hr. (Rear Kit)

Note: Does not fit AWD Infiniti Models



Full Kit Contents	Front & Rear Sway Bar Set	Qty.
OOP-OP2554-L	Front Sway Bar Ø1.375"	1
OOP-OP2592-L	Rear Sway Bar Ø1.125"	1
OOP-OP2510-B	Bracket, Type 2 S/B (Black Anodize)	2
OOP-OP2511-B	Bracket, Type 4 S/B (Black Anodize)	2
OOP-OC1664-B	Bushing, Poly: 1.375" ID	2
OOP-OC1726-B	Bushing, Poly: 1.125" ID	2
OOP-OC1175-A	Fitting, Grease: 1/4-28 Self Tap	4
OOP-OC1698-A	Cap, Grease Fitting	4
OOP-OC1007-A	Packet, Grease: (0.5 oz)	2

Recommended Tools:

Sockets: 10mm, 12mm, 14mm, 17mm, 19mm

Wrenches: 14mm, 17mm, 19mm

Front Sway Bar Installation:

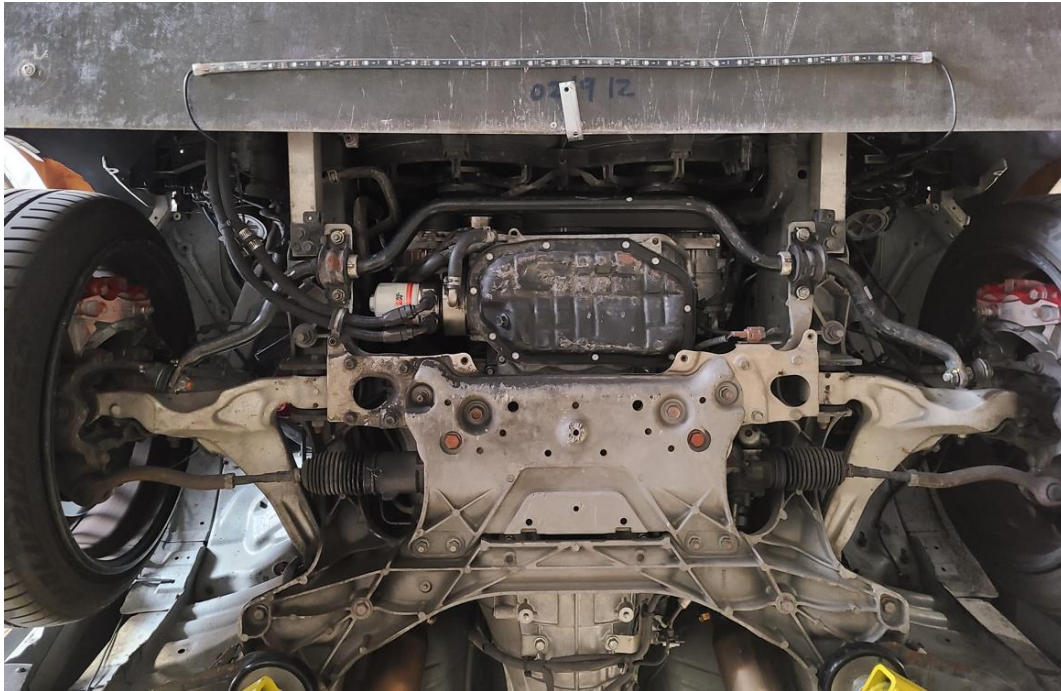
- 1F Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. You do not need to remove the front wheels for the front installation.



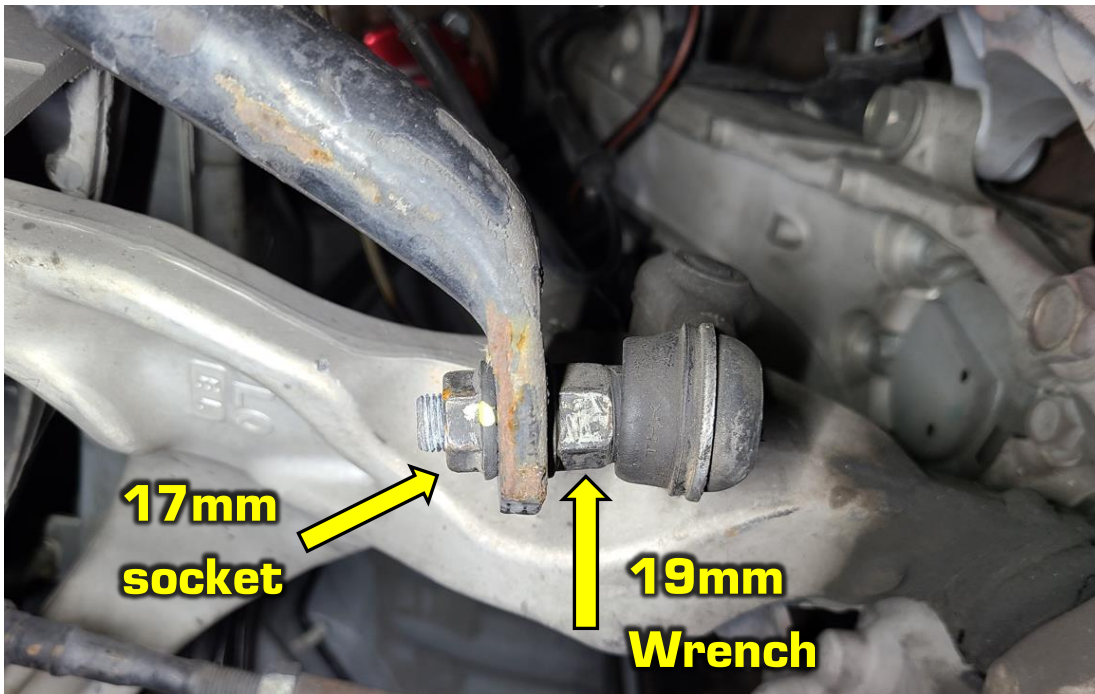
- 2F Remove the plastic undertray (16) bolts and (3) pop clips. (10mm socket)



Front sway bar exposed.



3F Disconnect the end links from the stock sway bar using a 19mm wrench for the stud and 17mm socket for the nut.



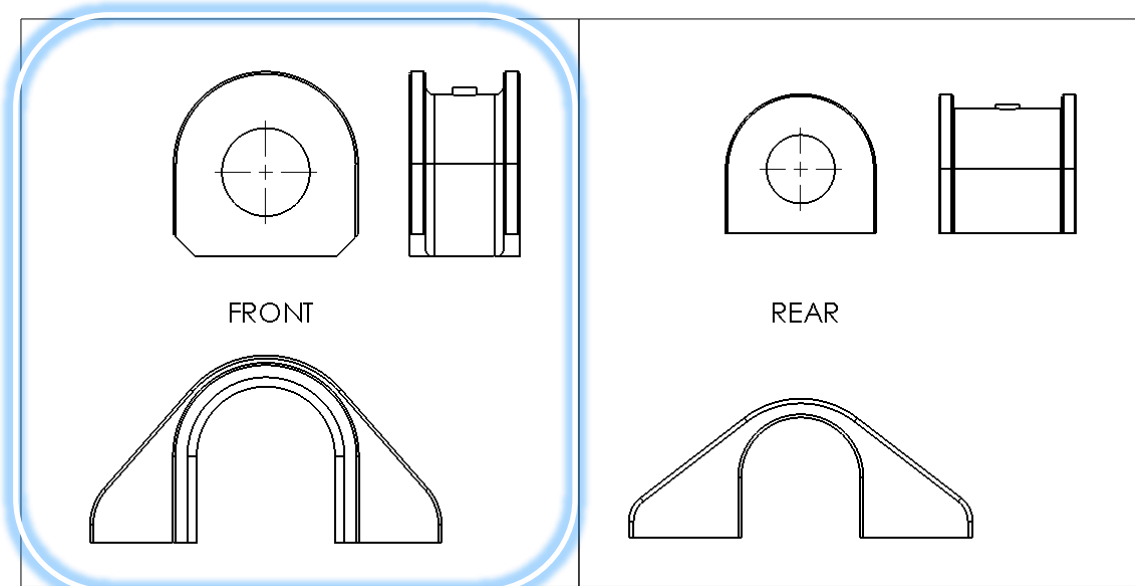
4F Undo the sway bar bushing brackets. (14mm socket)



5F Remove the factory sway bar from the vehicle. Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



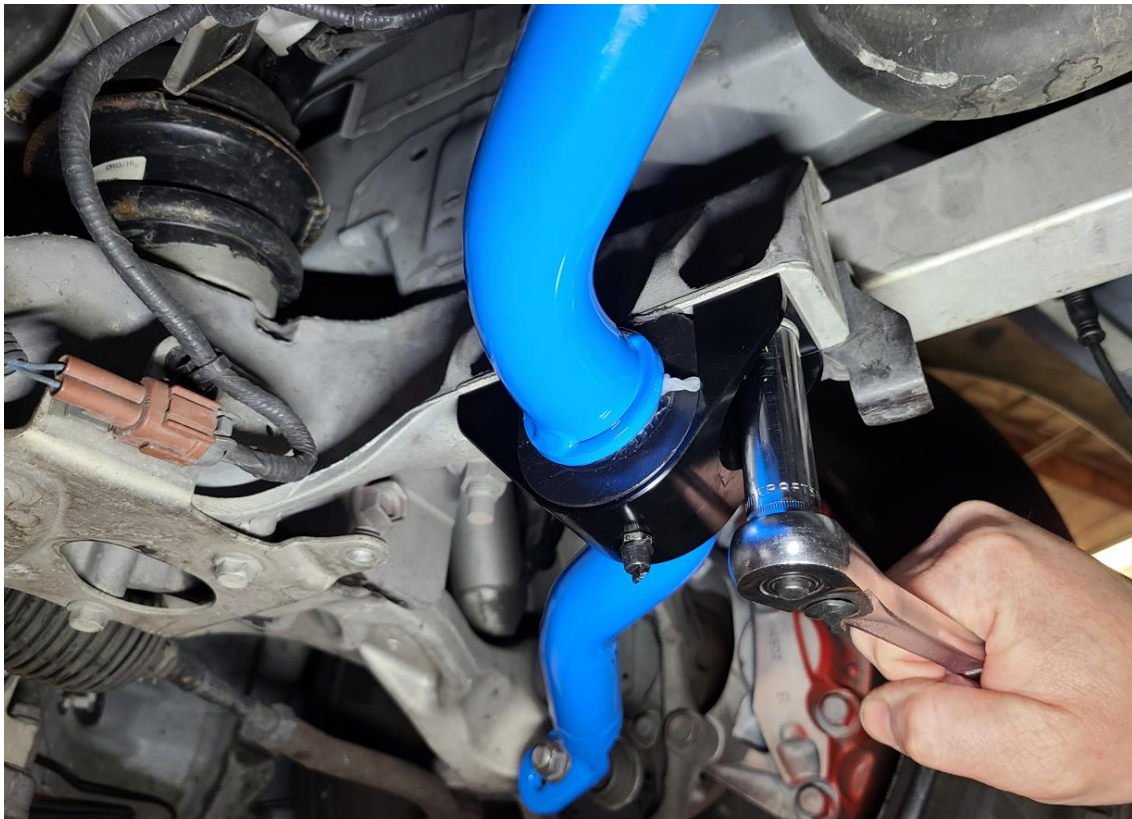
6F Grease the front bushings with the supplied silicone lube and install bushings onto the sway bar. The bushings should be positioned just OUTSIDE of the centering rings.



- 7F Install the front aFe Control sway bar in the same manner as factory removal. Reattach the end links to the sway bar ends reusing the factory nuts. The hole closest to the end is the softest setting. Settings get stiffer as you move away from the ends. (optional: apply thread locking compound to the end link thread)



- 8F Slide the aFe Control bushing bracket onto the bushings and mate the sway bar assembly to the subframe. Reuse the factory nuts to secure the brackets to the subframe. Fully tighten this hardware to factory specs.



9F Reattach the plastic undertray. You are finished with the front installation.

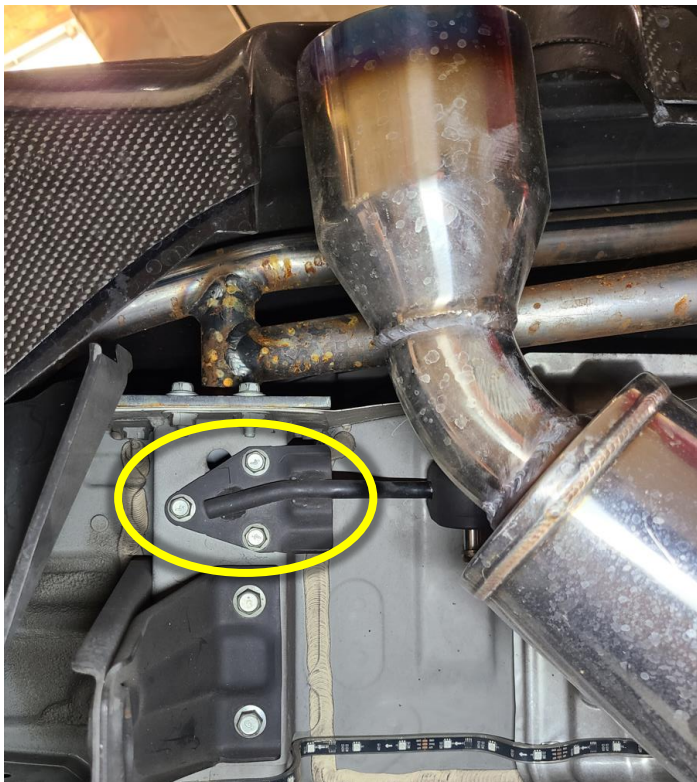


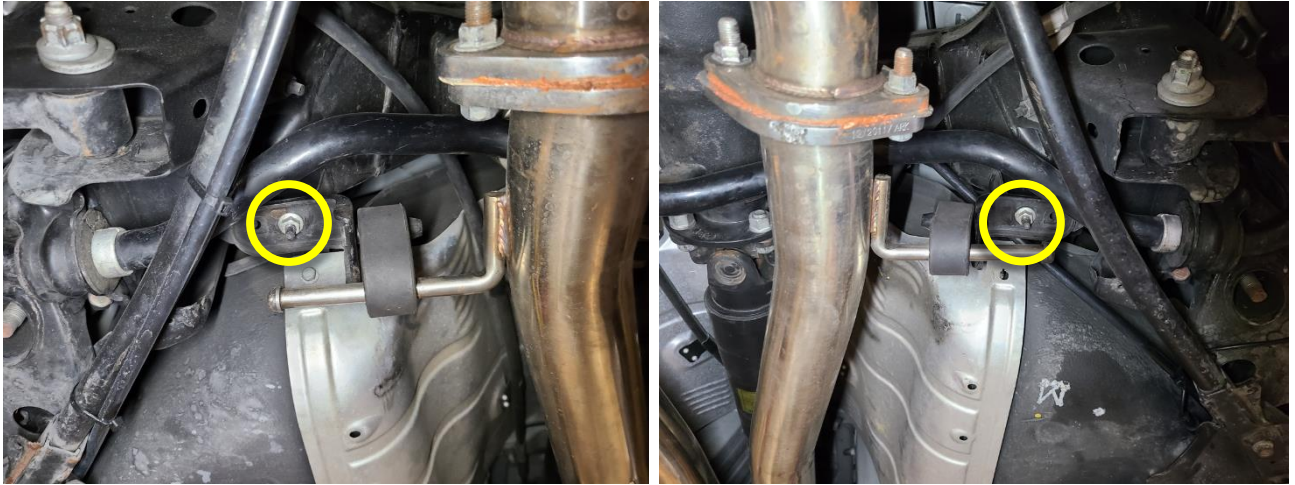
Rear Sway Bar Installation:

- 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.

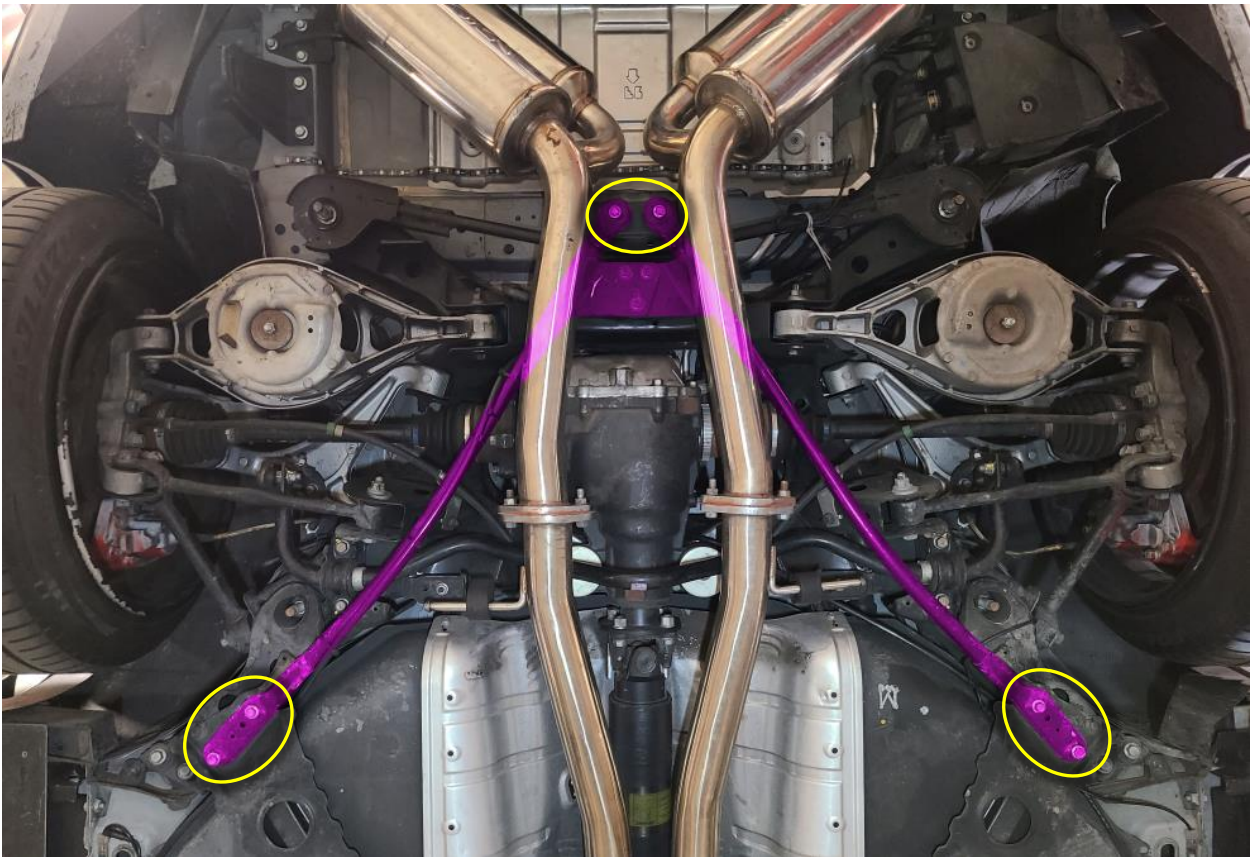


- 2R Drop the rear section of the exhaust to gain more clearance. Use a jack or jack stand to support the exhaust as it hangs down.

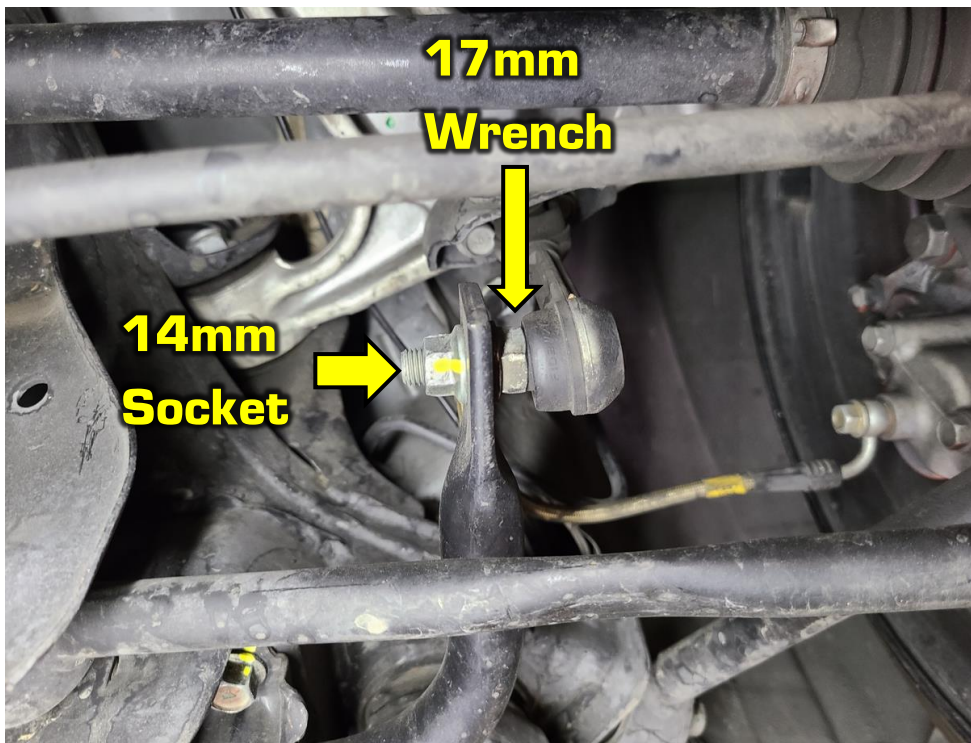




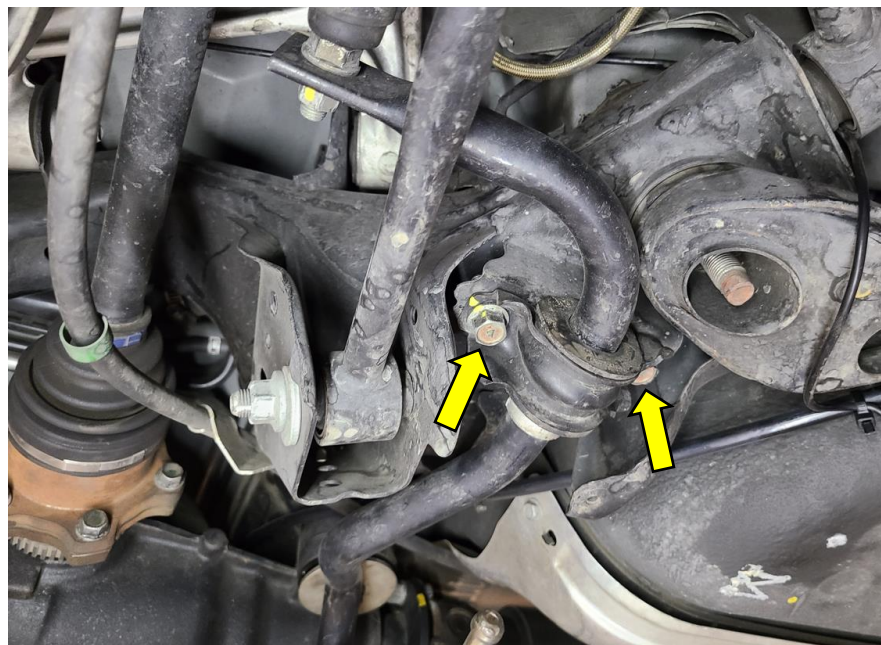
- 3R Unbolt the V-Brace using a 12mm socket. The brace does not need to be fully removed from the vehicle. It just needs to be able to drop out of the way to remove the sway bar.



- 4R Disconnect the end links from the stock sway bar using a 14mm socket for the nut and 17mm wrench for the stud.



- 5R Undo the sway bar bushing brackets. (14mm socket)



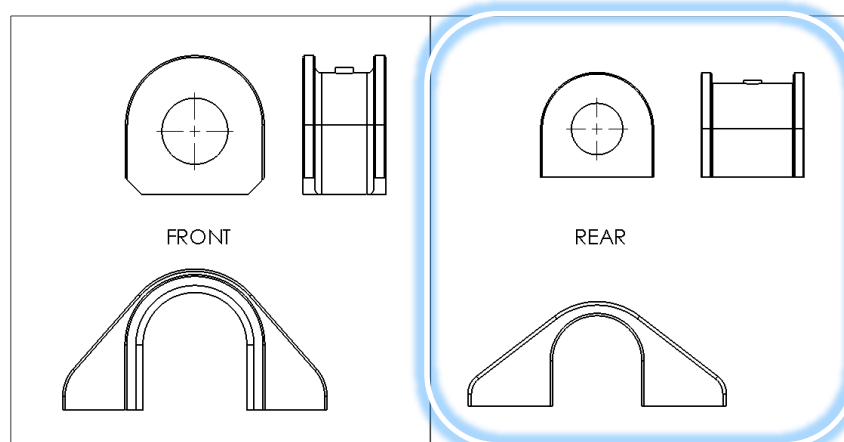
- 6R Remove the factory sway bar from the vehicle. Note the orientation of the sway bar when removing. (i.e. observe which is the top of the sway bar and how the ends are pointing.)



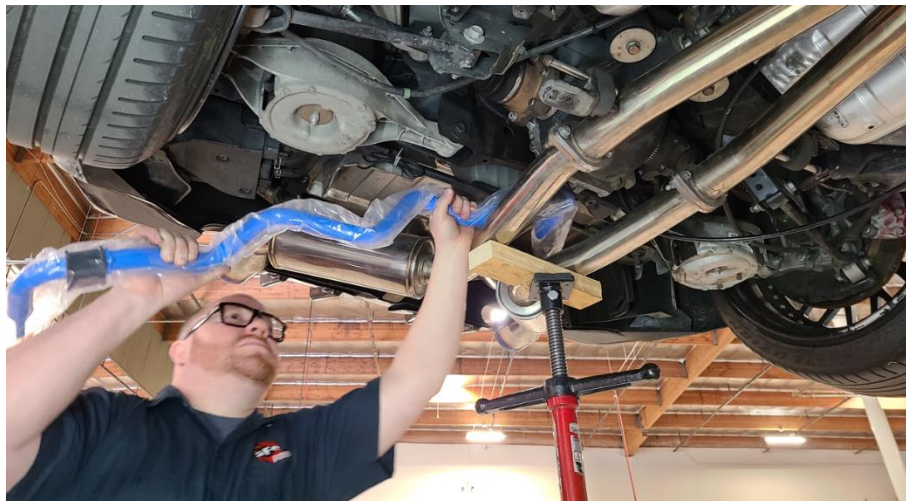
- 7R Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



8R Grease the rear bushings with the supplied silicone lube and install the bushing onto the sway bar just outside of the centering rings.



9R Install the rear aFe Control sway bar in the same manner as factory removal. We suggest reinserting 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)



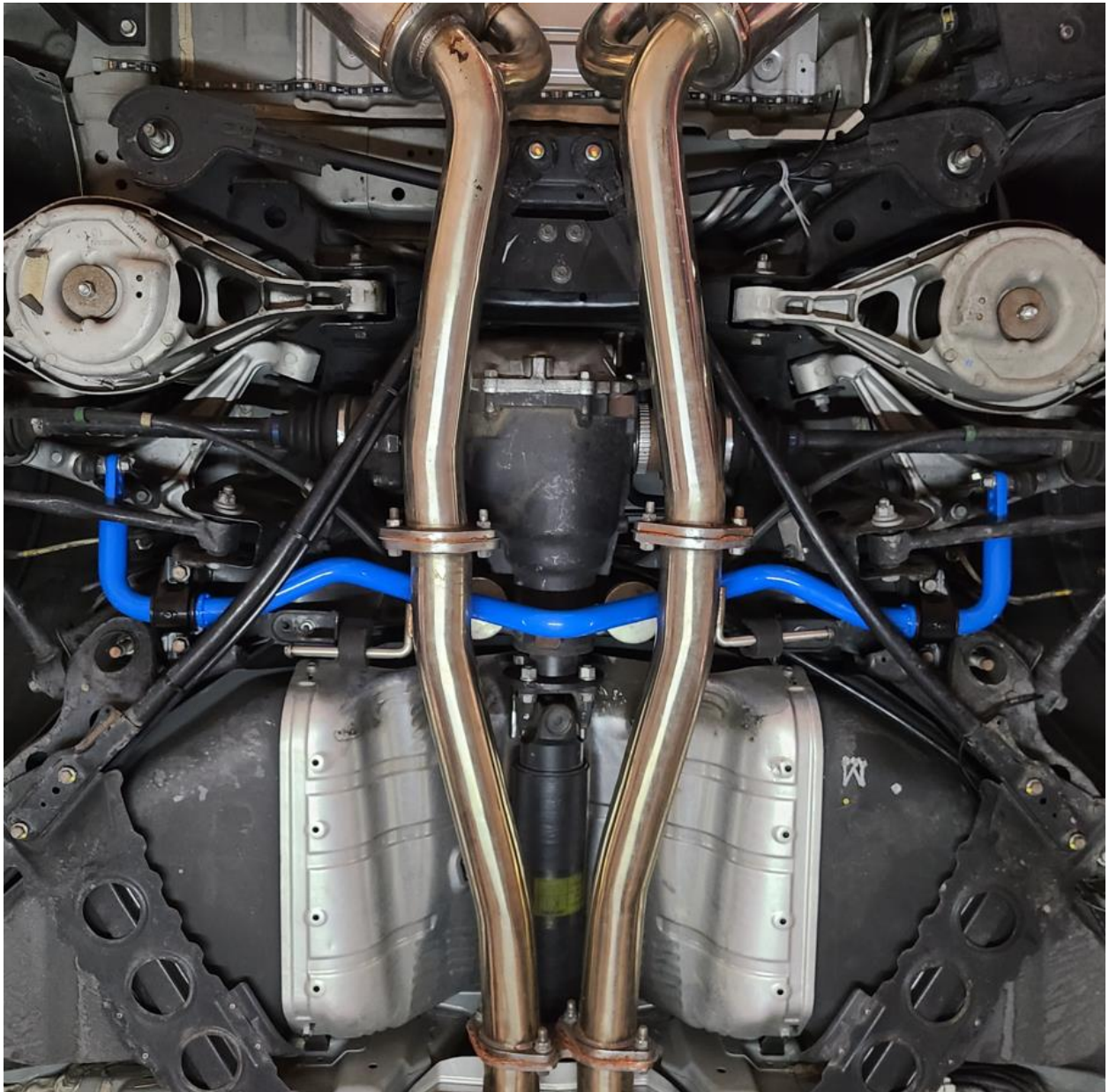
- 10R Slide the aFe Control bushing bracket onto the bushings and mate the sway bar assembly to the subframe. Reuse the factory bolts to secure the brackets to the subframe. Fully tighten this hardware to factory specs.



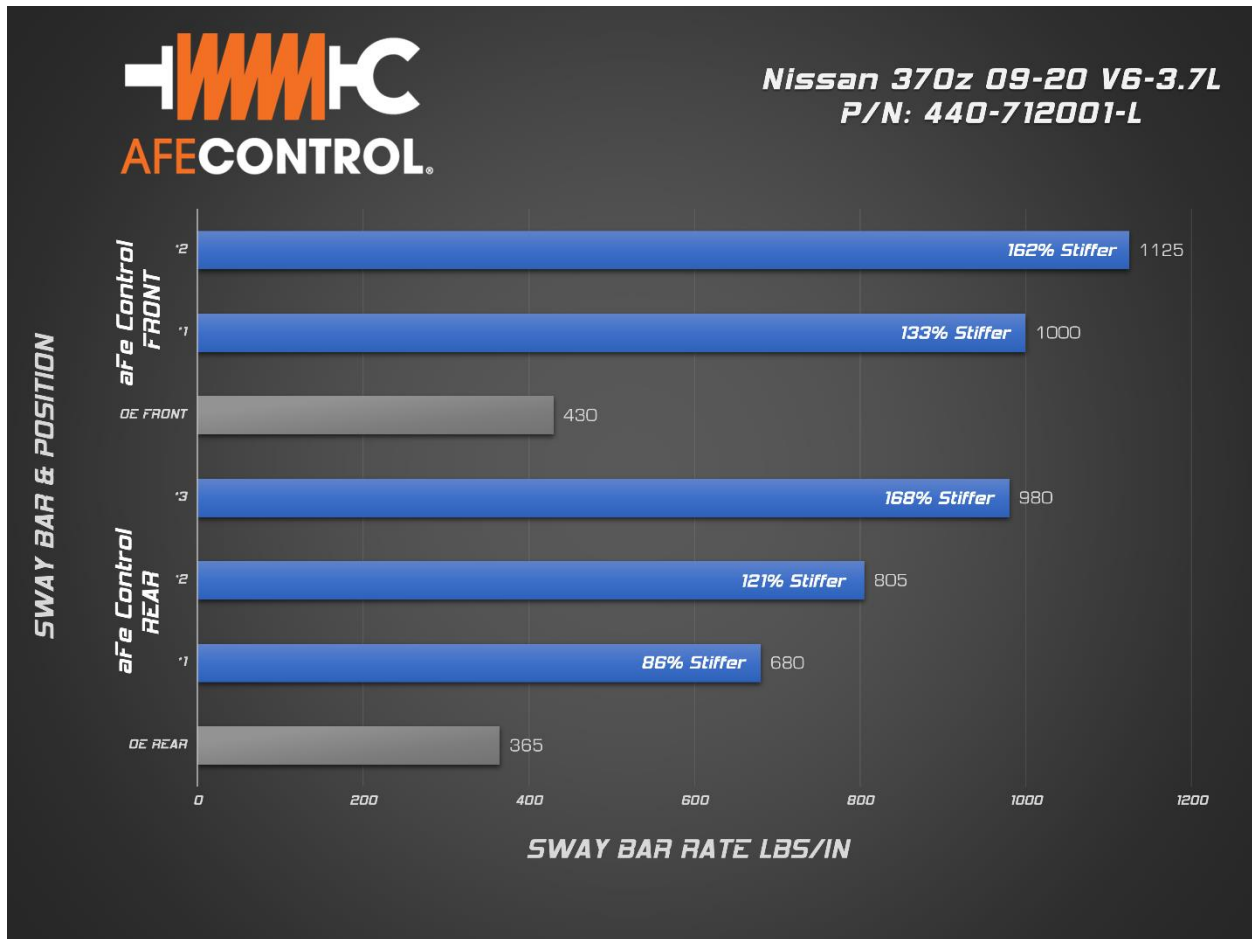
- 11R Reattach the end links to the sway ends reusing the factory nuts. The hole closest to the end is the soft setting. Settings get stiffer as you move away from the ends. (optional: apply thread locking compound to the end link thread)



12R Perform steps 1R-3R 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

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