

aFe Control *Sway Bar Set* *Ford Explorer ST V6-3.0L tt*

Product Number: 440-304001-R, 440-304001FR, 440-304001RR
Install Time: 4 HRS.



Full Kit Contents	Front & Rear Sway Bar Set	Qty.
00P-0P2574-R	Front Sway Bar, Explorer ST	1
00P-0P2575-R	Rear Sway Bar, Explorer ST	1
00P-0P2578-B	Front Billet Bushing Bracket	2
00P-0P2579-B	Rear Billet Bushing Bracket	2
00P-0C1746-B	Bushing, Poly: 1.5"ID, 73017-BL	2
00P-0C1747-B	Bushing, Poly: 1" ID, 5340G	2
00P-0C1697-A	Grease Fitting 90°	2
00P-0C1698-A	Grease Fitting Cap	2
00P-0C1007-A	Grease (0.5 oz)	2

Recommended Tools:

Sockets: 7mm, 8mm, 10mm, 15mm, 18mm, 24mm, T40, T45

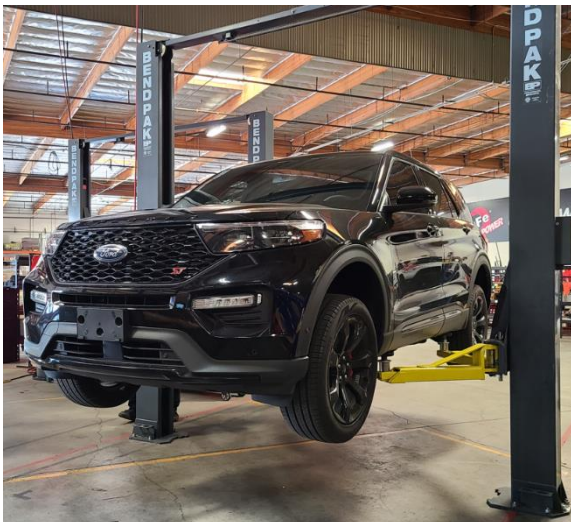
Wrenches: 18mm, 21mm

Preferable Equipment:

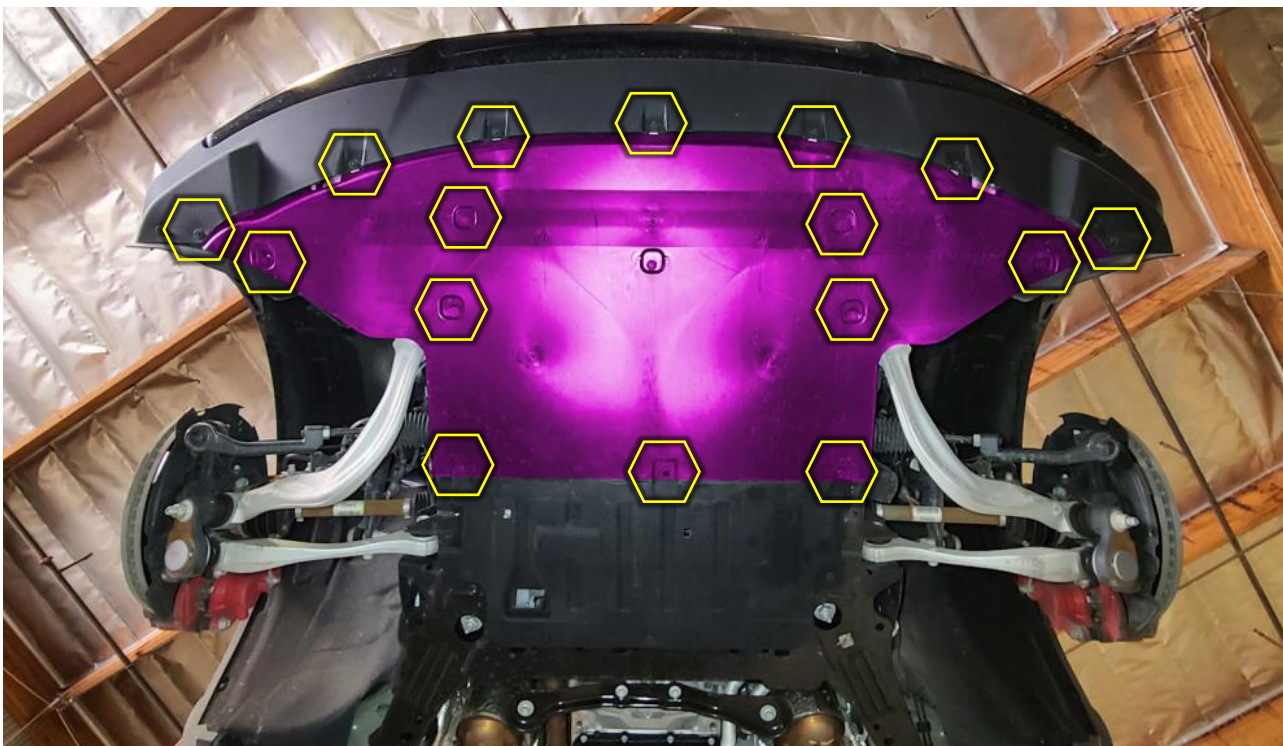
- 2-Post Lift

Front Sway Bar Installation:

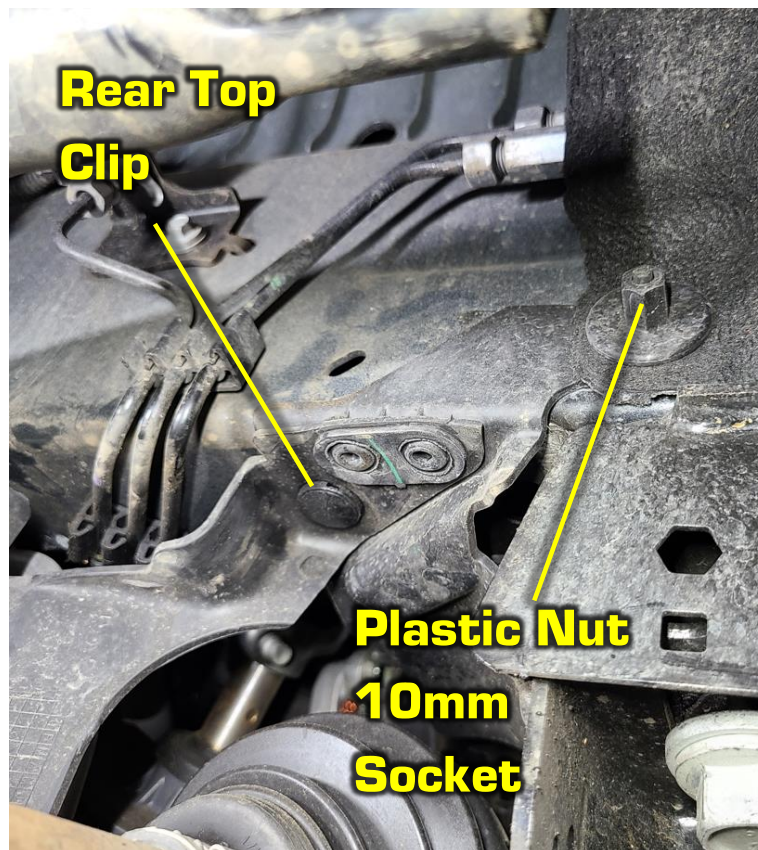
- 1F Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Remove the front wheels.



- 2F Remove the front undertray by removing the array of screws using a 7mm socket, including a few push clips.

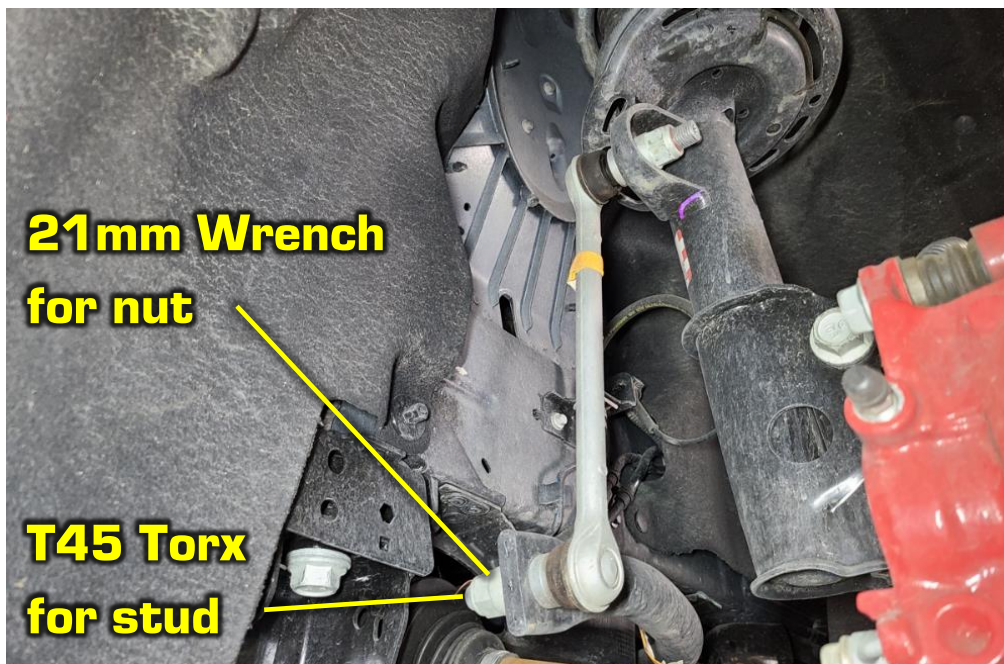


3F Remove the plastic guards surrounding the steering tie rod boot by undoing the (4) pop clips and (1) plastic nut. Repeat on other side.

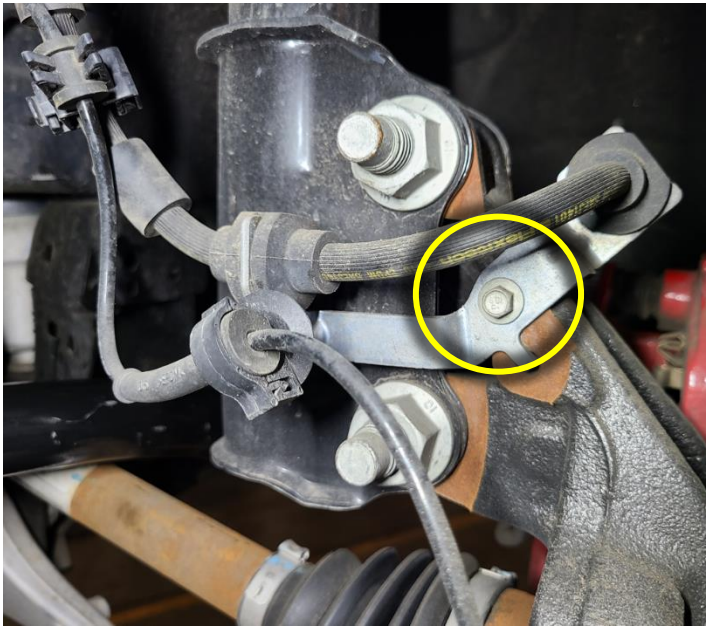




4F Undo the end links from the sway bar ends using a Torx T45 socket and 21mm wrench.

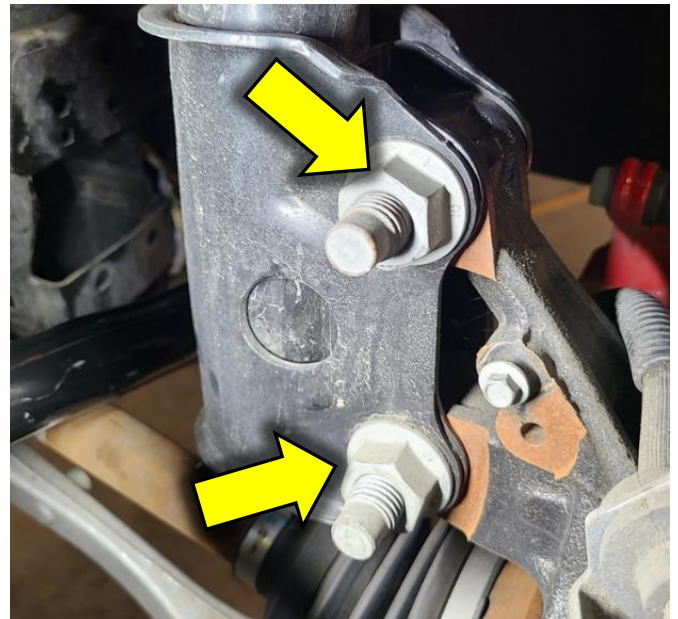


5F The sway bar will need to exit to either the driver side or passenger side. This instruction manual will depict removing on the driver side. This involves removing the strut on that side. First, unbolt the brake/abs line bracket using an 8mm socket.

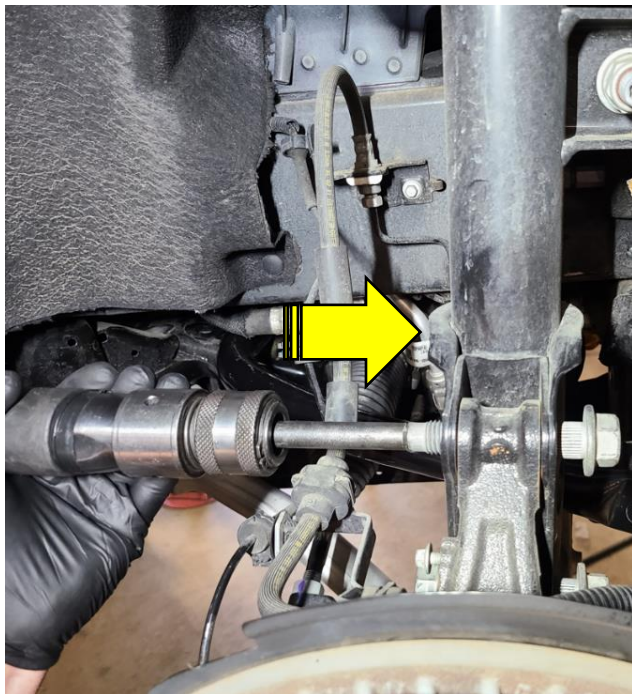


Unbolt the abs sensor from the upright using an 8mm socket.

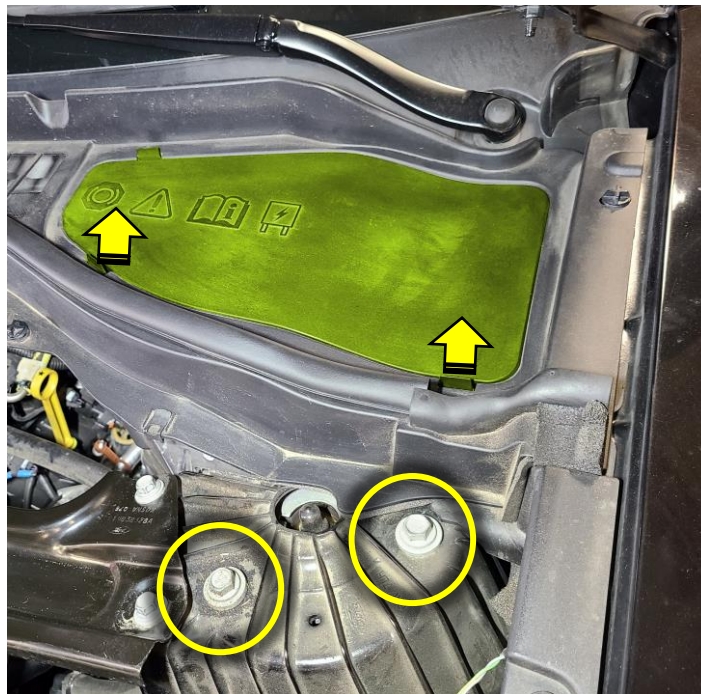
Next, loosen the lower strut nuts using a 24mm Socket. Note: The bolt itself is knurled and pressed into the strut/upright holes, Do NOT try to spin these.



Next, use an air hammer or regular hammer to pound out the strut bolts.



Open the hood and locate the strut towers. 2 out of 3 top strut bolts are visible. Open and remove the plastic cover and you will reveal the last third bolt.

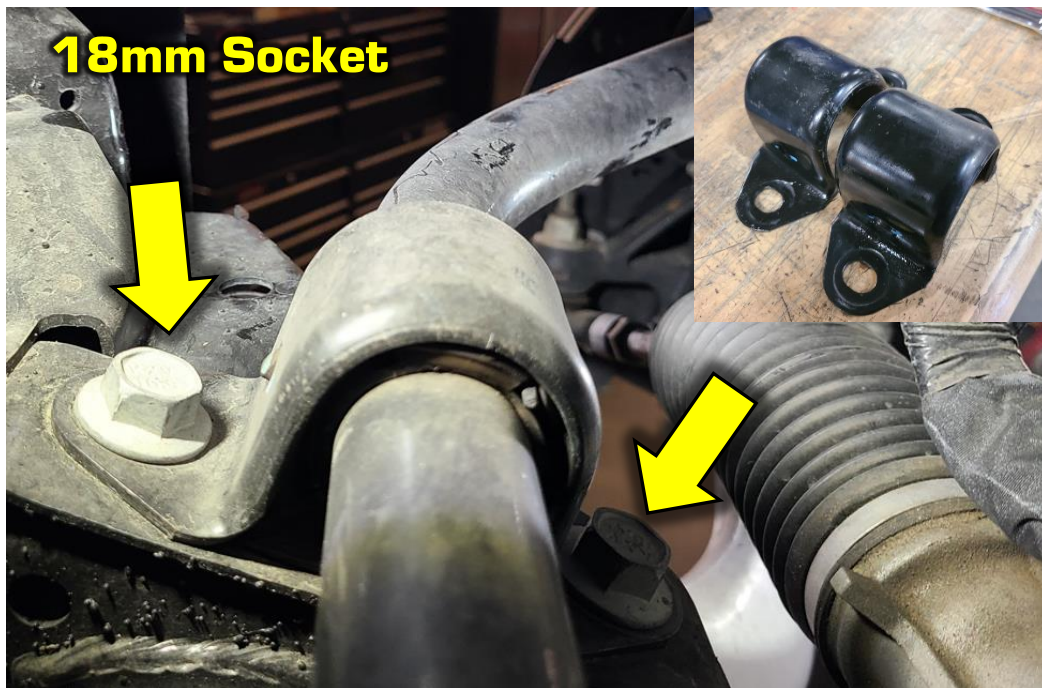
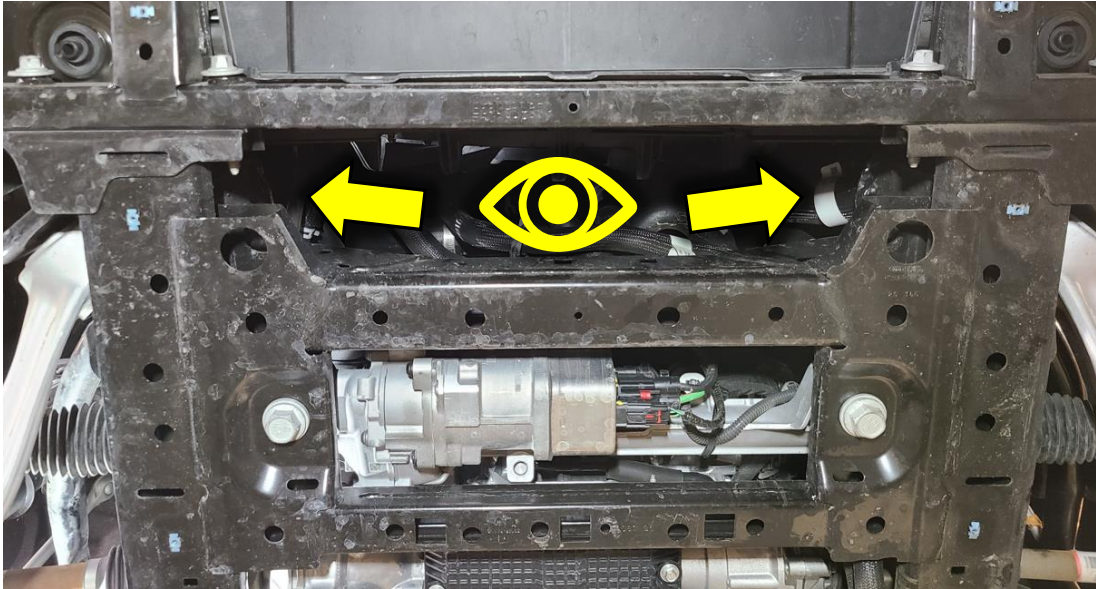


Unbolt the (3) top strut bolts using a 15mm socket and remove the strut from the vehicle



Add a ratchet strap or similar to keep the upright from flopping out causing stress on the brake line or half shafts joints.

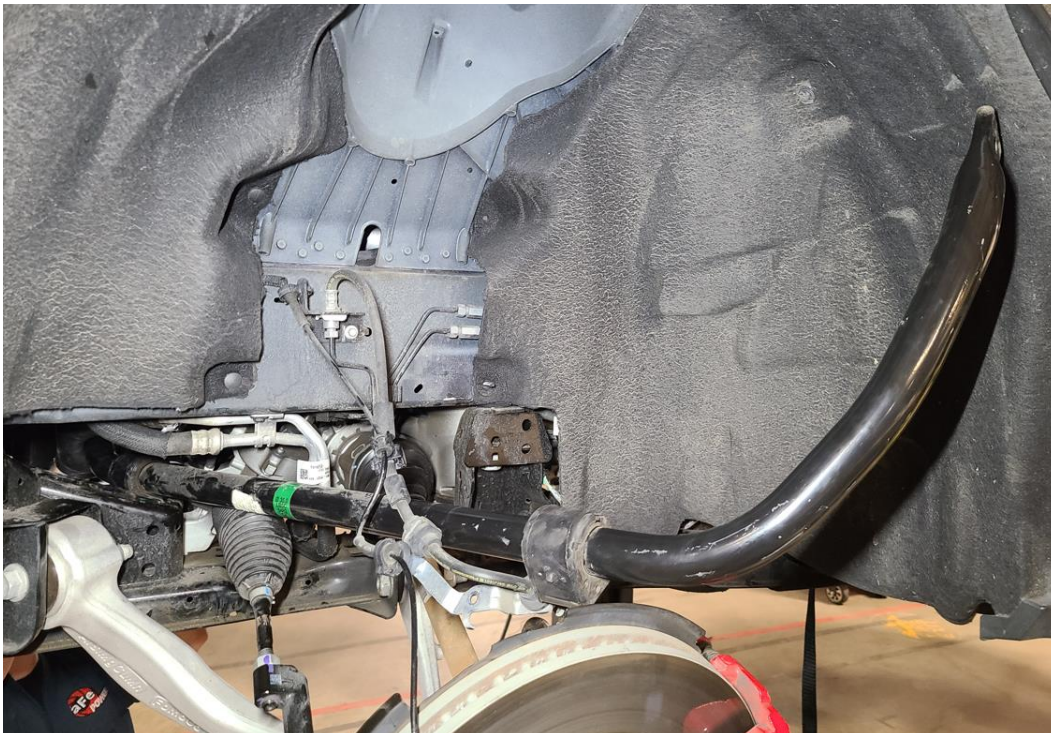
- 6F Use the opening in the front of the subframe to access the sway bar bushing brackets. Undo each bushing bracket using an 18mm socket. Remove the brackets from the bar itself. Spray some WD-40 between the bushing and bracket to help popping the bracket off. It's on there pretty good, so be patient. It is imperative that you remove these brackets since you will need every inch of clearance to get the bar out.



7F Start by shifting the sway bar toward the driver side as much as possible without forcing it.



Next, start to rotate the ends up.



With the ends pointing up, the sway bar can sneak along in front of the engine.



Once most of the bar gets out on the driver side, begin to curl the bar around the fender until it is free.



8F Lay out the factory sway bar with the aFe Control sway bar to match the orientation. Note: The production sway bars will be powder coated Red.



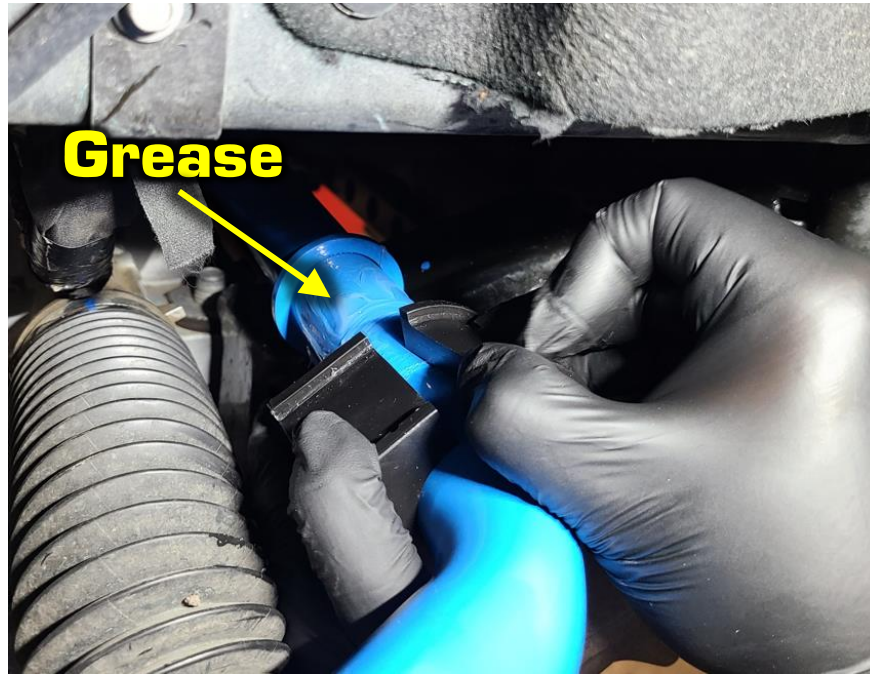
- 9F Install the aFe CONTROL sway bar in the same manner as factory removal. Follow the same movements as before but in reverse order. **Tip: It's a good idea to keep the sway bar in the poly bag it ships in when inserting it into the car.** This will avoid any unnecessary scratches to the bar. Once the bar is in place, remove the poly bag.



- 10F It is extremely difficult to spread open the front bushings to install on the bar. Instead, it is easier to just insert it from the end and slide it into place.



Before you get the bushing all the way to its final position, apply the included grease to the sway bar in the area before the centering ring. As you slide the bushing in, try to pry it open with your fingers. Once you get it into place rotate it a few revolutions to ensure the grease is evenly distributed.



- 11F Install the billet bushing brackets onto the bushings. Reuse the factory bolts to fasten.



- 12F 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.



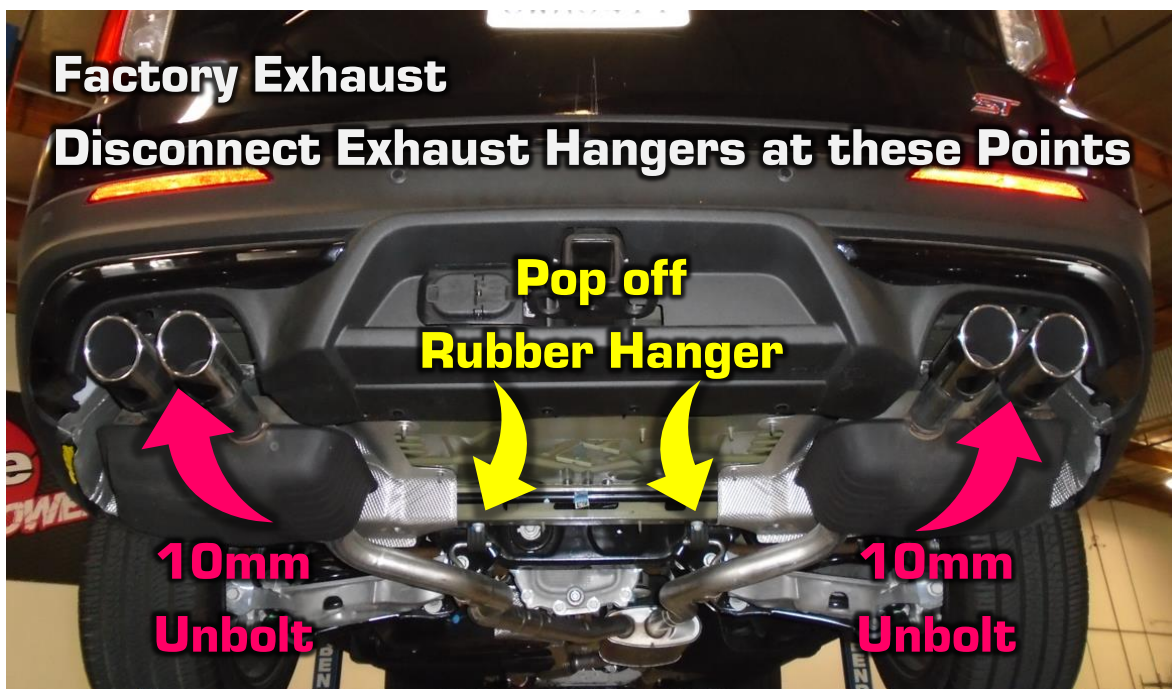
- 13F Perform procedures 1F-5F in reverse order. You are now finished with the front sway bar install.

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.



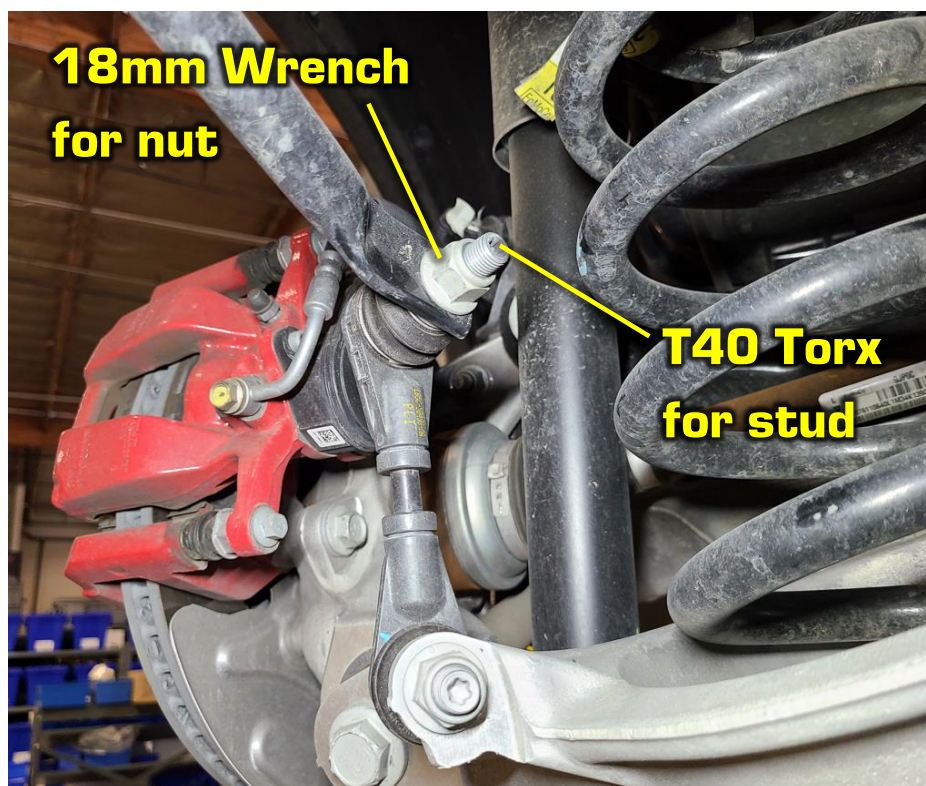
- 2R Note: Our test vehicle has an aFe exhaust installed, so if you have the stock exhaust (Below), you will need to drop it slightly to access the heat shield hardware.



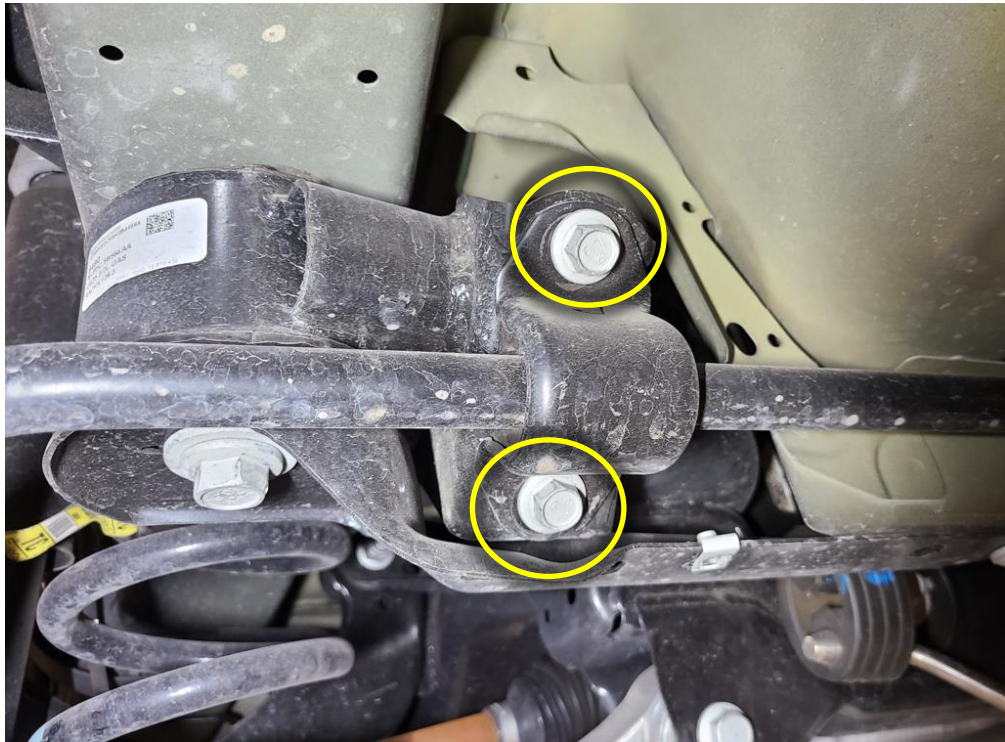
Unfasten the (2) screws (7mm socket), (4) nuts (10mm socket), and 1 bolt (10mm socket) for each exhaust heat shield.



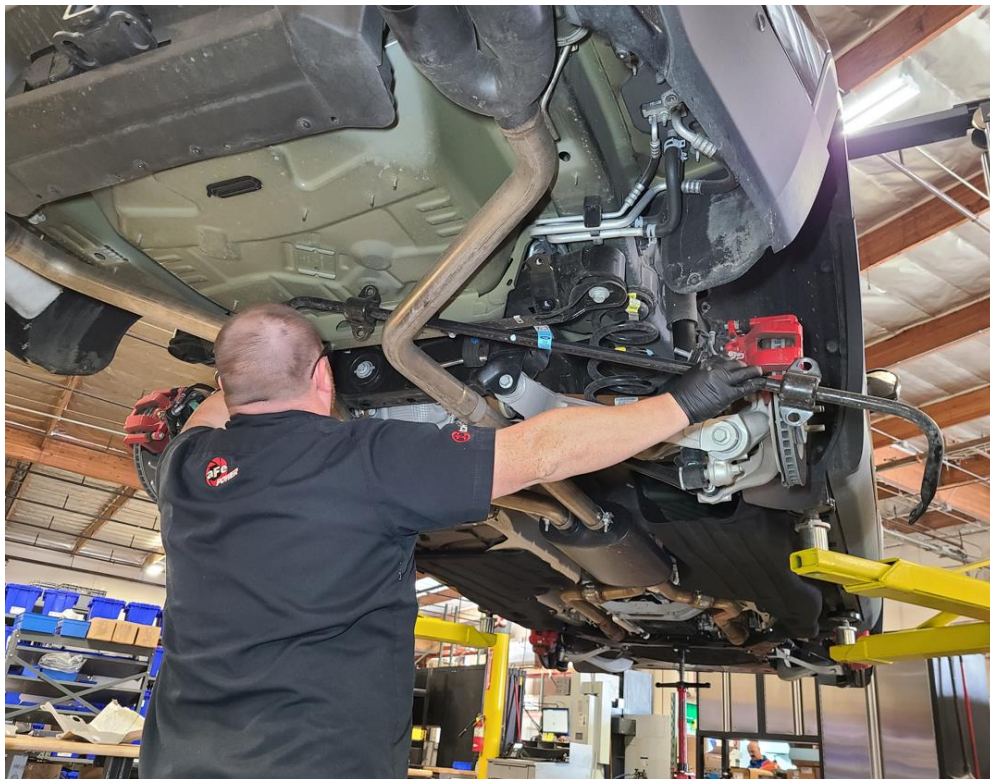
3R Disconnect the end links from the sway bar ends using a T40 torx socket and 18mm wrench.



4R Next, unbolt the (2) bushing bracket bolts using a 15mm socket.



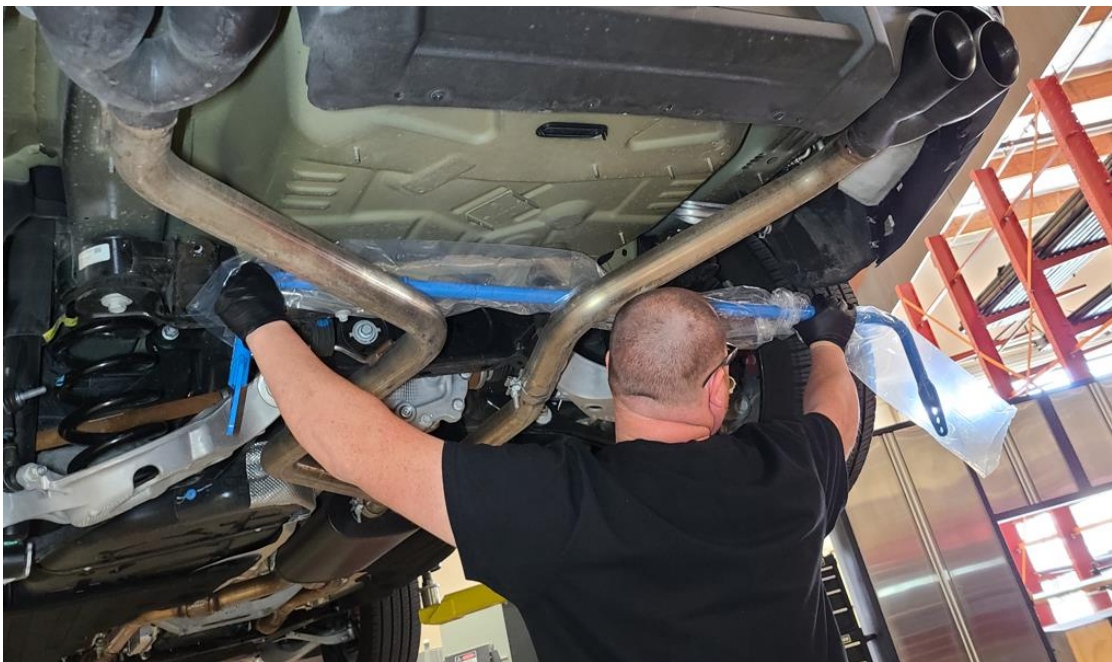
5R Remove the bar towards either side of the vehicle. (Wheels are removed for clarity purposes)



Lay out the factory sway bar with the aFe Control sway bar to match the orientation. Note: The production sway bars will be powder coated Red and have black bushings.



- 6R Install the aFe CONTROL sway bar in the same manner as factory removal. Tip: **It's a good idea to keep the sway bar in the poly bag it ships in when inserting it into the car.** This will avoid any unnecessary scratches to the bar. Once the bar is in place, remove the poly bag.



- 7R Lube the inside surface of the bushing using the provided grease. Note: The production bushings are Black. Spread open the bushing and install onto the sway bar.



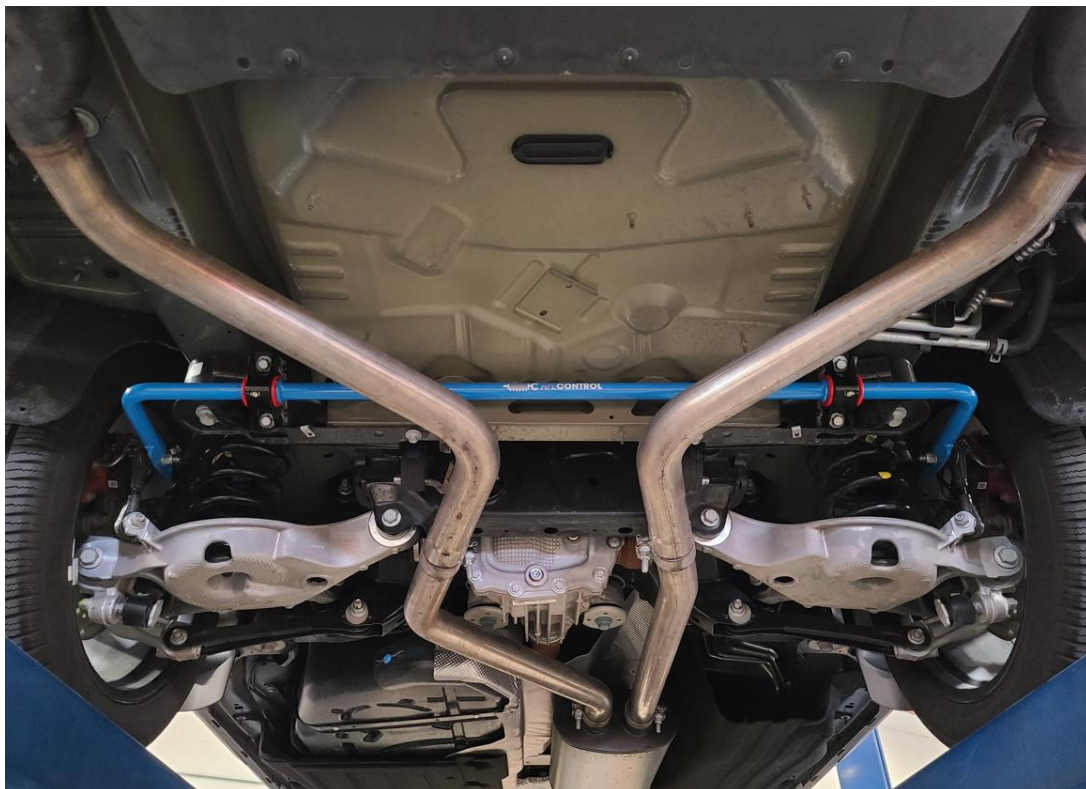
- 8R Install the provided billet brackets onto the bushings and reuse the factory bolts. Make sure the grease fittings are pointing outward towards the wheels. Shift brackets up before full tightening the bracket bolts.



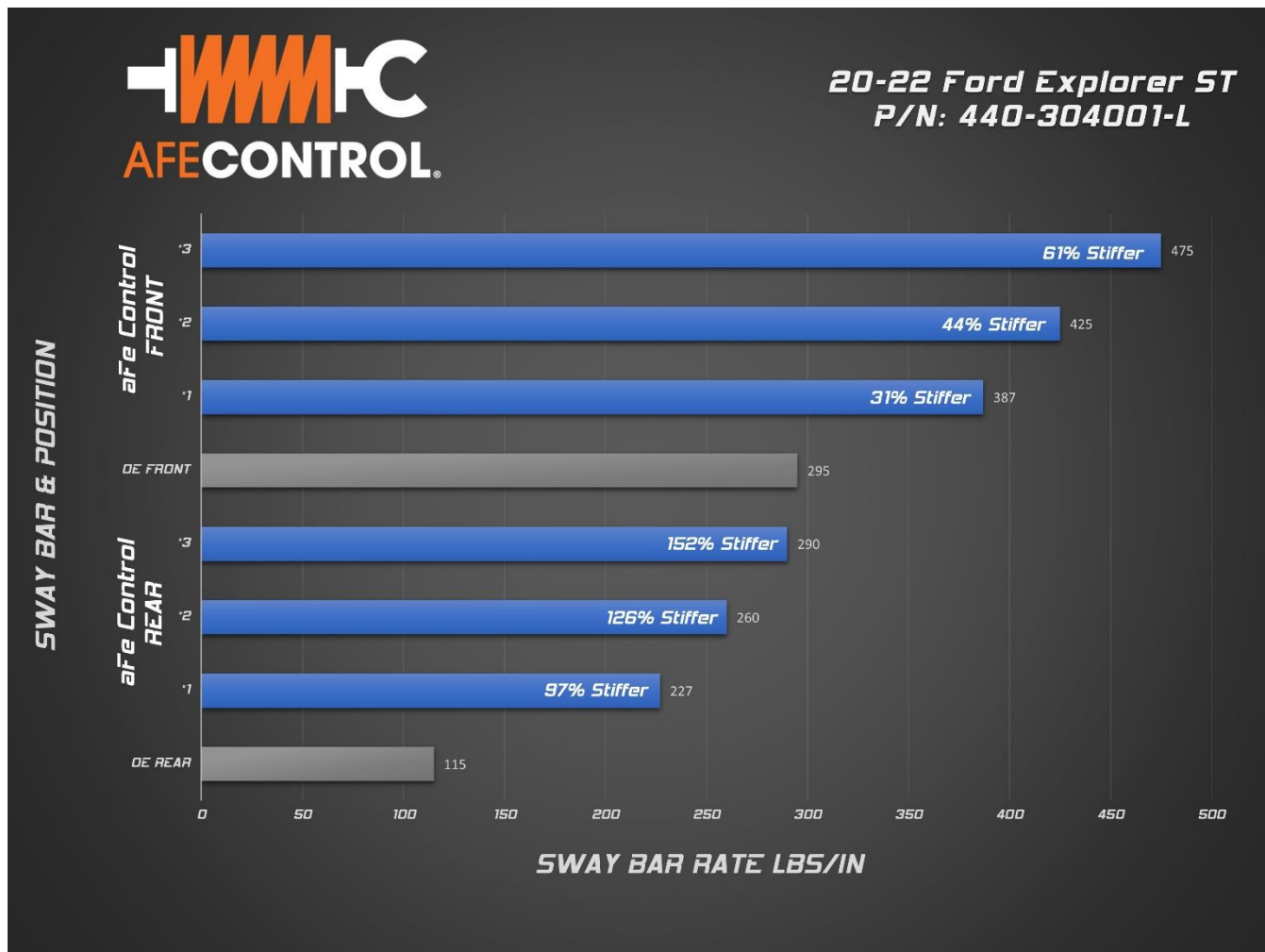
- 9R Install the end link onto the sway bar end. The hole closest to the end is the softest setting. The hole furthest from the end (shown) is the stiffest setting.



- 10R Reinstall the exhaust heat shields and rear wheels. You are now done with the rear 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 the end)

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