aFe CONTROL
Front Sway Bar RaCe edition
20-26 Toyota GR Supra

Product Number: 440-721002FL

Install Time: 1 hr.

Part No.	Description	Qty.
00P-0P2703-L	Bar, Front Sway Race: GR Supra J29	1
00P-0P2511-B	Bracket, Bushing	2
00P-0C1658-B	Bushing, Poly: 1.25" ID, 5354G	2
00P-0C1175-A	Fitting, Grease: 1/4-28 Self Tap	2
00P-0C1698-A	Cap, Grease Fitting	2
00P-0C1007-A	Packet, Grease: Poly Bushing (0.5 oz)	1

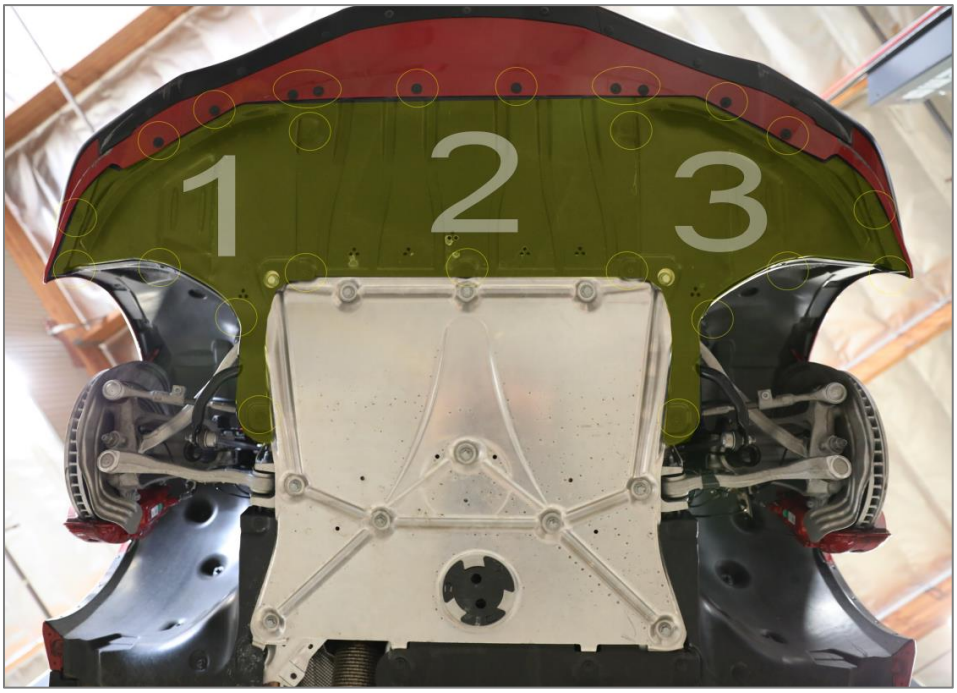
Recommended Tools:
Sockets: 8mm, 10mm, 13mm, 16mm, 18mm, T30 Torx, E12 Torx, E14 Torx, E18 Torx
Wrenches: 16mm

Preferable Equipment:
- 2-Post Lift
- Hydraulic Transmission Jack
- Screw Jack

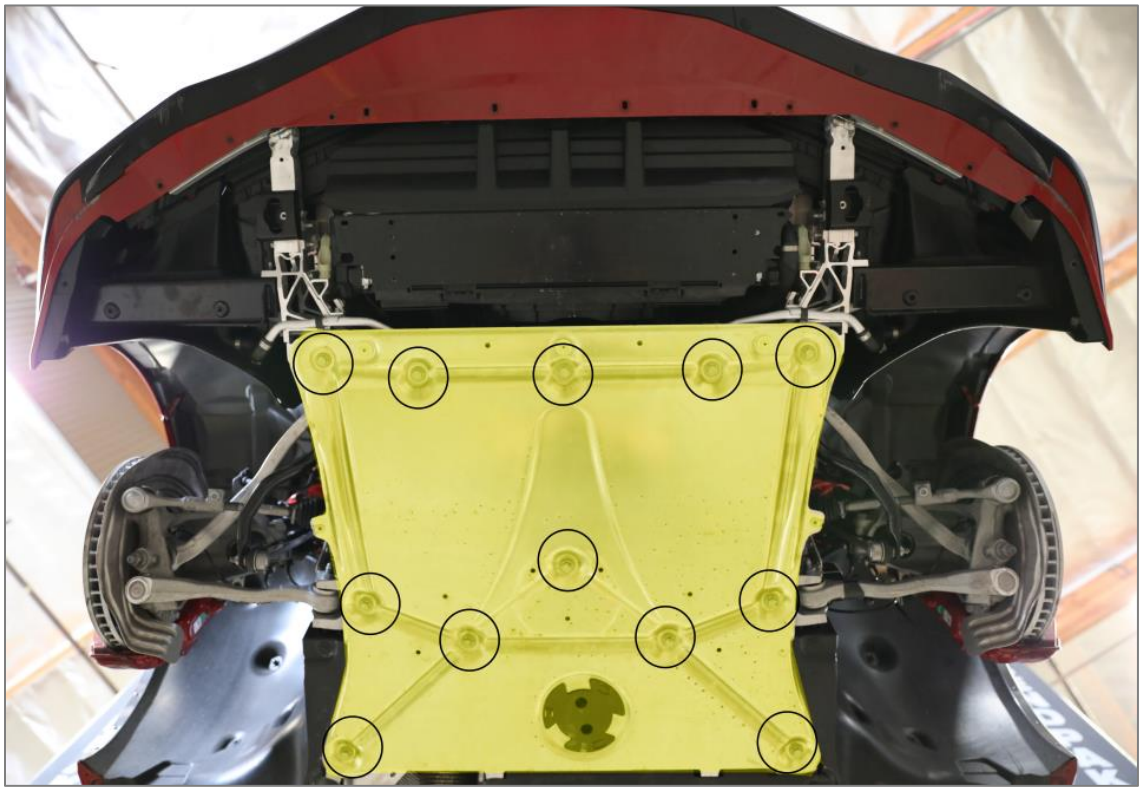
Front Sway Bar Installation:

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 do not need to remove the front wheels for the front installation.

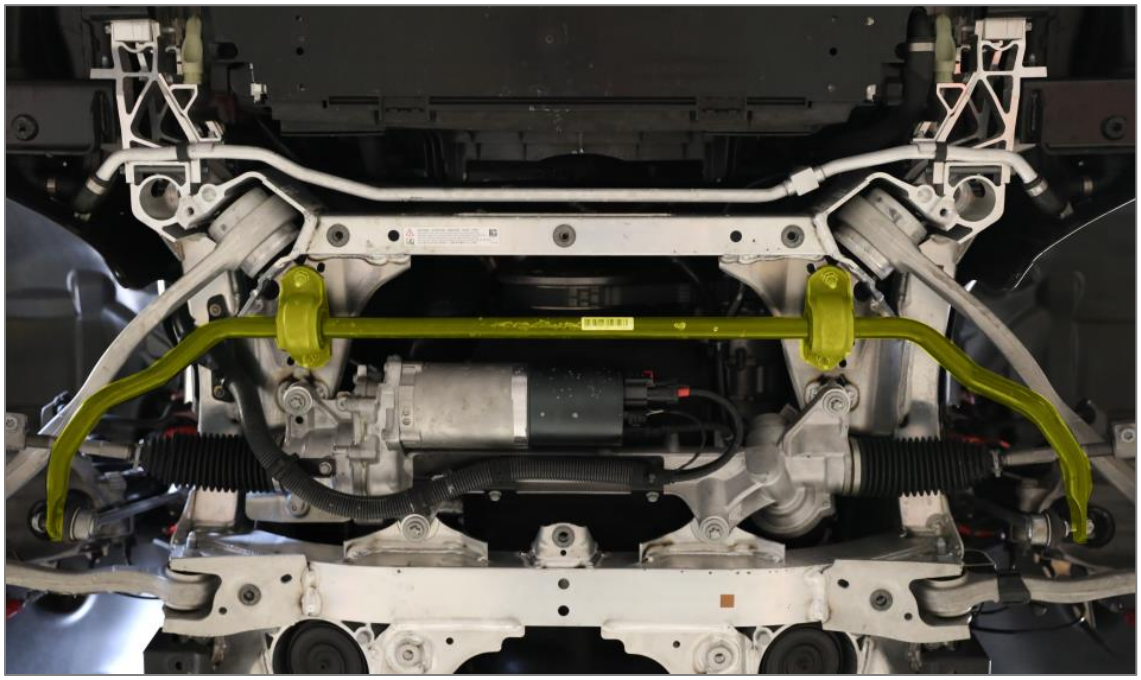
2F Remove the (3) front plastic covers. (8mm socket)



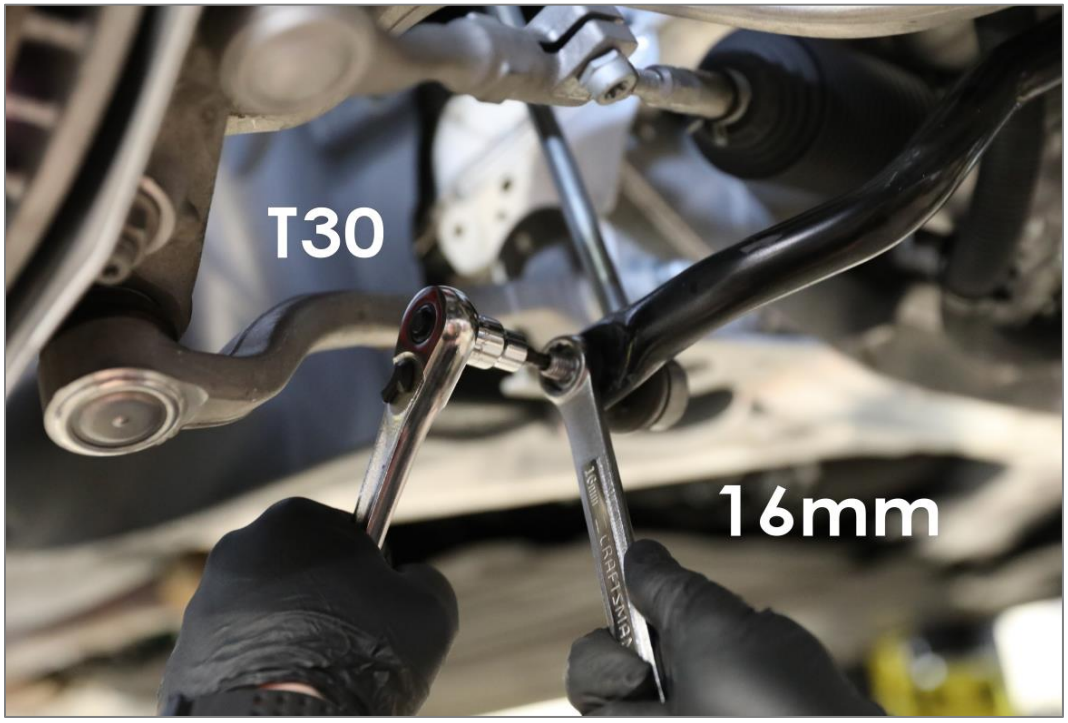
3F Remove the aluminum cover. (16mm socket)



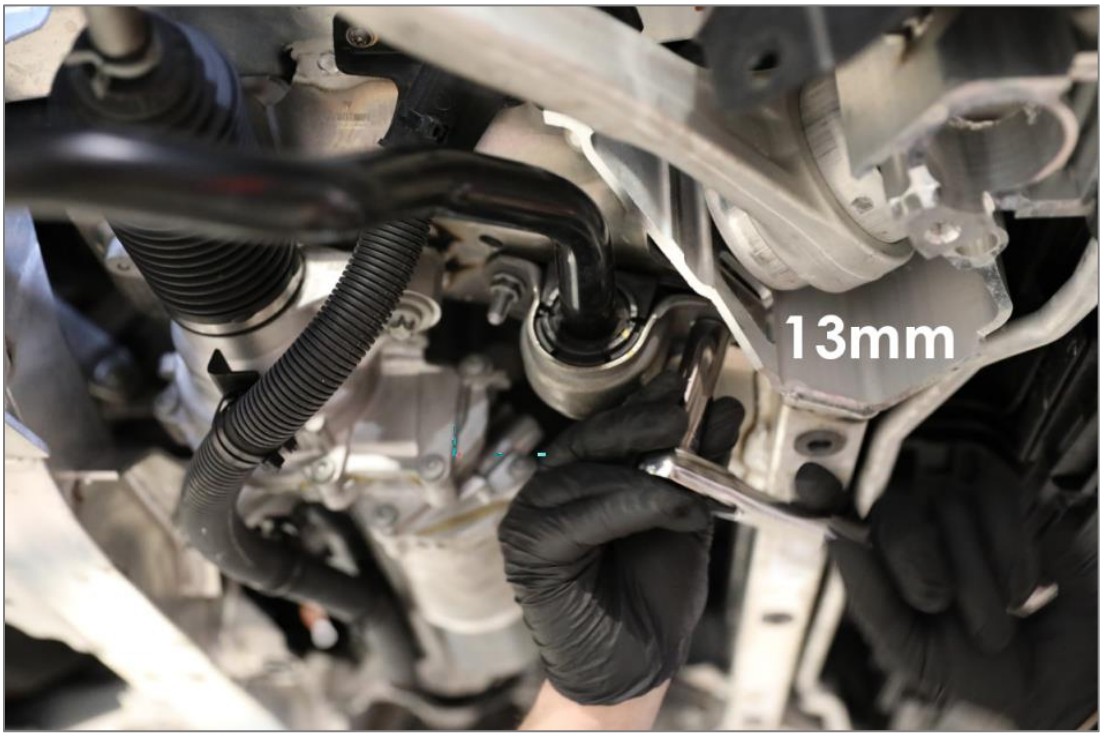
Front sway bar exposed.



4F Disconnect the end links from the stock sway bar using a T30 torx socket for the stud and 16mm wrench for the nut.

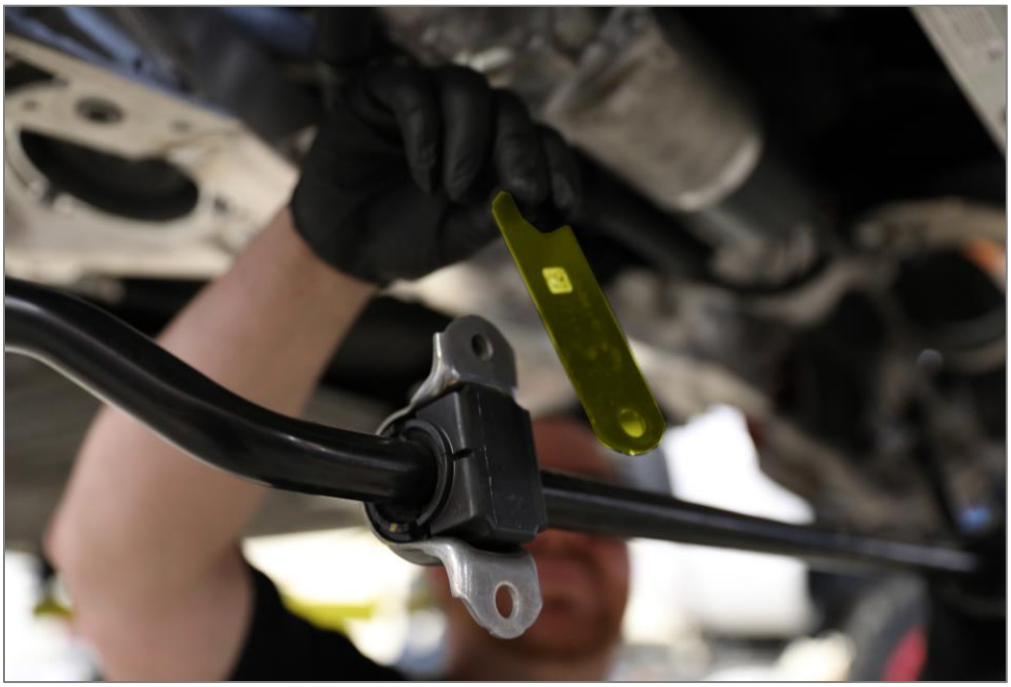


5F Undo the sway bar bushing brackets. (13mm socket)



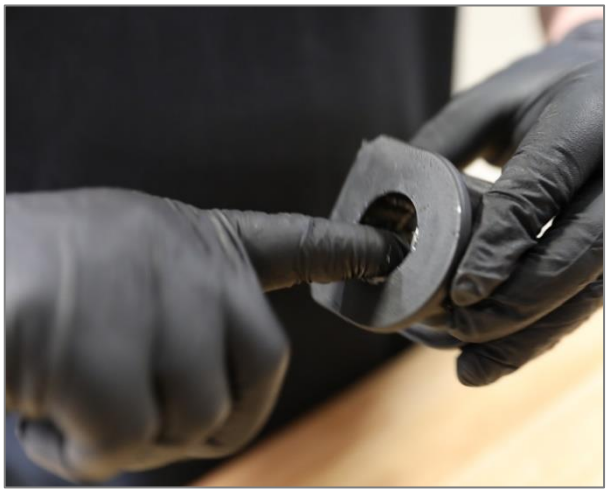
6F Remove the factory sway bar from the vehicle. Note the orientation of the sway bar when removing. (i.e. observe which is the top of the sway bar and how the ends are pointing.)

Be careful not to lose the factory base plates that reside between the bushing and the aluminum subframe. These will be reused.

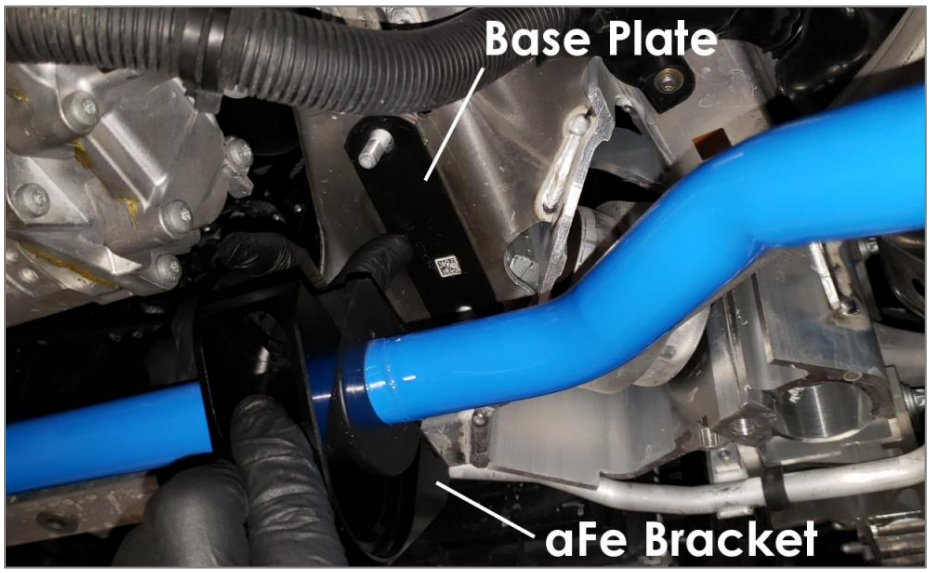


7F Lay out the factory sway bar with the aFe Control sway bar to match the orientation.

8F 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.



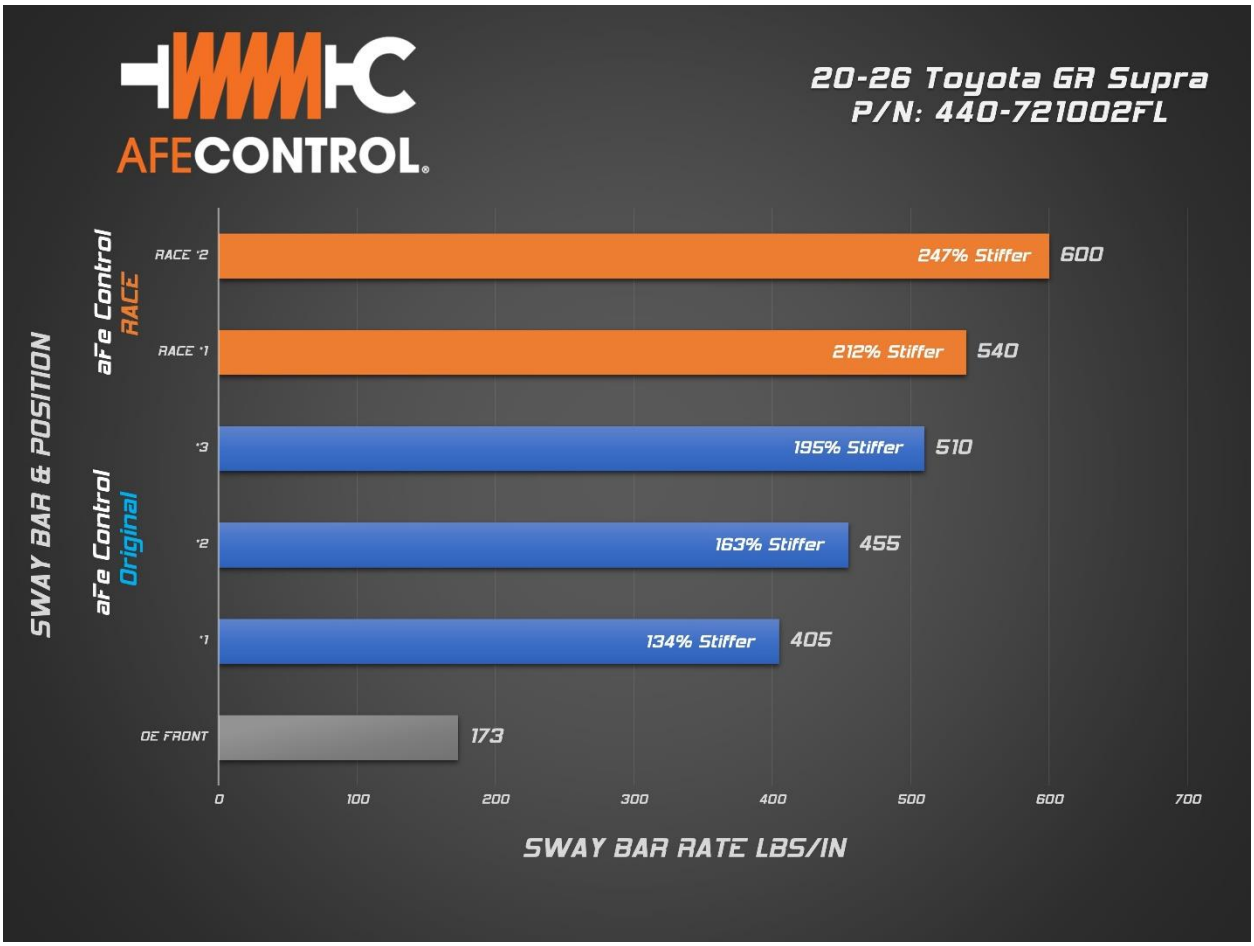
9F Install the front aFe Control sway bar in the same manner as factory removal. Place the factory base plate up to the subframe studs. Slide the aFe Control bushing bracket onto the bushings and mate the sway bar assembly to the subframe. Reuse the factory nuts to secure the brackets to the subframe. Fully tighten this hardware to **15 ft · lbs**.



10F 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. For factory end links, tighten to **41 ft · lbs** (optional: apply thread locking compound to the end link thread)

11F Perform steps 1F-3F in reverse order. You are finished with the front 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)