

# *aFe Control Sway Bar Set*

## *16-21 Infiniti q50 RWD*

## *17-21 Infiniti q60 RWD*

**Product Number:** 440-711001-L, 440-711001FL, 440-711001RL

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

**Note:** For rear wheel drive vehicles only



Full Kit Contents	Front & Rear Sway Bar Set	Qty.
<b>00P-0P2554-L</b>	Sway Bar, Front: 16-20 Q50/Q60	1
<b>00P-0P2555-L</b>	Sway Bar, Rear: 16-20 Q50/Q60	1
<b>00P-0P2510-B</b>	Bracket, Type 2 S/B (Black Anodize)	2
<b>00P-0P2511-B</b>	Bracket, Type 4 S/B (Black Anodize)	2
<b>00P-0C1664-B</b>	Bushing, Poly: 1.375" ID	2
<b>00P-0C1726-B</b>	Bushing, Poly: 1.125"ID	2
<b>00P-0C1175-A</b>	Fitting, Grease: 1/4-28 Self Tap	4
<b>00P-0C1698-A</b>	Cap, Grease Fitting	4
<b>00P-0C1007-A</b>	Packet, Grease: (0.5 oz)	2

### Recommended Tools:

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

Wrenches: 14mm, 17mm

### Preferable Equipment:

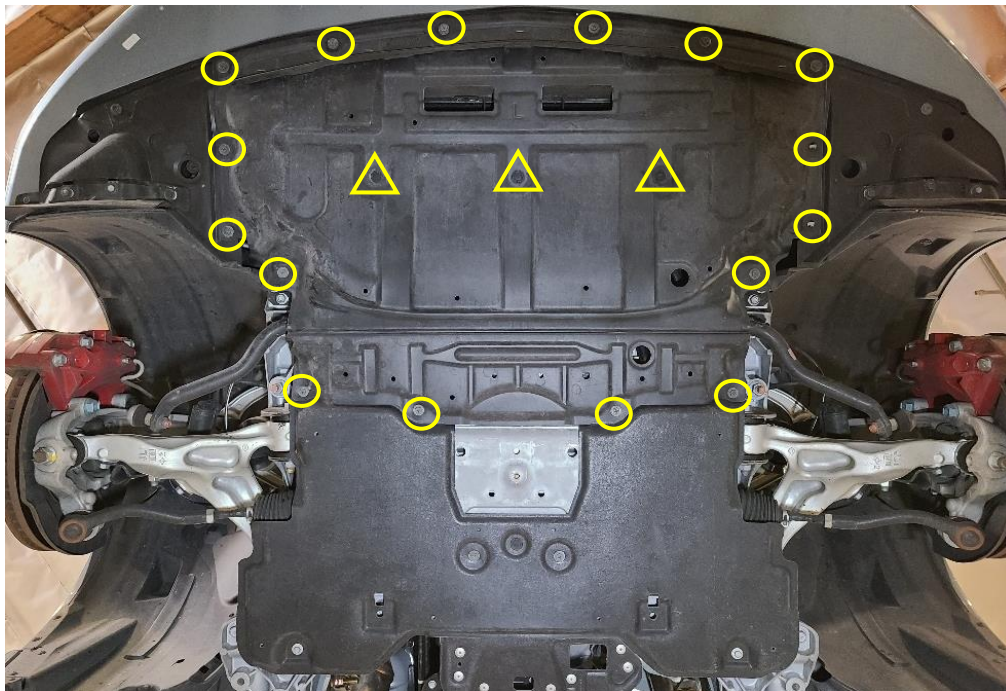
- 2-Post Lift
- Hydraulic Transmission Jack
- Screw Jack

## Front Sway Bar Installation:

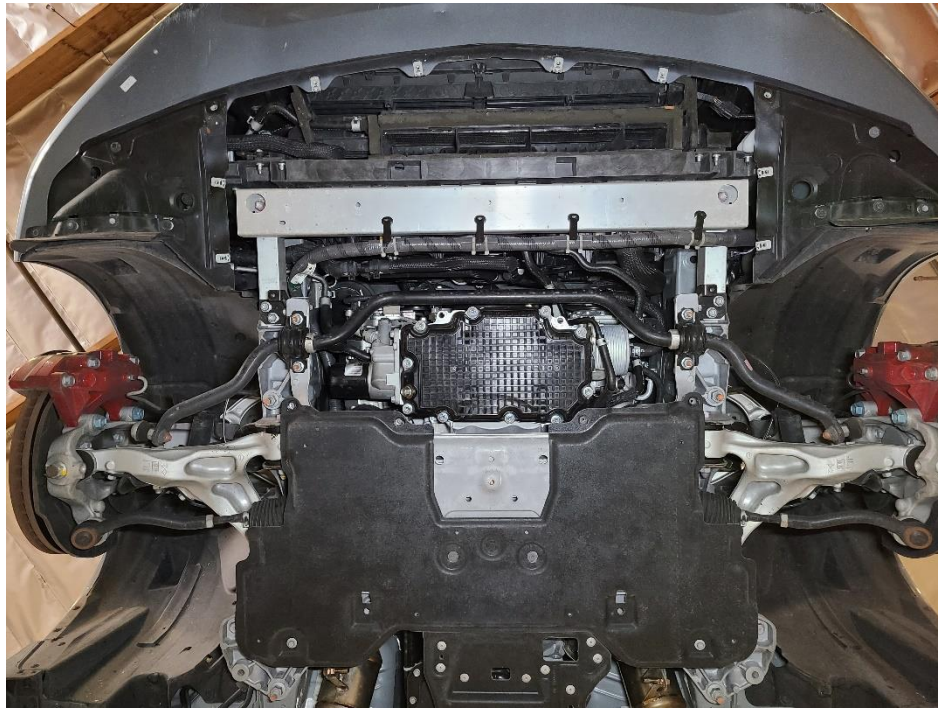
- 1F Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. You do not need to remove the front wheels for the front installation.



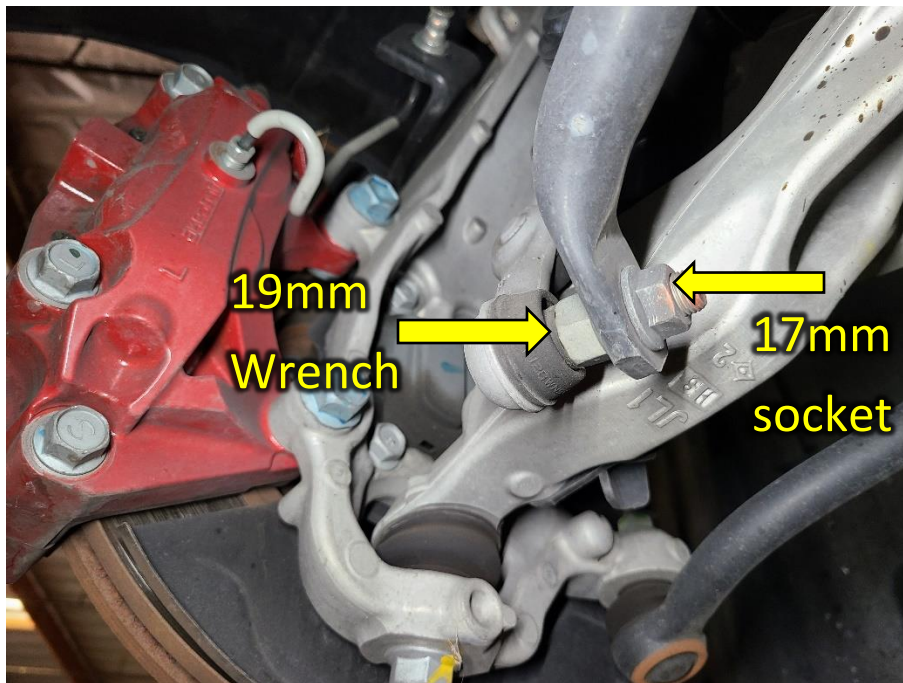
- 2F Remove the front undertray (16) bolts and (3) pop clips. (10mm socket)



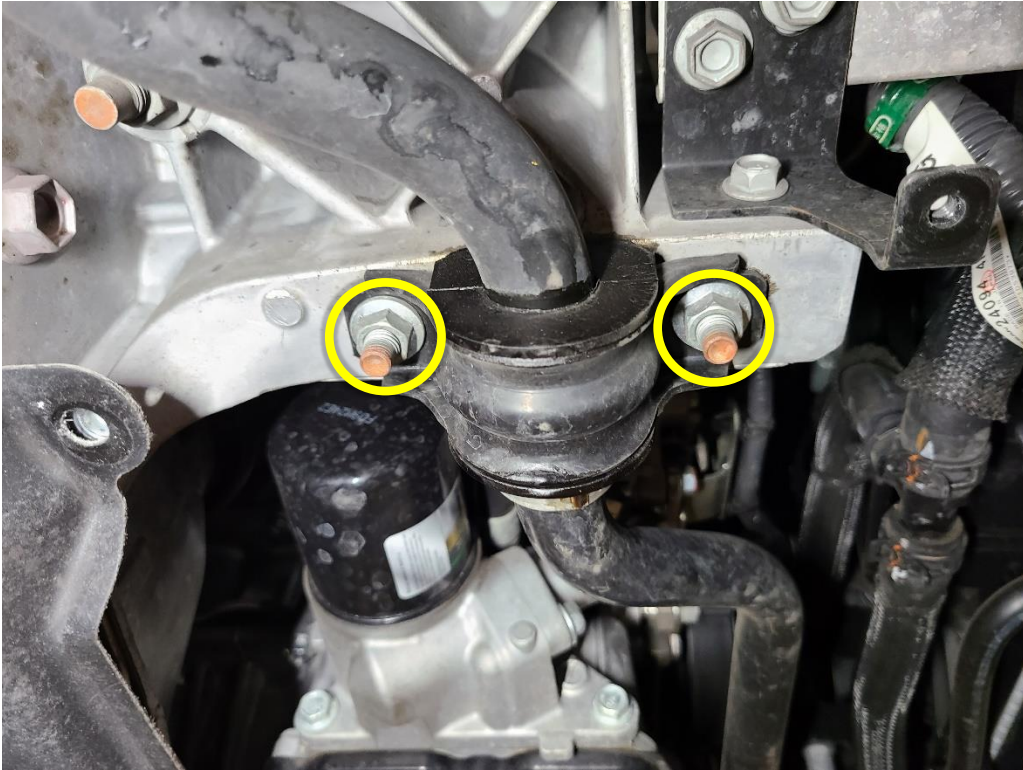
Front sway bar exposed.



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



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

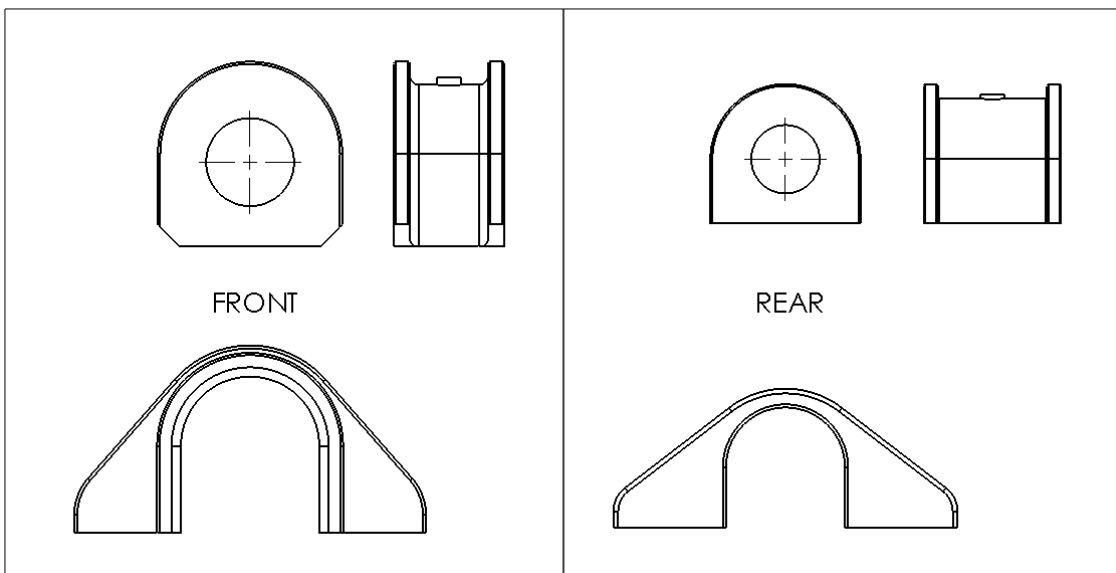


5F Remove the factory sway bar from the vehicle. Note the orientation of the sway bar when removing. (i.e. observe which is the top of the sway bar and how the ends are pointing.)

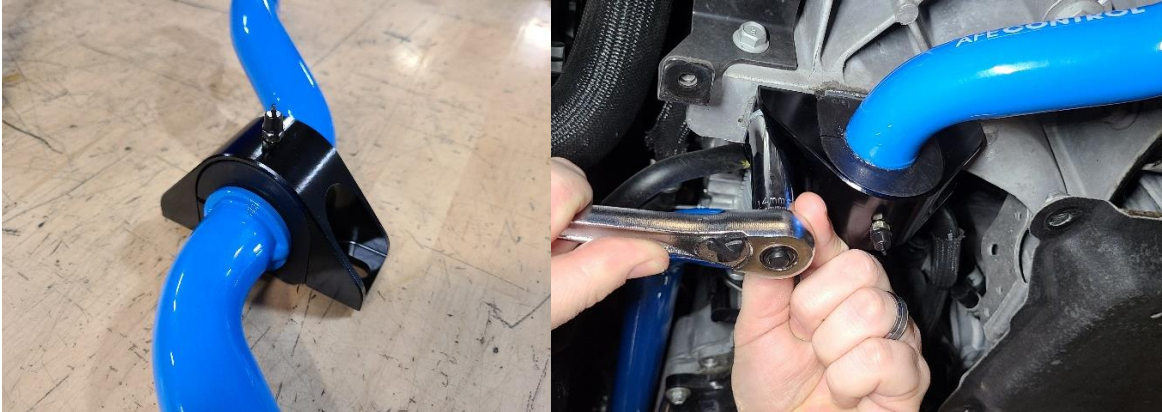
6F Lay out the factory sway bar with the aFe Control sway bar to match the orientation.



7F 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.



- 8F Install the front aFe Control sway bar in the same manner as factory removal. 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 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)



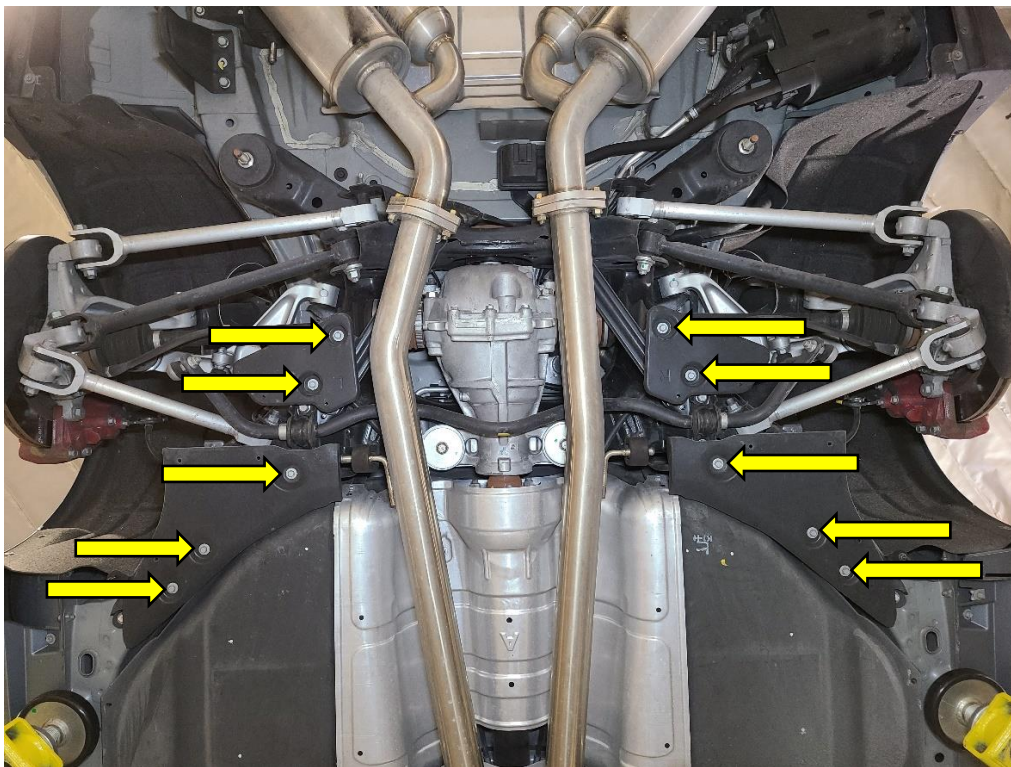
- 10F Perform steps 1F-2F in reverse order. You are finished with the front installation.

## Rear Sway Bar Installation:

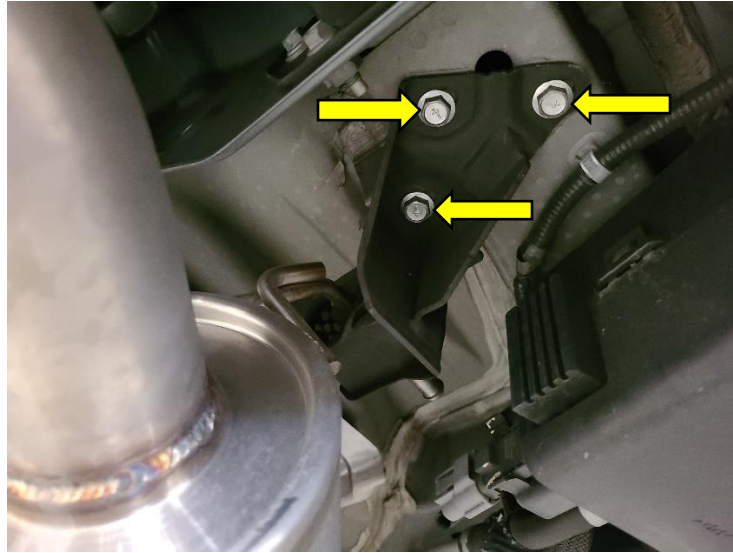
- 1R Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in all four of the factory designated jack points.



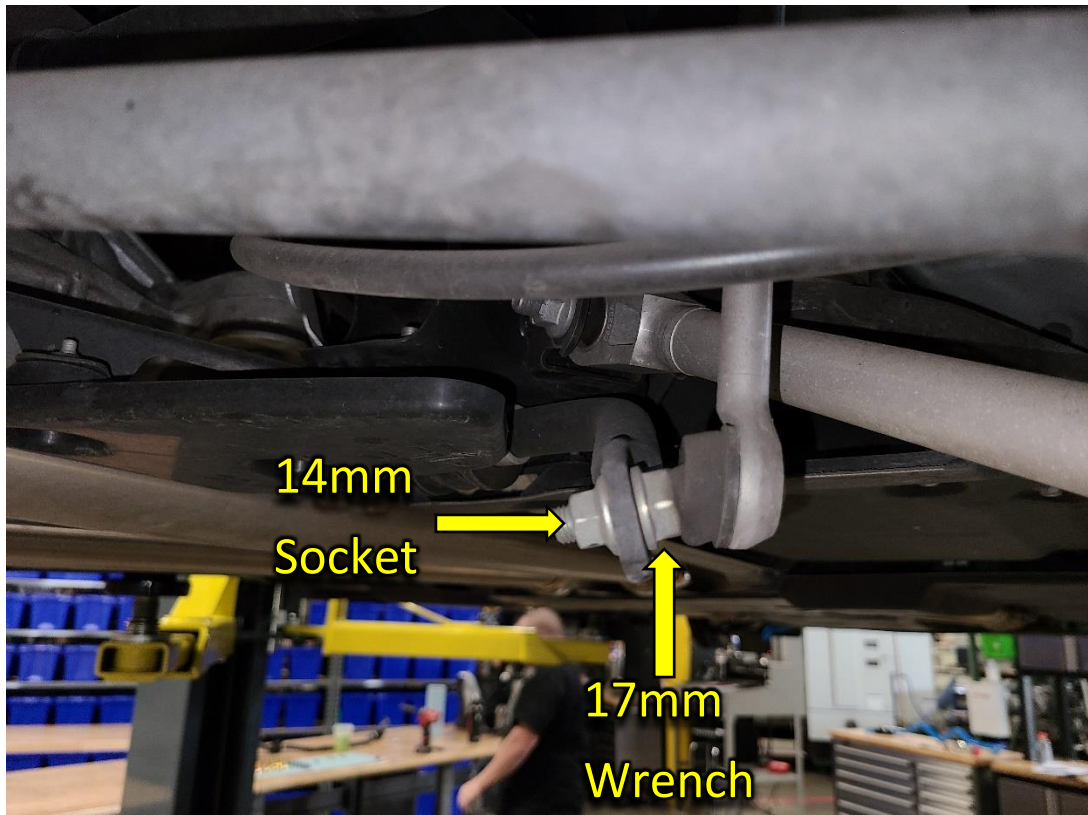
- 2R Remove the (4) under-panels (10mm sockets)



- 3R In order to have better clearance to install the sway bar remove the exhaust bracket with a 12mm socket to drop the exhaust system low enough for passage.

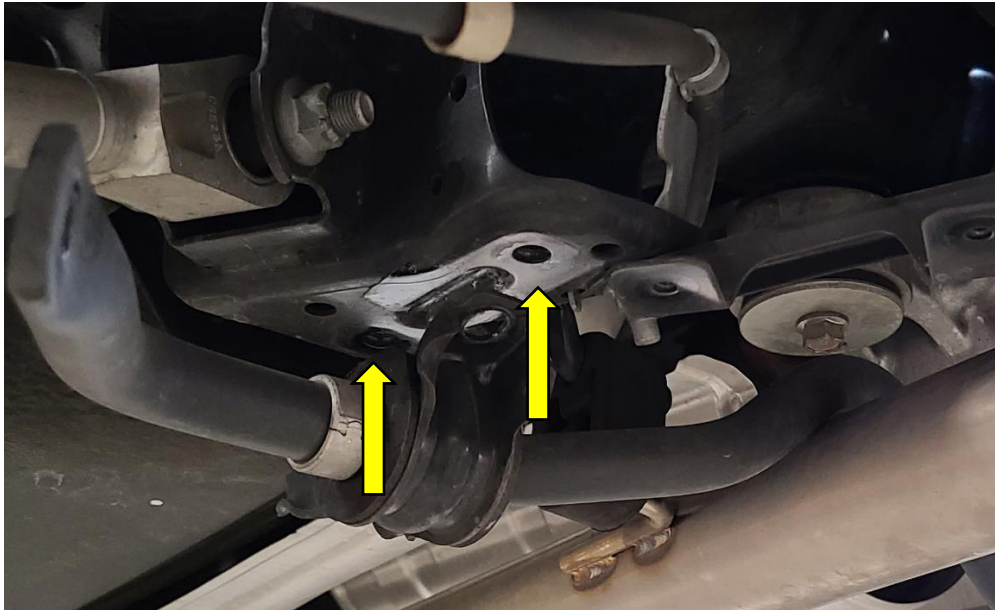


- 4R Disconnect the end links from the stock sway bar using a 14mm socket for the nut and 17mm wrench for the stud.

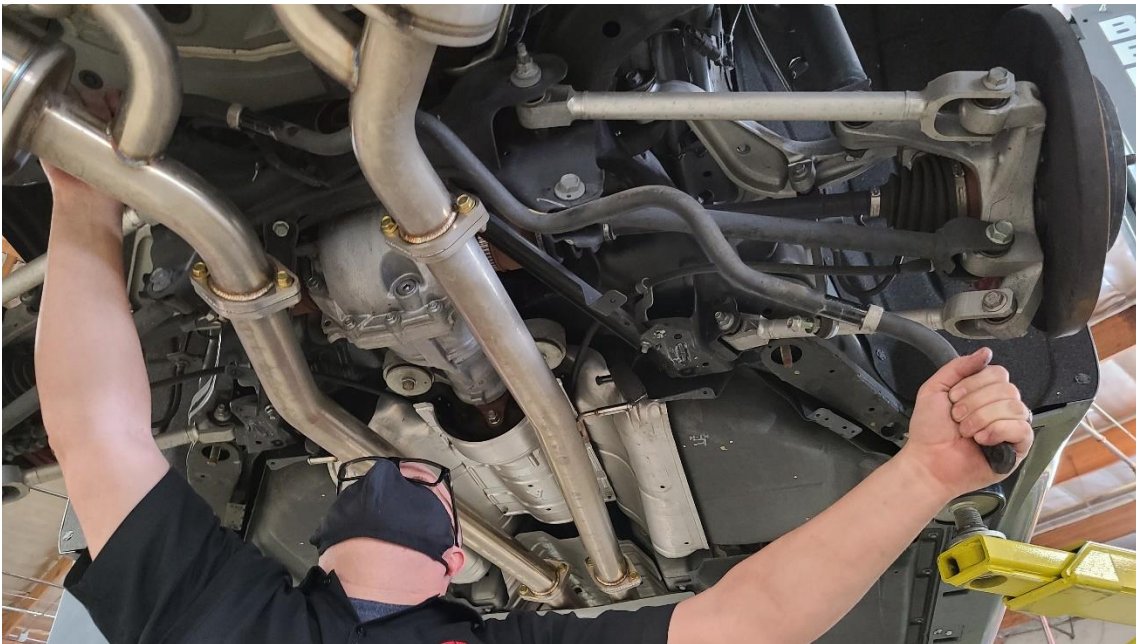




5R Undo the sway bar bushing brackets. (14mm socket)



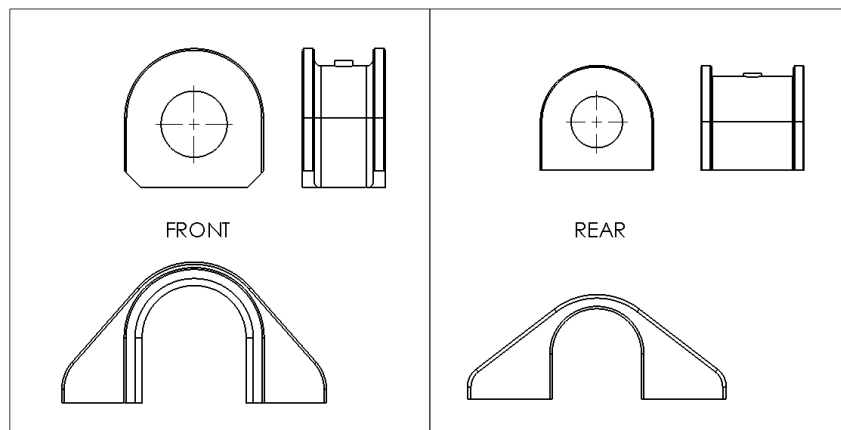
6R Remove the factory sway bar from the vehicle. Note the orientation of the sway bar when removing. (i.e. observe which is the top of the sway bar and how the ends are pointing.)



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.



- 9R 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)



- 10R Install 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. Reuse the factory bolts to secure the brackets to the subframe. Fully tighten this hardware to factory specs.



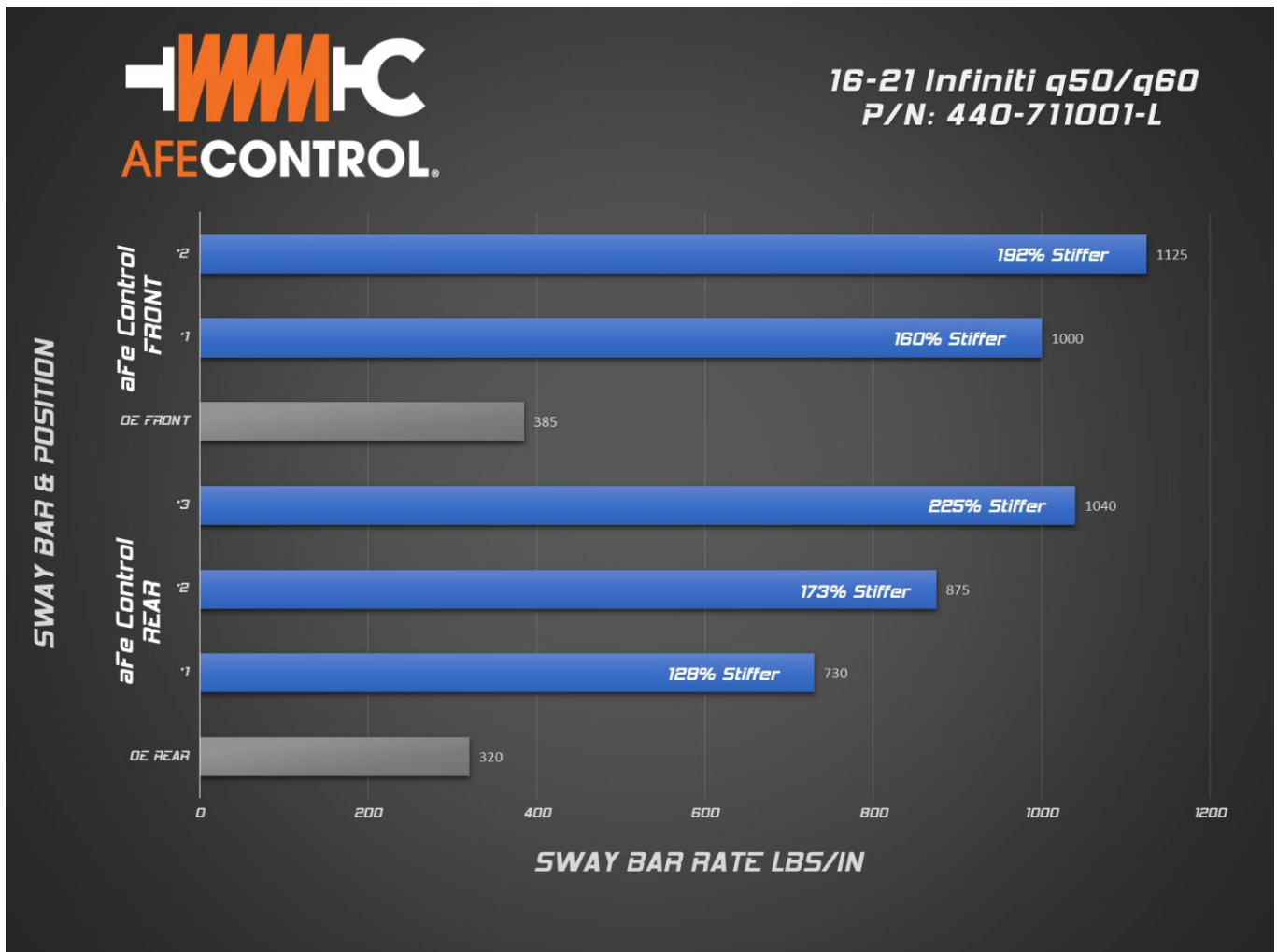
- 11R Reattach the end links to the sway ends reusing the factory nuts. The hole closest to the end is the soft setting. Settings get stiffer as you move away from the ends. (optional: apply thread locking compound to the end link thread)



- 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