

Sport Sway Bar Kit 22435, 22437 *Mazda MX-5, RX-8*

Installation of Hotchkis Front Sway Bar

1F *Raising Vehicle*

Removal of the front sway bar should be done at ride height, so it is recommended that the vehicle be raised by a flat alignment style rack, or place the front of the vehicle on ramps and securely block the rear wheels.



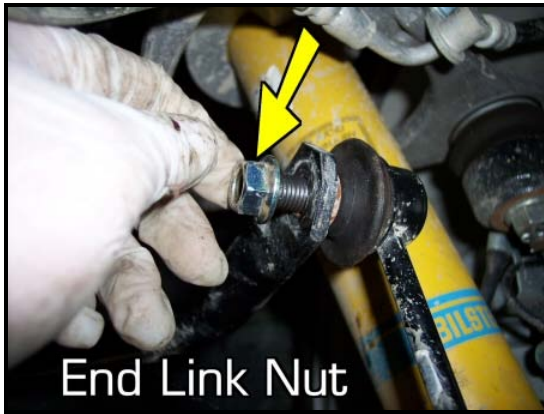
2F *Remove front Splash Guard*

To access the front sway bar you will need to remove the front splashguard. There are a series of screws and snap clips that hold it in place. Once all the clips and screws are removed you can set the splashguard aside.



3F *Detach End Links*

Loosen and remove the lower end link nuts from both sides, and push links aside.



4F *Disconnect Lower Radiator Supports*

There are 2 mounting supports that position the radiator. Loosen and remove the 2 bolts per mount. The radiator is still supported by the upper mounts, so you need not worry about the radiator falling down.



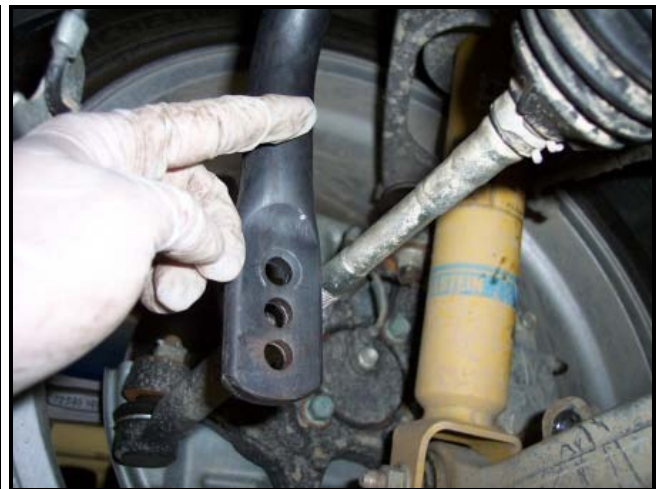
5F *Undo the Sway Bar Bushing Bracket Bolts*

Loosen and remove the sway bar bushing bracket bolts. There are 2 per bracket. Once the bolts are removed, the bar should be loose from the vehicle.



6F *Remove the Front Sway Bar*

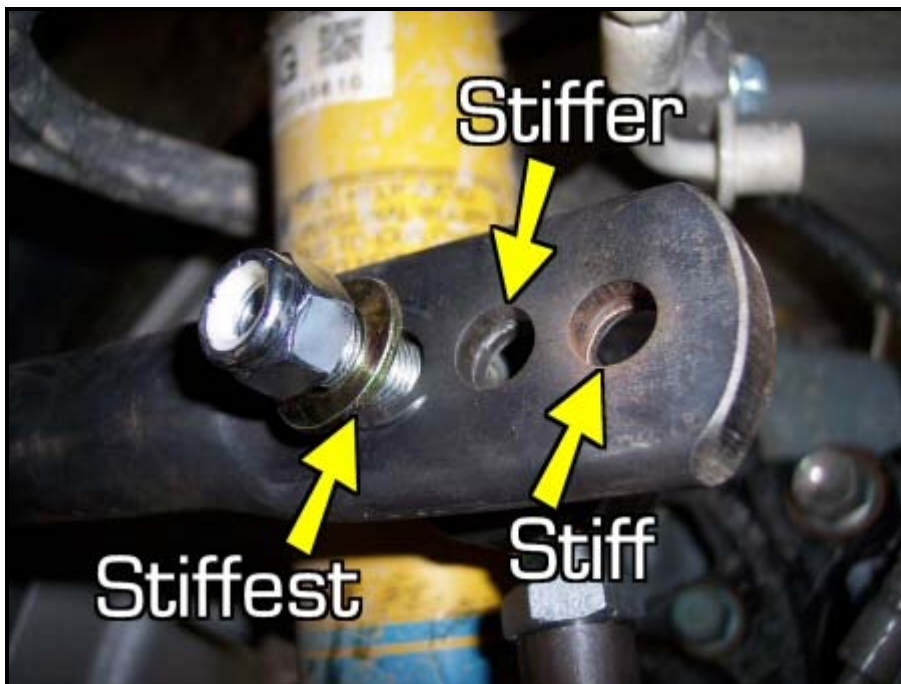
It's a tight fit where the front bar is, so it will take some patience removing the sway bar. To ease removal, take off the bushings from the bar. It also helps raising the front of the vehicle slightly allowing the suspension to droop to gain more clearance. It's sort of a puzzle the way the bar comes out, but rest assured, it does come out fairly easily. One of your goals when tryin to get this darn thing out is to get the sway bar ends over the steering tie rods. Normally the bar is behind the tie rods, but to get them out you need to flip the bar ends over to the front. From that point you should be able to fish it out. Try to remember how the bar comes out, for this will be the same procedure getting the new Hotchkis bar in. Note: Some of the pictures below are of the Hotchkis bar. Pretend it's the stock bar.



7F Reinstall New Hotchkis Bar

Repeat steps 1F through 6F in reverse order. Your new Hotchkis bar uses new bushings and brackets. Use the supplied silicon grease to lube the inside surface of the bushings. Make sure to use thread lock compound on the subframe bushing bracket bolts and the end link nuts. Special Note: Due to the shape our bushing brackets, the ABS line bracket will need to be ground down to allow the Hotchkis bracket to sit flat. This is quite easy to do. You can use a file to grind down section in question. This will be necessary for both sides. Reuse the oem nuts for the Hotchkis installation. This sway bar is adjustable, so please refer to the following pictures to help you figure out the setup you desire.





(Please ignore the hardware shown in the above picture)

- 8F *Double Check Hardware*
Make sure all hardware is fully tightened before driving the vehicle. Let's move to the rear sway bar.

Installation of Hotchkis Rear Sway Bar

1R *Raising Car*

Removal of the rear sway bar should be done at ride height, so it is recommended that the vehicle be raised by a flat alignment style rack, or place the rear of the vehicle on ramps and securely block the front wheels.



2R *Detach End Links*

Loosen and remove the lower end link nuts from both sides, and push links aside.



3R *Undo the Sway Bar Bushing Bracket Bolts*

Loosen and remove the sway bar bushing bracket bolts. There are 2 per bracket. Once the bolts are removed, the bar should be loose from the vehicle.



4R *Reinstall New Hotchkis Bar*

Repeat steps 1R through 3R in reverse order. Your new Hotchkis bar uses new bushings and brackets. Your kit comes with flat cut washers for the bushing bracket nuts. Install these washers before you install the OEM nuts. Use the supplied silicon grease to lube the inside surface of the bushings. Make sure to use thread lock compound on the subframe bushing bracket bolts and the end link nuts. You can adjust the stiffness of the rear sway bar based on which end link hole you use. The hole closest to the end of the bar is the softer setting and the hole furthest from the end is the stiffest setting.





- 5R *Double Check Hardware*
Make sure all hardware is fully tightened before driving the vehicle. You are done with the installation. The vehicle does not require an alignment after this installation.

