Flyin' Miata
We make Miatas fly!

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FLYIN' MIATA SWAY BAR INSTALLATION

Thanks for choosing Flyin' Miata brand sway bars for your Miata! Follow these directions and you should have a better handling car with a minimum of effort. We recommend that you use a set of ramps if you don't have access to a lift.

Front installation: Start with the front wheels set-up on ramps, remove the plastic splash pan. If you have ABS on your car, you will find it easier to remove the "S" shaped sheet metal covers that cover the wires coming from the ABS sensors on the wheels. They are held on with two 6mm (10 mm wrench) bolts. **NOTE**: the "S" shaped sheet metal cover does not exist on the 1999+ cars with ABS.

Remove the bolts on each end of the original sway bar holding the sway bar to the end links. These bolts will be replaced by the new longer bolts included in the kit **('90-'97 only)**. Remove the brackets holding the original sway bar to the car, save the bolts, you will not be re-using the brackets. Pull the old bar out, I usually pull them out toward the driver's side. Install the new bar, with new bushings and brackets. Do not put the bushings or brackets on until you have the new bar in place. Use some of lubricant on the inside of the bushings. Before tightening the brackets, install the end link bolts. It may be easier to get the end link bolts in if you also loosen the lower end link bolts. End link bolts get torqued to 30 ft/lbs.

IMPORTANT—('90-'97 only) Weight of the vehicle must be on the wheels when torquing the end links. If you're on ramps, you're set. If you're working on a lift or jack-stands, wait until the car is back on the ground to torque these bolts. The sway bar brackets get torqued to 20 ft/lbs, and it doesn't matter whether the wheels are on the ground or not for these bolts. Reinstall the ABS plates and plastic splash pan and you're ready for the rears.

Rear bar installation is identical to front bar, but easier with less stuff in the way. The rear bar re-uses the stock brackets, just replace the bushings. Again, it may be easier to get the end link bolts through if you loosen the lower end link bolts also. Pay attention when removing the old bar, the ends where the bolts go are angled. Make sure the new bar goes in the same way the old bar sat. Remember to have the weight of the car on the wheels when torquing the end links.

I would suggest starting with the end links in the outermost holes on the front bar and the middle hole on the rear bar. As you move the end link inward on the bar, it stiffens the bar. If you stiffen the front bar, it will tend to make the car understeer or "plow" more. If you stiffen the rear bar, it will make the car want to oversteer or "come around" on you. Most drivers are more comfortable with a slightly understeering car for street use.

Have fun with your new bars! Please call or e-mail us with any suggestions for improvement.