

CorkSport Mazda2 Front Sway Bar

2011+ Mazda2



Thank you for purchasing the CorkSport Mazda2 Front Sway Bar. The CorkSport Mazda 2 Front Sway Bar was designed to reduce oversteer or understeer by complimenting other suspension upgrades on your Mazda 2. It is 85% stiffer than the OEM front sway bar, providing a more stable and flat cornering attitude and reduces body lean which keeps the outside tire in better contact with the ground in turns. We hope you enjoy your purchase. Please let us know your feedback by submitting a review at <http://www.corksport.com/corksport-mazda-2-front-swaybar.html>

Pre-Installation Notes:



Make sure your vehicle is completely cooled down prior to starting installation. If you are going to work on your car within an hour or two of having driven it, use a fan to cool off the car



These instructions were written for reference only and the use of a factory service manual is recommended. Please read these instructions thoroughly prior to starting installation



How our instructions work: To best cover all of our customers experience levels, we have included step-by-step instructions for customers that require additional detail.



These installation instructions are for use with a 2011+ Mazda2. If you have a different vehicle, contact us for the appropriate instructions for your application.

Materials and Time:



General Info.

Part #: Mz2-3-080

Time Est: 1-1.5 hours

Wrench Rating: 3/5



Tooling List

3/8" Ratchet

1/2" Ratchet (Optional)

14mm Long socket

19mm Socket

6" Extension

14mm Wrench (Optional)

Torque Wrench

Brake Grease



Parts List

One (1) CorkSport Sway Bar

Two (2) Bushings

Two (2) Brackets

Four (4) Washers


Need Help With Your Installation?

Call (360) 260-CORK

Checklist

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

1. Remove the Factory Front Sway Bar

-  These instructions are made for US market 2011+ Mazda2's. Please call to check fit on non-USDM models
- 1a) Jack up the front of the car, place on jack stands, and remove the front wheels
- 1b) Remove the front end link from the strut and sway bar using a 14mm socket to unbolt the two (2) nuts from the end link (shown in **Figure 1a**). Remove the end link and repeat for the other side
- 1c) Place a jack under the subframe for support
- 1d) Unbolt the subframe braces by removing the four (4) bolts (circled in **red** in **Figure 1b**) using a 14mm socket
- 1e) Remove the two (2) bolts (circled in **green** in **Figure 1b**) using a 19mm socket
- 1f) Remove the nut (circled in **red** in **Figure 1c**) using a 14mm long socket and 6" extension, repeat for the other side
- 1g) Slowly lower the jack to allow the subframe to drop a few inches
- 1h) Remove the two (2) bolts securing the sway bar bracket using a 14mm socket and repeat for the other side
- 1i) Remove the front sway bar by sliding it towards the back of the vehicle

2. Install the CorkSport Front Sway Bar

- 2a) Grease the supplied bushings and install on the CorkSport Front Sway Bar
- 2b) Install the CorkSport Mazda2 Front Sway Bar the opposite way you removed the factory bar in step 1i.
- 2c) Install the brackets over the bushings and secure the brackets using the factory bolts and supplied washers and torque the bolts to 30-40ft-lbs (see **Figure 2a**)
- 2d) Reinstall the subframe by first jacking it up into place then reinstall the nut (shown in **Figure 1c**). Torque the nut to 50-65ft-lbs and repeat for the other side
- 2e) Reinstall the 19mm subframe bolts (circled in **green** in **Figure 1b**) and torque them to 70-85ft-lbs
- 2f) Install the subframe braces by reinstalling the 14mm bolts circled in **red** in **Figure 1b** and torque them to 30-40ft-lbs
- 2g) Reinstall the end link that connects the sway bar to the strut so that the tape you applied is facing up and torque both nuts to 31-45ft-lbs, repeat for the other side
- 2h) Remount the front wheels and torque the lug nuts to 80-85ft-lbs in a star pattern
- 2i) Remove the jack stands and lower the vehicle



This completes the installation of your Mazda2 Front Sway Bar. Start your car and go for a brisk drive. Try to put some loading on the car in the corners to ensure all suspension components are functioning properly. If you hear any noises or creaks, double check all hardware and make sure the sway bar bushings are properly greased. If you hear any creaking use a grease gun on the Zerk fitting to add more grease to the bushings.

Detailed Instructions

 These instructions are made for all US market 2011+ Mazda2's. Please call to check fit for non-USDM models.

1. Remove the Factory Front Sway Bar

- A) Jack up the front of the car and place on jack stands. Remove both front wheels.
- B) Remove the front end link from the strut and sway bar. Use a 14mm socket to unbolt the two (2) nuts from the end link (see red arrows in Figure 1a). It may be easier to reach the bottom nut using a 14mm wrench. Use tape to mark the top of the end link (as shown by the green arrow in Figure 1a) to ensure you reinstall them in the same position they were removed. Repeat for the other side.
- C) Place a jack under the subframe for support.
- D) Unbolt the subframe braces by removing the four (4) bolts (circled in red in Figure 1b) using a 14mm socket.
- E) Remove the two (2) bolts (circled in green in Figure 1b) using a 19mm socket.

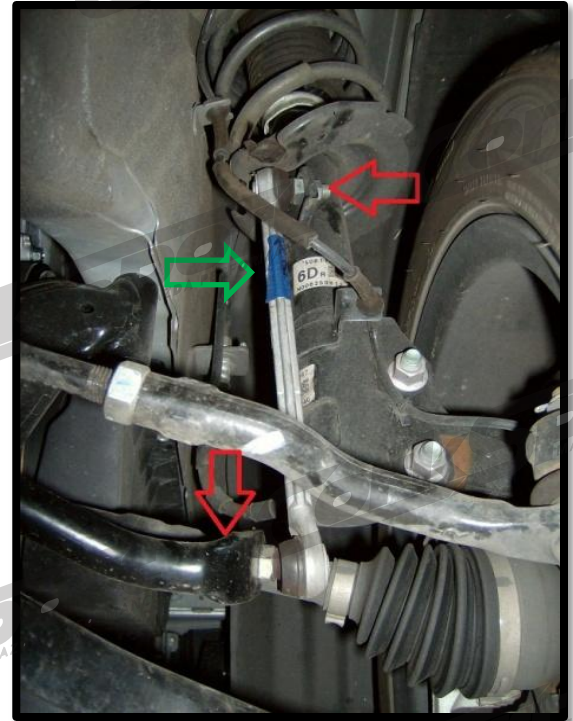


Figure 1a

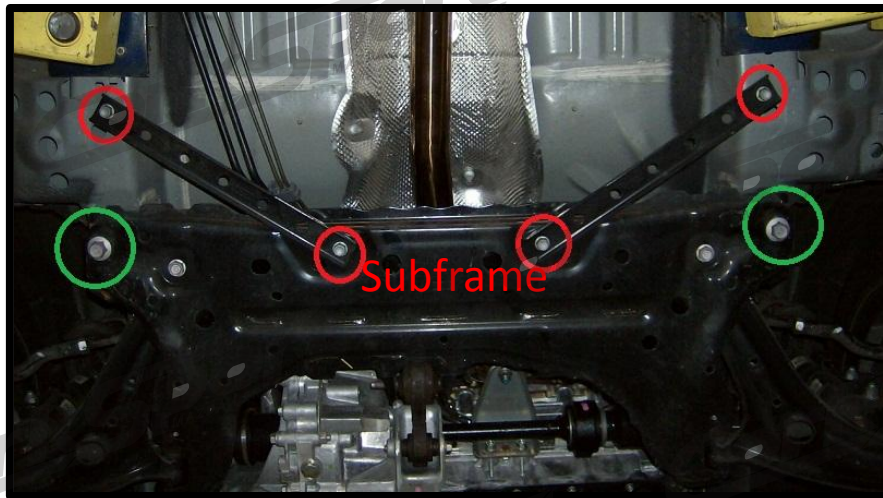


Figure 1b

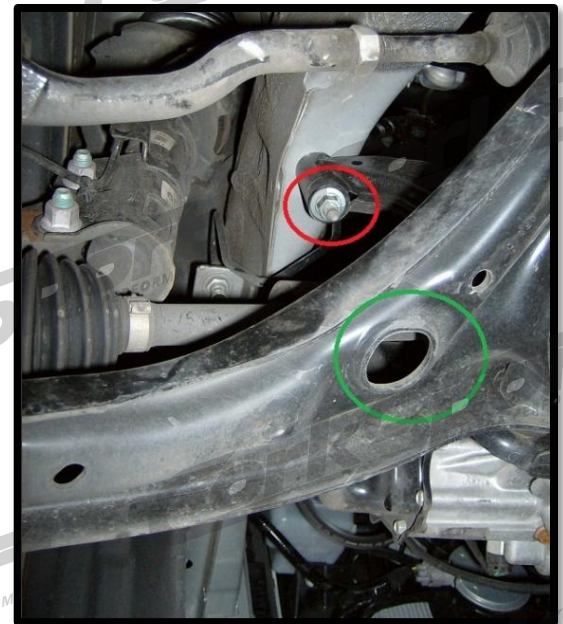



Figure 1c

- F) Remove the nut (circled in red in Figure 1c) located above the front axle on both sides of the car. Use a long 14mm socket and 6" extension to reach through the access hole in the control arm (green circle in Figure 1c). Repeat for the other side.
- G) Slowly lower the jack to allow the subframe to drop. The subframe is still being supported by the engine and suspension so it will not fall out.

1. Remove the Factory Front Sway Bar Continued

- H) Remove the two (2) bolts securing the sway bar bracket located on the top side of the subframe, (circled in red in Figure 1d) using a 14mm socket. Remove the bracket and repeat for the other side.

 Brackets and sway bar pictured are a CorkSport bar and brackets

- I) Remove the front sway bar by sliding it towards the back of the vehicle.

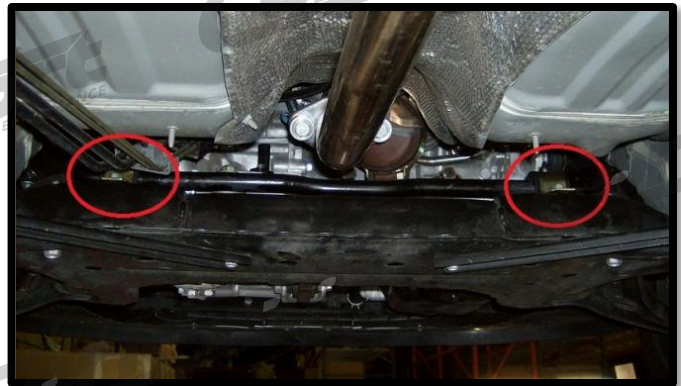



Figure 1d

2. Install the CorkSport Front Sway Bar


- A. Grease the supplied bushings and install on the CorkSport front sway bar in the approximate position of the factory bushings.

 We use disc brake grease, but almost any type of grease will work

- B. Install the CorkSport Mazda2 Front Sway Bar the same way you removed the stock sway bar. Position the bar approximately in place.

- C. Install the brackets over the bushings. Secure the brackets using the factory bolts with the supplied washers (red arrows in Figure 2a). Torque the bolts to 30-40 ft-lbs.

Double check the bar position and that it doesn't hit anything.

 Sweep the car through its motion and check for clearances. If the bar is far off center it can interfere with chassis pieces.

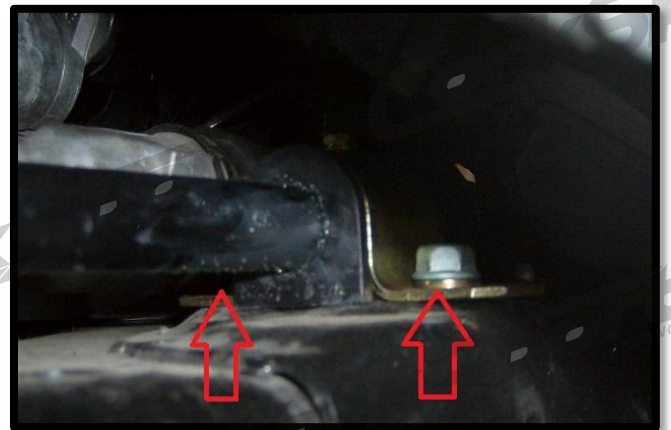


Figure 2a

- D) Reinstall the subframe by jacking it up into place. Reinstall the nut shown in Figure 1c. Torque the nut to 50-65 ft-lbs. Repeat for the other side.


- E) Reinstall the 19mm subframe bolts (circled in green in Figure 1b). Torque them to 70-85 ft-lbs.

- F) Install the subframe braces by reinstalling the 14mm bolts (circled in red in Figure 1b) Torque the bolts to 30-40 ft-lbs.

- G) Reinstall the end link that connects the sway bar to the strut (see Figure 1a). Torque both nuts to 31-45 ft-lbs. Remember to install the end link with the side you taped facing up. Repeat for the other side.

- H) Remount the front wheels. Torque the lug nuts to 80-85 ft-lbs in a star pattern.

- I) Lower the vehicle.

 This completes the installation of your Mazda2 Front Sway Bar. Start your car and go for a brisk drive. Try to put some loading on the car in the corners to ensure all suspension components are functioning properly. If you hear any noises or creaks, double check all hardware and make sure the sway bar bushings are properly greased. If you hear any creaking use a grease gun on the Zerk fitting to add more grease to the bushings.

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