

## 2001-05 Miata - Front Sway Bar Part No. 54106

### Installation Instructions

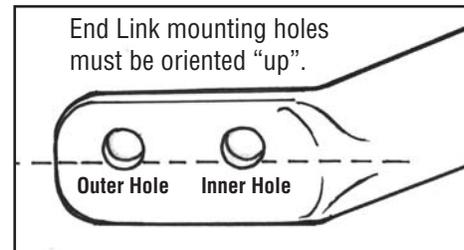
Before you start the installation process, please read through the following steps thoroughly. If you are installing this bar and using the Racing Beat HD Sway Bar End Links (Part No. 54201), refer to the installation instructions provided with the end link kit.

**This sway bar is intended for use primarily on 2001-05 Miata applications, but can be used on 1999-00 models. We STRONGLY recommend the use of the Racing Beat Sway Bar Brace Kit, Lower Control Arm Reinforcement Flanges, and the Heavy Duty End Links with this sway bar.**

1. Jack up the car and place on safety stands. DO NOT work under a car supported only by a jack!
2. Remove the plastic undertray to allow access to the stock sway bar.

3. Disconnect the links from the stock sway bar. Unbolt the support clips and remove the stock sway bar from the chassis. Note: On cars equipped with air conditioning, it becomes difficult to remove the bar due to the A/C hoses; however, it is possible to remove the bar without further disassembly by rotating the bar arms down and carefully sliding the bar out the passenger's side.

4. Install the Racing Beat sway bar in the car. Install the bar so that the end link mounting holes are facing "up" as shown in the diagram.



5. Lubricate the inside diameter of the urethane bushings with the supplied grease and install them onto the Racing Beat sway bar. (**Note:** If you are installing a Racing Beat Sway Bar Brace Kit, refer to the instructions for this kit at this time. Follow the instructions and complete the installation, then advance to step 6.) Place the sway bar into position and loosely secure the support clips. DO NOT tighten these bolts beyond "finger-tightness".

6. If using the stock endlinks insert the endlink bolt through the inner hole position in the Racing Beat sway bar (the outer hole position cannot be used with the stock endlinks), and tighten the link bolts to "finger-tight" only. If using the Racing Beat End Links you may select either mounting hole, then fully tighten the link bolts at this time. (**Note: As shown in the photo the endlinks mount to the inside of the bar.**)



7. Torque the attachment clamp bolts to 17 ft lbs. If using the stock end links, torque the link bolts to 32 ft lbs.

8. Re-install the plastic undertray.

Photo 1

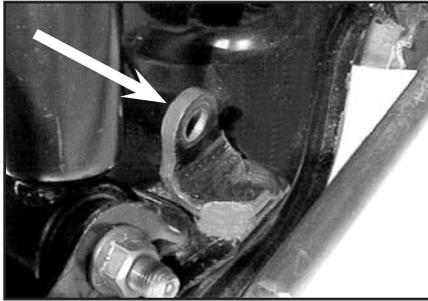
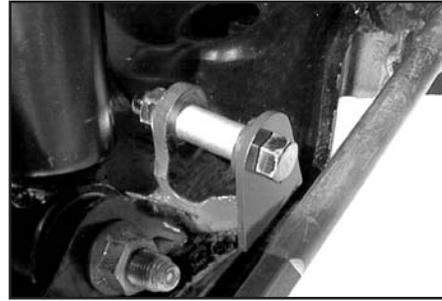


Photo 2



## We strongly recommend these products for use with this tubular sway bar:

### Lower Control Arm End Link Attachment Bracket

With the introduction of the 1999 Miata, Mazda made a change to the end link attachment bracket on the lower control arm. The earlier 1990-97 Miata was produced with a “U” shaped end link attachment bracket and the 1999-05 Miata was produced with an “L” shaped end link attachment bracket (1999-05 Miata - See Photo 1). Our observations have led us to believe that this “L” shaped design may not be strong enough to handle the demands of a stronger aftermarket sway bar. We **STRONGLY** recommended the addition of our **Lower Control Arm Reinforcement Flanges (Part No. 54111)**. This modification will convert the “L” shaped bracket into a “U” shaped bracket (with the Reinforcement Flange in place - See Photo 2), and while this modification requires some minor welding, we believe this effort is highly worthwhile. After completion of this modification, the stock end links can no longer be used.

### Sway Bar End Links (Options):

- 1) The stock end links may be used with the **Racing Beat Tubular Sway Bar**.
- 2) The **Heavy Duty Sway Bar End Link Kit (Part No. 54201)** may be used with the **Racing Beat Tubular Sway Bar**.
- 3) If the **Lower Control Arm Reinforcement Flanges** are added to the lower control arm attachment bracket, the **Heavy Duty Sway Bar End Link Kit (Part No. 54201)** **MUST** be used.

### Sway Bar Brace Kit

We recommend the installation of the **Sway Bar Brace Kit (Part No. 14120)**. This kit will stiffen the mounting points for the front bar, optimizing front suspension performance and reducing the possibility of cracking the front sway bar mounts.