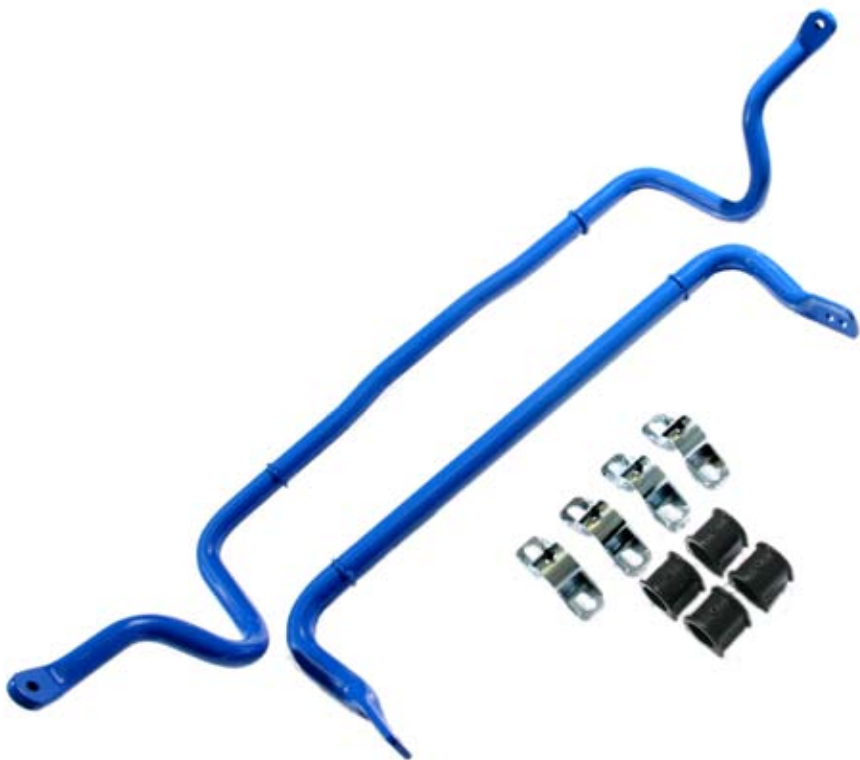


# COBB

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## **Lightweight Tubular Anti-Sway Bar Kit MAZDASPEED3**

### **Installation Instructions**

ph: 801 713 0035 • fax: 801 478 0925 • 3362 West 1820 South, Salt Lake City, Utah 84104

# COBB Lightweight Tubular Anti-Sway Bar Kit

## MazdaSpeed3

Congratulations on your purchase of the COBB Lightweight Tubular Anti-Sway Bar Kit. The following instructions should assist you through your installation process. Please read them first before beginning the install. If you feel that you can not properly perform this installation, we HIGHLY recommend you take the vehicle to a qualified mechanic.

### PARTS LIST:

#### General

- Instructions/Parts List

#### Front Anti-Sway Bar

- Front Anti-Sway Bar
- Anti-Sway Bar Bushings (2)
- Bushing Brackets (2)
- Plastic Tube of Grease

#### Rear Anti-Sway Bar

- Rear Anti-Sway Bar
- Anti-Sway Bar Bushings (2)
- Bushing Brackets (2)
- Plastic Tube of Grease

### TOOLS NEEDED:

Floor Jack or Lift

Floor or Transmission Jack

Jack Stands (If you are not using a lift)

Wheel Chalks (If you are not using a lift)

Socket Wrench (3/8" or 1/2" drive works best)

10mm Socket

14mm Socket

17mm Socket

21mm Socket

10" Extension

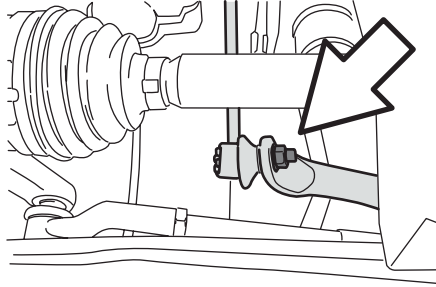
14mm Open/Boxed End Wrench

17mm Open/Boxed End Wrench

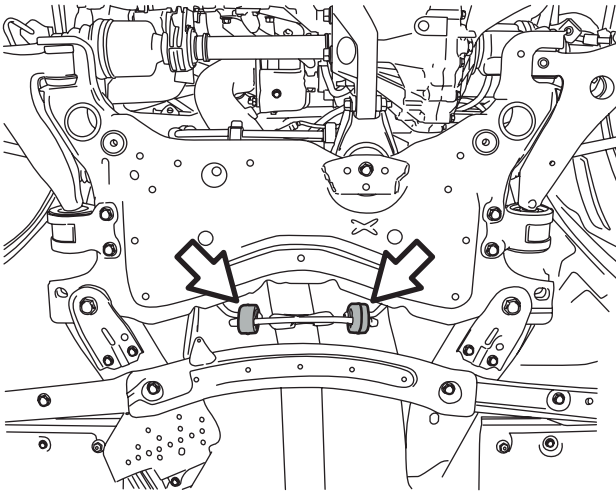
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# REMOVAL OF STOCK FRONT ANTI-SWAY BAR

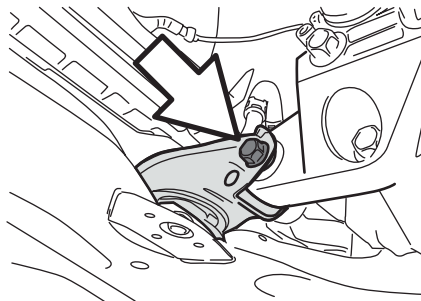
1. Raise the vehicle by using a jack and jack stands, drive-on ramps or a 2 or 4 post lift. If only raising the front of the vehicle insure that the rear wheels are securely blocked. It is safer and easier do complete this installation with the front wheels on the vehicle.
2. Disconnect both of the lower end link by removing nuts from each side, then push the links out of the way.



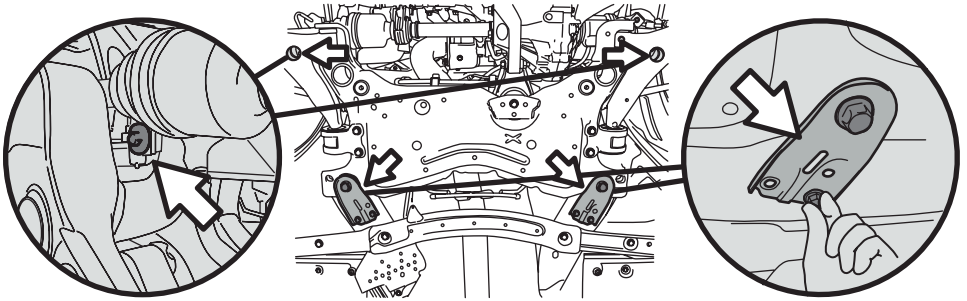
3. Completely remove the downpipe exhaust hangers.



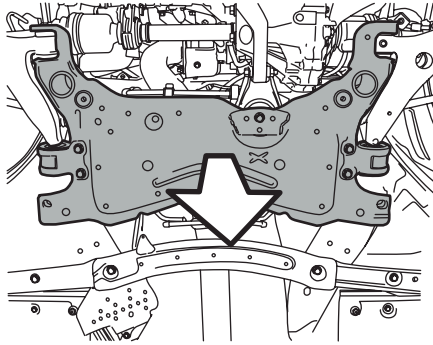
4. Disconnect the lower engine mount from the to subframe by removing the mounting bolt.



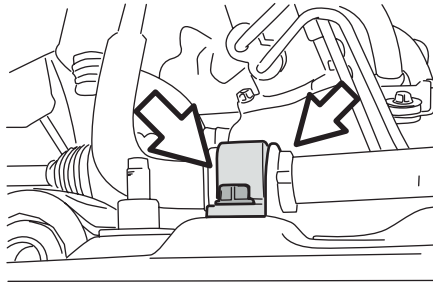
5. Support the engine subframe with a jack or similar device. With the subframe supported, remove the two front subframe bolts by running an extension through the access holes in the front lower control arms. Then remove the 3 bolts holding each rear mounting plates, and remove mounts.



Using the jack, lower the rear of the subframe until it hangs freely from the lower control arms and transmission mount. Pay attention not to let the downpipe hangers interfere with each other on the way down.



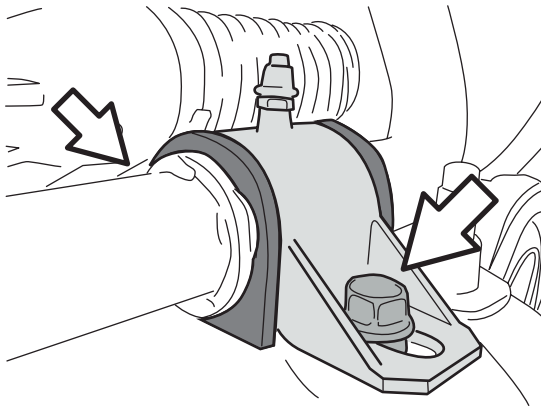
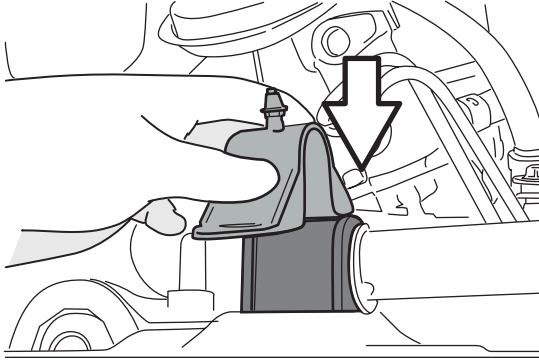
6. Remove the 2 bolts the anti-sway bar bushing bracket bolts. Remove the anti-sway bar bushing brackets, the bar should no longer be connected to the vehicle.



7. With the brackets removed you should now be able to carefully remove the sway bar.

# INSTALLATION OF COBB FRONT ANTI-SWAY BAR

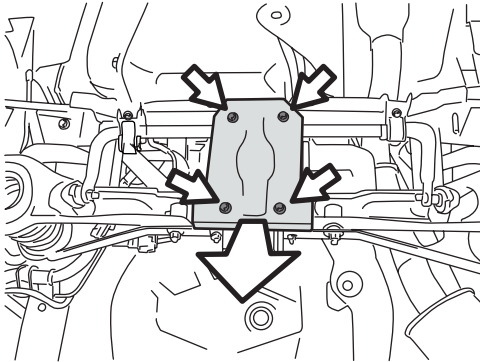
8. To install your new COBB front anti-sway bar simply repeat the removal steps 1 through 7 in reverse order. Your new COBB bar uses new bushings and brackets. Use the supplied grease to lube the inside surface of the bushings before installation.



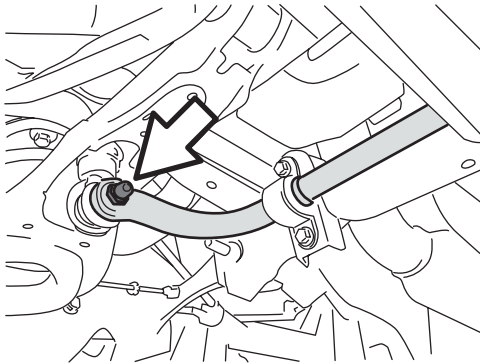
We suggest the use of some kind of thread lock compound on all the bolts and the end link nuts. Let's move to the rear anti-sway bar.

# REMOVAL OF STOCK REAR ANTI-SWAY BAR

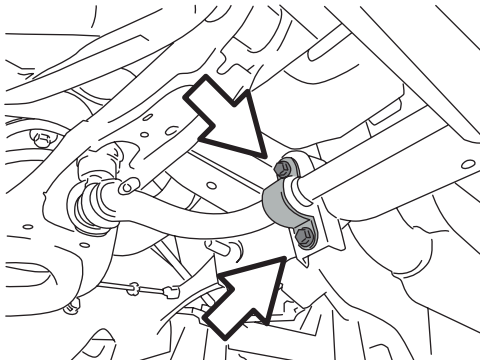
1. Start by placing the rear of the vehicle on ramps or jack stands and securely blocking the front wheels or raise the vehicle using a 2 or 4 post lift.
2. Remove the 4 rear subframe brace bolts, and set brace aside.



3. Disconnect the end links by removing the nuts from both sides on the bar, then push end links out of the way.

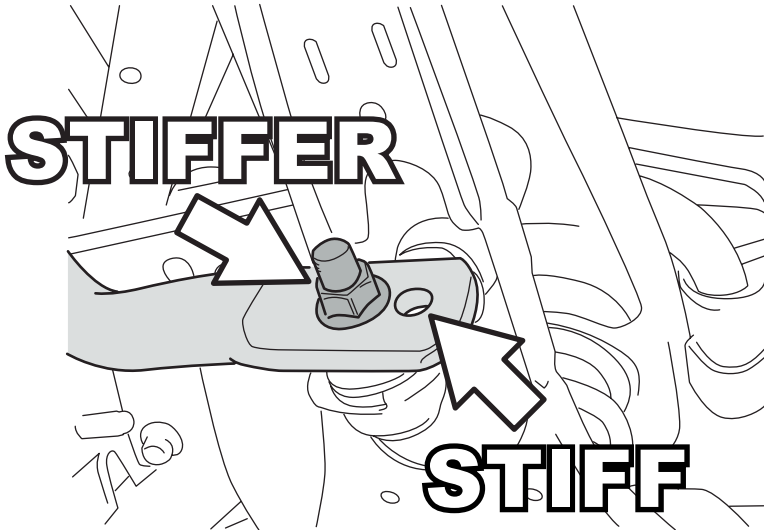
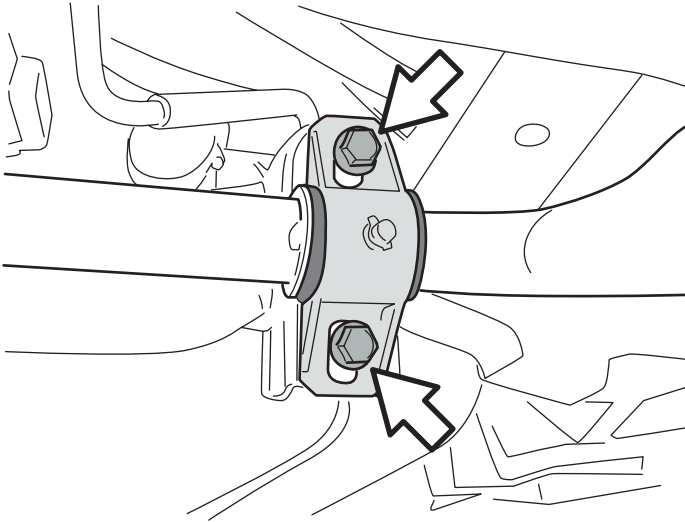


4. Remove the 4 bracket bolts and then remove the brackets and sway bar.



# INSTALLATION OF COBB REAR ANTI-SWAY BAR

5. To install your new COBB rear anti-sway bar simply repeat the removal steps 1 through 4 in reverse order. Your new COBB bar uses new bushings and brackets. Use the supplied grease to lube the inside surface of the bushings before installation.



6. We suggest the use of some kind of thread lock compound on all the bolts and the end link nuts. Insure all hardware is fully tightened before operating the vehicle. Enjoy!

# What Next?

## COBB MazdaSpeed3 Sport Springs!

Direct replacement for the factory springs, and designed to work with the factory struts, the COBB Sports Springs reduce the ride height by 1.0" Front and 1.0" Rear. The result is improved road handling and reduced body roll. Precision CNC cold wound high quality Chrome Silicon steel construction. The springs are powdercoated COBB Blue in a unique process for protection against the elements.



Spring rates are approximately +15% for the front and +25% for the rear over stock which, results in a sporty feel without being unnecessarily harsh or bouncy. The factory springs are actually too soft for the stock struts, much less upgraded aftermarket replacements, to work optimally. Our final spring rates are the result of extensive real-world and road course testing.

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