

Installation Instructions

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Part Number: 10.525.1529K

Description: ClubSport rear® swaybar for Mk4 chassis

Notes: These performance swaybars utilize Autotech's unique sliding endlink design that prevents binding of the bar (and preloading of the suspension) due to locational differences between the mounting points of the rear suspension and the swaybar itself. Autotech's unique end-link design will allow you to fine tune your swaybar

TOOLS REQUIRED:

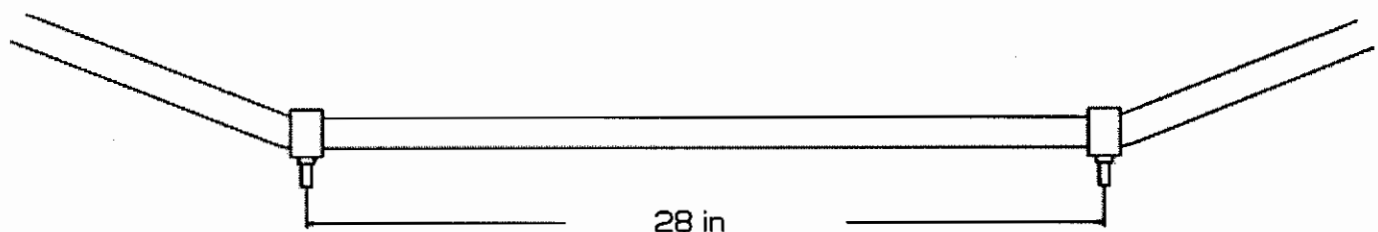
1. jackstands
2. electric drill and 10.5mm (27/64") bit
3. silicone lubricant
4. metric wrenches, 16 and 17mm
5. tape measure
6. moly grease
7. 3/8 ratchet with a 16mm socket

PARTS LIST:

1. rear swaybar
2. (6) poly bushings
3. (2) steel ring mounts
4. (8) 10mm hardened washers
5. (2) 10mm nylock nuts
6. (2) M10x80 shock bolts

Procedure:

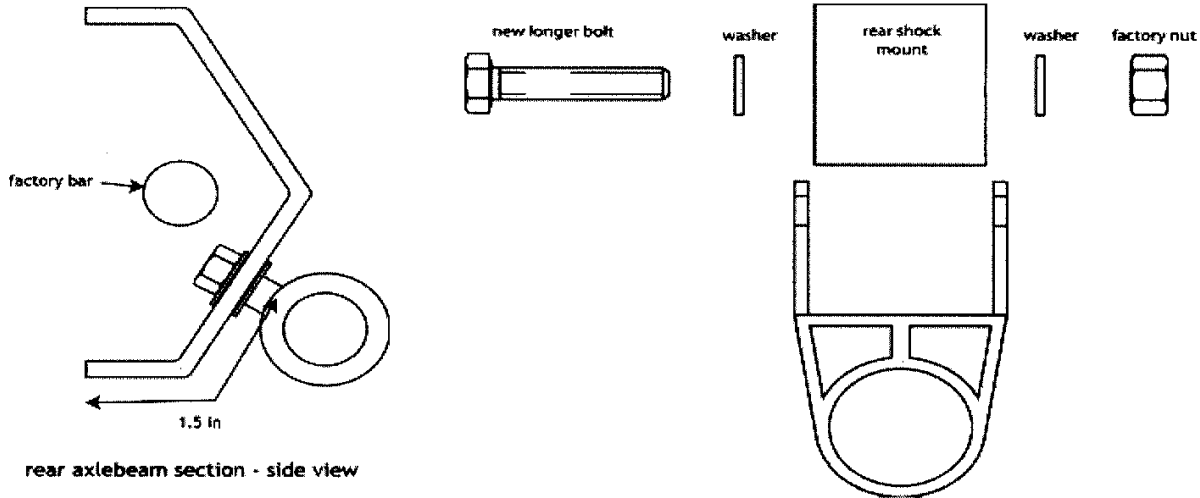
1. Apply a generous amount of waterproof grease to the inside of the bushings, and some silicone spray along each of the bends on the swaybar.
2. Slide the two inboard mounts onto the swaybar and push them past both bends so that they end up on the middle, straight section of the swaybar. The inboard mounts will be installed on the axlebeam when they are as far apart from each other as possible with-out overlapping any of the bends on the bar. Measure, and take note of this distance. The distance from stud to stud on the inboard mounts should be approximately as follows:



3. Raise the rear of the car and place it on jackstands. Be sure that the car is in gear, the front wheels are chocked, and that it cannot roll.
4. Mark the axlebeam's crossmember for the hole locations using the distance you measured in step 1. The holes should be centered left-to-right. Use the tape to measure 1.5 inches up

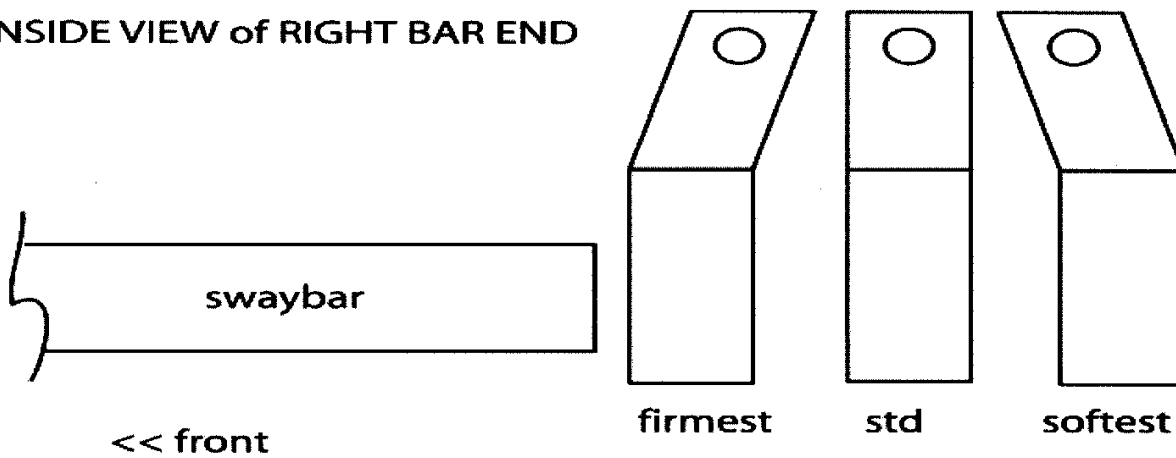
from the leading edge of the crossmember. The holes should end up just below the center on the lower angled face of the beam.

5. Drill the two 10.5mm (13/32" - 27/64") holes in the crossmember. It is a good idea to drill a pilot hole first so that the larger drill bit does not have to work so hard.



6. At this point you should have decided as to which direction you will be installing the end-link.

INSIDE VIEW of RIGHT BAR END



7. Mount the outboard end-links to the car. The supplied longer shock bolts should go first through the washer, next through the end-link, then into the shock mount. The bolt should then protrude through the other side of the shock mount beginning with the end-link, and then the washer and finally you will use the original nut to fasten the assembly with the new bolt.
8. Push each end of the swaybar into the end-links. A small amount of silicone lubricant applied to the bar end eases the task.
9. Now swing the swaybar forward in order to push the inboard mounting studs through the drilled holes in the crossmember. Be sure to capture a washer on each side of the hole before attaching each inboard mount with the nylock nut.