

A U T O T E C H

Installation Instructions

sport tuning

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Part Number: 10.530.001K; 10.530.002K

Description: Rear Stressbar; A1, A2, and Golf 3 models, except Golf 3 cabrio

Notes:

The center adjuster of this stressbar is both left and right threaded, allowing bar-length adjustment simply by turning the center adjuster nut (1-inch hex size) in either direction. The jam nuts on each side of the center hex are then tightened against each tube to lock the bar length. A light oil, such as WD40 or sewing-machine oil can be used on the adjuster threads to ease adjustment. The jam nuts are also a 1-inch hex size, and should be set to a torque setting of about 15-20 ft lbs (hand tight).

Procedure:

- 1) Using the center adjuster, compress the stressbar to its shortest length.
- 2) Remove the u-bolts and nuts on both ends of the bar. <<A1 cars-go to step 4>>
- 3) On A2 and A3 chassis cars, you will need to remove the nut (8mm or 10mm hex size) from the speaker-shelf support that attaches to a metal tab right next to the shock mount. Now, lift the speaker-shelf support leg clear of the stud/tab, and temporarily bend the metal tab downward, so that the tab lays nearly flat. A flat bladed screwdriver is a good tool to make the bending easier. This allows you to install the stressbar over the top of the tabs. The tabs will be bent back into position once the bar is installed.
- 4) Slide the u-bolts onto the shock towers, into the "groove" between the fender and upper bushing cup. If carpet covers the tower, you may have to trim it away to let the u-bolts fit properly. Rotate the u-bolts so that the threaded ends face somewhat toward you (rear of car).
- 5) Now attach one end of the stressbar to a u-bolt on one side of the car, but do not fully tighten the nuts. Be sure to use the washers provided. These nuts are 9/16" hex size, 3/8" thread.
- 6) Swing the other end of the stressbar toward the other shock tower and slide the remaining u-bolt into the holes in the stressbar end. Loosely install washers and nuts onto the u-bolt.
- 7) Before tightening any nuts, you will need to adjust the bar length so that the bar ends will rest against the groove at the upper shock towers. **WARNING:** do not overtighten the bar against the towers. Adjust the bar until each end is *snug* against the towers. The stressbar is stronger than the body welds of some older models and can break your car if severely overtightened. <<A1 cars-go to step 9>>
- 8) On A2 and A3 cars, bend the tab back up into position, up through the hole in the end castings of the stressbar. On some models (Corrado in particular), you will need to narrow the plastic support leg of the speaker shelf by about 1/8" or so, using a sharp hobby knife, so that it will fit down into the hole in the stressbar end. Then reinstall the nut that holds the leg to the tab.
- 9) Once the bar length is set, tighten each of the four lock nuts on the u-bolts using a 9/16" wrench. These only need to be hand tight, about 7 to 10 ft lbs.
- 10) Now tighten the 1" jam nuts on the adjuster assembly. You're finished!