

# A U T O T E C H

*sport tuning*

## Installation Instructions

www.autotech.com

**PART NUMBER:** 10.425.122GK, 10.425.122K;  
10.425.1125GK, 10.425.1125K;

**DESCRIPTION:** Front swaybar for A2 including G60, A3 4 cylinder.

### TOOLS REQUIRED:

1. two jackstands
2. metric wrenches, 13 to 19 mm
3. metric sockets, 13 to 19 mm
4. large screwdriver
5. pliers
6. bently manual(recommended)

### PARTS LIST:

1. one swaybar
2. two inner poly bushings
3. two outer poly bushings
4. four rubber a-arm grommets\*
5. two inner bushing clamps\*
6. two outer end links\*
7. four cupped washers\*
8. two M8 x 20 hex bolts\*
9. two 12mm nylock nuts\*

**NOTES:** Part followed by an "\*" are only included with kits that do not end with "GK."  
Autotech's front swaybar is designed to mount in the same location as the factory swaybar, utilizing all factory mounting hardware.

1. Place the front of your car on jackstands on a level surface. Make sure that the handbrake is set and that the car will not roll.
2. If your car has an factory front swaybar, unbolt the outer end links at the a-arms.
3. In order to remove or install the swaybar, the front subframe must be temporarily lowered away from the car. The subframe is fastened to the car with four large bolts. The front bolts can be accessed through a special hole formed in each a-arm. The rear bolts go through each a-arm itself.
4. To lower the subframe remove the two rear bolts completely. The front bolts should only be loosened two turns, just enough to allow the subframe to pivot on them. Once the bolts are loose, pull the rear of the subframe away from the car and place a wedge(handle of a large screwdriver) between the two.
5. If your car has a factory bar, unbolt the inboard mounts with a 13mm wrench. Remove the bushing clamps and pull out the swaybar towards the rear of the car.
6. If you have a factory bar, remove the original end link from it and press(or cut) out the old rubber bushing. Press the new poly bushing in its place.
7. Place the inboard poly bushings onto the swaybar. Take note of the proper position of the notch in the bushing, it should face up and to the rear. Use some grease on the inside of the bushing to aid in sliding it over the bar.

8. Apply some grease to the inside of the poly bushings and slide the endlink onto the new swaybar so that the side with the small lip is facing outwards.
9. Next place each end of the swaybar on top of the control arms and swing the rear of the swaybar up into the inboard brackets. **NOTE:** It is easier to "pre-hook" the inboard clips in their mounts before the bar and its bushings are pressed into place.
10. With a pair of pliers pull the inboard clip down over the bushing until it touches the subframe. While holding it in place insert the 8mm bolt through the subframe into the inboard clip. Tighten the bolt with a 13mm wrench.
11. While noting the proper orientation of the cupped washers and the rubber grommets, attach the endlinks to each a-arm. **NOTE:** The nylock nut on each endlink should be tightened just enough to compress the rubber grommets only slightly.
12. Finally re-attach the subframe to the car. The four subframe bolts should be torqued to 95 ft-lbs.