

A U T O T E C H

Installation Instructions *sport tuning*

Part Number: 10.425.1525GK

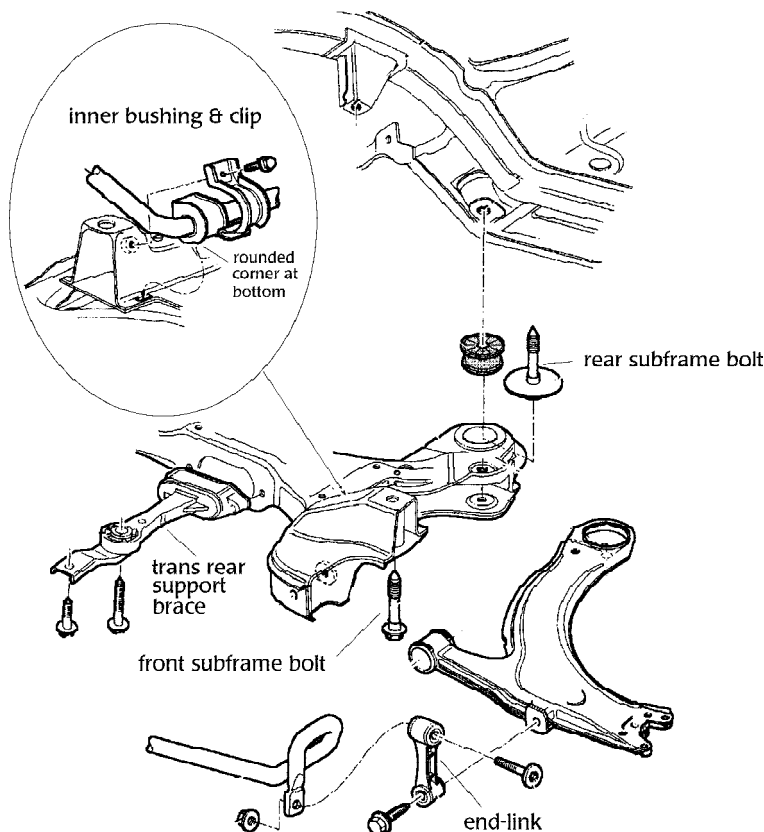
Description: AUTOTECH Lightweight Front Swaybar for VW A4 Chassis

Notes: This is a lightweight tubular swaybar that directly replaces the factory unit. We include new polyurethane bushings for the inner pivot mounts of the swaybar. The original outer links are to be re-used.

This installation is best performed on a vehicle hoist/lift, but can also be performed (with difficulty) on jackstands. It is necessary to support, detach, and then lower the front subframe in order to gain access to the swaybar.

Procedure:

- 1) Raise the vehicle. Make sure the the front subframe and its attachment points are not obstructed by the hoist or jackstands.



- 2) Position a height adjustable support stand beneath the center of the subframe to the rear of the engine, around where the steering rack attaches. Later, this will be used to gently lower the subframe away from the chassis.

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3) Removal of the insulation tray:

On gas-engined models, you do not need to remove the tray (that covers the gap between the front spoiler and the engine). You will need to detach only the two rear-most screws (Torx® T20) of the left and right side plastic covers where they attach to the subframe. On TDI models, it is best to remove the center tray entirely.

4) Locate the steering rack. Using a 13mm wrench, remove the four bolts (🔩 15 ft lb + 90°) that go up through the subframe and into the steering rack.

5) Using 16mm (🔩 30 ft lb + 90°) and 13mm (🔩 15 ft lb + 90°) wrenches, remove the rear support brace that connects the subframe and the transmission housing.

6) Using a 16mm wrench, remove the nuts (🔩 22 ft lb) that hold the swaybar end-links to the swaybar ends. Leaving the links attached to the control arms, pivot the end links out of the swaybar ends.

7) Using a 13mm socket, remove the bolts (🔩 18 ft lb) that hold the inboard swaybar clips to the subframe. Remove the swaybar clips and set aside.

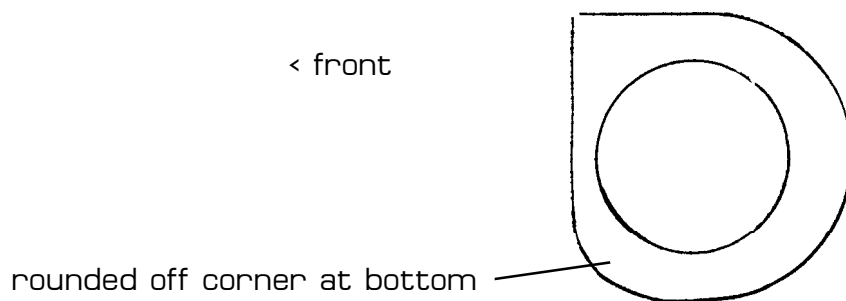
8) Lowering the subframe:

There are four bolts retaining the subframe to the chassis that must be removed. With the support stand in place, use an 18mm socket wrench to remove the four subframe bolts. All four bolts (🔩 74 ft lb + 90°) run vertically through the subframe and up into the car's unibody. The front bolts are accessed through an inboard notch in the lower control arms, just behind the forward pivot points. The rear bolts run behind the rear pivot points of the arms and have a large diameter washer.

Once unbolted, slowly lower the subframe away from the unibody using the adjustable support stand. While doing so, make sure that the steering rack comes free from its mounts. The rack should stay up while the subframe lowers. Continue to lower the subframe until it is about 4 inches below its original position.

9) Remove the original swaybar from the car. This is most easily achieved by lifting the bar upward slightly to get the inboard part of the bar up and over the subframe. With the bar lifted slightly, rotate the bar in order to "unhook" the ends of the bar from each axle, one at a time. Then, pull the bar out towards the front of the car, going between the subframe and the body, passing underneath the engine.

10) After applying a layer of waterproof grease to the inside surfaces of the inboard bushings, install them on the bar with the flat area facing forward (against the subframe) and the rounded-off corner at the bottom (near the base of the clip) as shown:



11) Installation of the AUTOTECH swaybar is the reversal of the removal process just described.