AUTOTECH

sport tuning

Installation Instructions

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PART NUMBER(S): 10.430.005K-10.430.009K

DESCRIPTION: UPPER FRONT STRESSBAR, A1 CHASSIS

TOOLS REQUIRED:

- 13mm socket wrench
- 9/16" socket and open-end wrenches
- two 1-inch open-end or two adjustable (Crescent type) wrenches
- Thread locking compound

PARTS LIST:

- one stressbar; assembled, including:
- two endplates • two AN6-31A end bolts • four AN6 washers • two AN364 nylon locknuts
- four M8 nylon locknuts
- four M8 washers
- one M8 double length nut
- one M8x30 stud

NOTES:

Stressbars play an important role on a high performance suspension, providing a more rigid platform on which the car's suspension mounts. Autotech's Upper Stressbars offer several advantages over the competition. Here are a few:

First and foremost, they are adjustable. This ensures that when installing the stressbar; it does not "preload" the suspension. Suspension preload changes alignment settings and stresses the unibody uneccessarily.

Second, Autotech's all T6 aluminum design (6061-T6 tubing and adjusters/356-T6 castings) not only provides a lightweight part, it is actually more rigid than the our competitor's mild steel stressbars.

Third, Autotech's cast T6 end plates surround the bearing area of each shock tower. This helps to strengthen the towers at their weakest points.

PROCEDURE:

1) Park your vehicle on level ground. Do not raise the car.

2) Open the hood. Using a 13mm wrench, remove the four nuts and washers that retain the strut bearings to the strut towers.

3) Make sure that the top of each tower is clear of anything that would prevent flat/flush mounting of the cast endplates. If there are any ground wires attached with screws to the top of either shock tower; these must be relocated. If another suitable ground location is not within the wire's reach, drill a new hole on the side of the strut tower for the attachment screw.

4) Using a 13mm wrench, remove the idle solenoid(s) (see Figure 1) from the mounting stud on the passenger side strut tower.

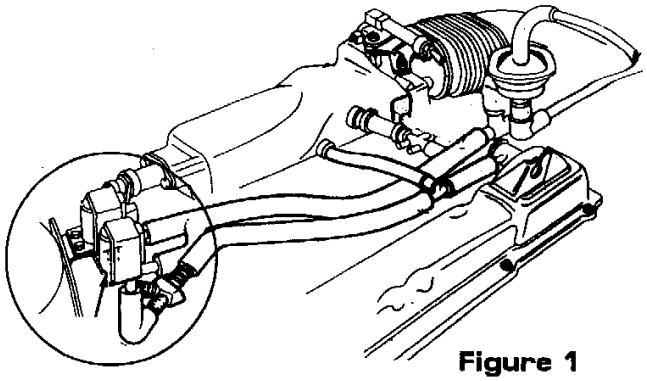

Figure 1

5) Test mount both endplates. Over time, the studs in the strut bearings may have become "splayed" in or out, causing difficulty in fitting of the endpates. If the studs prevent the endplate from dropping on, you can enlarge the hole(s) in the endplates slightly with a round file. Make sure the endplates drop down and sit flush on the strut tower. **DO NOT** force the endplates down over the studs by tightening the nuts! Remove the endplates after test fitting.
8-valve applications use the middle pair of mounting holes on both endplates. Scirocco 16V endplates are rotated rearward and use the other two pairs of holes, one left, and one right.

6) To gain clearance for the endplate, the solenoid(s) must be repositioned further away from the tower. We have included a special double length nut and a stud for this purpose. First, screw the special nut onto the solenoid mounting stud on the strut tower about halfway. Then screw the M8 by 30 stud we supply into the special nut. This effectively "extends" the mounting stud's length, pushing the solenoid(s) away from the stressbar's endplate. For final assembly, we recommend using thread locking compound on these parts.

7) Attach the endplates to the stressbar's crosstube. Leave the bolts loose for now.

8) Place one end of the stressbar on the strut tower. On 16v's, the stressbar's crosstube crosses the engine compartment *behind* the engine (towards the firewall).

9) Adjust the stressbar's length to allow the other endplate to drop over the mounting studs on the other strut tower. The adjuster consists of a center shaft with left and right hand threads, one left-hand jam nut, and one right-hand jam nut.
To Adjust length: With a 1-inch wrench, turn the center hex. Turning the center hex will either shorten or lengthen the stressbar, depending on which direction it is turned. The jam nuts are then turned to tighten against each side of the crosstube. Use two wrenches to tighten the jam nuts, one on the center hex, the other on the jam nut. Only a moderate amount of torque should be used when tightening. The extra fine thread pitch will not easily come loose. WD-40 or silicone spray should be used to lubricate the threads.

10) Fasten each endplate to the tower with the supplied nuts and washers. Tighten to 15 ft lbs.

11) Now tighten the endplate bolts using a 9/16" wrench. Tighten to 10 ft lbs.

Note: The 6061-T6 crosstube can be easily polished to a high luster in just a few minutes, using ordinary metal polish.