

Installation Instructions

sport tuning

www.autotech.com

Part Number: 10.430.017K; 10.430.018K
Description: Upper stressbar for Golf 4 and Jetta 4

TOOLS REQUIRED:

1. electric drill
2. 3/16" & 5/16" drill bits
3. hex wrenches, 1/2" & 9/16"
4. socket wrenches, 1/2" & 9/16"
5. hex wrench, 1"
6. hammer & centerpunch
7. 10mm hex wrench
8. jack and wheel stands
9. wheel lug wrench

PARTS LIST:

1. one stressbar, assembled
2. six 5/16" AN bolts (AN5-07A)
3. twelve 5/16" AN washers
4. two 3/8" AN bolts (AN6-31A)
5. four 3/8" AN washers
6. two 3/8" AN nylock nuts
7. six 5/16" AN nylock nuts

Notes: Cars with ABS brake systems may have to either drill one small additional hole into each ring casting, or remove the small studs that hold the connector for the wheel speed sensor and re-mount the connector after the stressbar is installed. Many AST stressbars have a small dimple in the crosstube. This is not a defect! It is for clearance of certain engine components, and is made using a hydraulic press.

Procedure:

1. Lift your car's hood. If your car has A/C, it may be necessary to lift the upper A/C line off of the strut tower so that the stressbar's ring can be mounted. To do this simply remove the bolt that holds the upper A/C line to the car's right strut tower. **Trial fit the stressbar to your car.** When properly installed, the stressbar bends slightly down and towards the front of the car. To properly center the rings, use the center adjuster to increase or decrease the bar's width. This is the time to check for ample clearance of the bar in the engine compartment.
2. With the bar on the vehicle, use a center punch to mark each of the three hole locations in each tower. Be sure to re-check the marks and remove the stressbar. Remove the top strut nut so as to allow the strut to 'fall' away from the strut tower as the car is lifted. This will allow easier access beneath the towers when attaching the stressbar. This will not affect your front end alignment settings.
3. Jack up the car and place it on jackstands so that the front wheels are off the ground. Remove both front wheels. Using first the 3/16" bit, drill the six pilot holes in the towers. Then, using the 5/16" bit, enlarge the holes to their final size. There might be some body sealing adhesive that partially covers these holes. If there is, it can be cut or pulled out of the way.
7. Unbolt each end casting from the stressbar crosstube.
8. Using the six 5/16" AN bolts, the twelve AN washers, and six 5/16" AN nylock nuts, attach each end casting to its tower, using a washer under the bolt head and under each nut. Make sure you do not overtighten the nuts as they only require 8 to 9 ft/lbs of torque.
9. Put your wheels back onto the car and lower the car back to the ground.
10. Re-attach the top nuts to the front struts, and torque to factory specs.
11. With the car on a level surface, so as not to deflect the chassis in any way, adjust the crosstube's length so that the bolt holes at each end align with the holes in each casting. Attach the crosstube to the end castings with the 3/8" AN bolts supplied. Torque the nuts to 8 to 9 ft/lbs of torque.

NOTE: DO NOT use the center adjuster to 'tweak' the camber settings on your vehicle. Adjust the crosstube's length to fit precisely into the two end castings, then tighten the adjusters jam nuts against each crosstube half.