

A U T O T E C H

Installation Instructions

sport tuning

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Part Number: 10.430.210-10.430.215K

Description: ClubSport Upper Stressbar for Golf 2/3, Jetta 2/3, and Corrado

Tools:

1. Electric Drill
2. 5/16" & 3/8" Drill bits
3. 9/16" combination wrench
4. 1/2" & 9/16" socket wrench
5. Permenant Marker
6. Hammer & centerpunch
7. Jack & wheel stands
8. Wheel lug wrench

Parts List:

1. Assembled stressbar (incl. heim joint)
2. Four 3/8" AN Bolts (AN6-10)
3. Two 3/8" AN Bolts (AN6-11)
4. Two 5/16" AN Bolts (AN5-7)
5. Twelve 3/8" AN Washers
6. Two 5/16" AN Washers
7. Six 3/8" AN nylock nuts
8. Two 5/16" AN nylock nuts

Notes: Some cars with ABS brake systems may require an additional hole to be drilled into the strut rings, or removal of the small studs that locate the wiring connectors.

Procedure:

1. Lift your car's hood. Trial fit the stressbar to your car as shown (fig. 1) at right. When properly installed the stressbar crosses over the engine compartment under the hood seal, behind the throttlebody. To properly center the rings on each strut tower; adjust the rod end in or out to change the bars 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 permanent marker to mark the location of the three hole locations on each ring. Mark the center of each hole with the centerpunch. Double check all 6 marks before removing the bar from the car.
3. Remove the top strut nut to allow the strut to "fall" away from the strut tower as the car is lifted. This step will allow easier access to the bottom of the strut tower when attaching the stressbar. Your alignment will not be affected by removing this nut.
4. Jack up the car and place it on jackstands so that the front wheels are off the ground. Remove both front wheels. Drill the six holes in the strut tower that you marked in step

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two. If there is any body adhesive holding the ring from seating flat along the strut tower, now is the time to remove it. (fig. 2).

5. Unbolt each ring from the crossbar. Using the four shorter 3/8" bolts, along with the 5/16 inch bolt should have a washer under the head, and under the nut. The only exception to this is the 5/16" bolt which will have no washer under the head, but it does need a washer under the nut.. Attach the crossbar and tighten all the hardware holding the rings to the strut-tower. (You will tighten the crossbar hardware in a later step.)



6. Put your wheels back onto the car and lower the car back onto the ground.
7. Re-install the top nuts on the struts, and torque to factory specification.
8. Remove the crossbar from the rings and adjust the overall length so that the bolts slide through the bar while the chassis is unloaded. Tighten the bolts holding the crossbar to the rings. Torque bolts to 8 ft. lbs. Snug the jam nut on the heim against the crosstube.