

# A U T O T E C H

*sport tuning*

## Installation Instructions

**Part Number:** 10.430.217K  
**Description:** ClubSport® Upper Stressbar for Golf 4 and Jetta 4

www.autotech.com

### 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. scratch awl or metal scribe
6. hammer &/or centerpunch
7. jack and wheel stands
8. wheel lug wrench

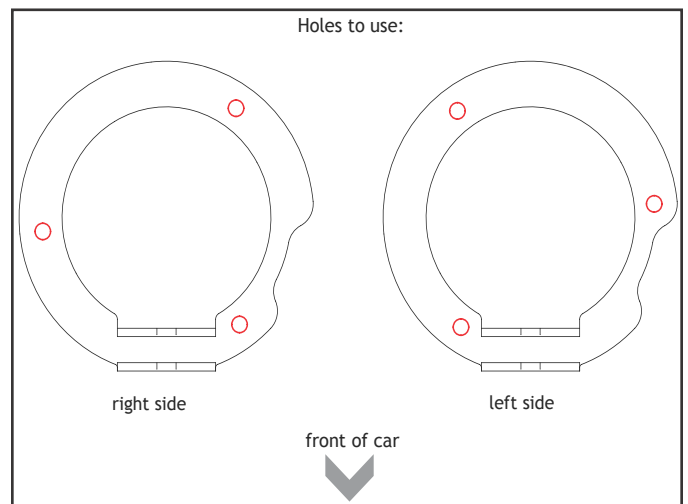
### PARTS LIST:

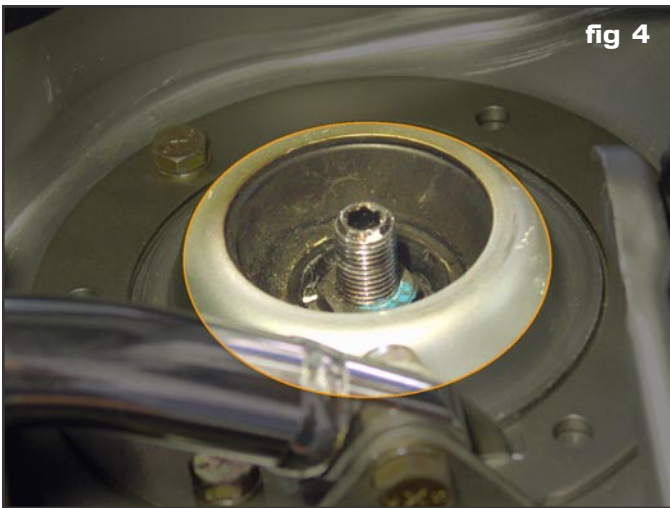
1. one stressbar, assembled
2. six 5/16" AN bolts (AN5-7A)
3. twelve 5/16" AN washers
4. two 3/8" AN bolts (AN6-11A)
5. four 3/8" AN washers
6. two 3/8" AN nylock nuts
7. six 5/16" AN nylock nuts

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

### Procedure:

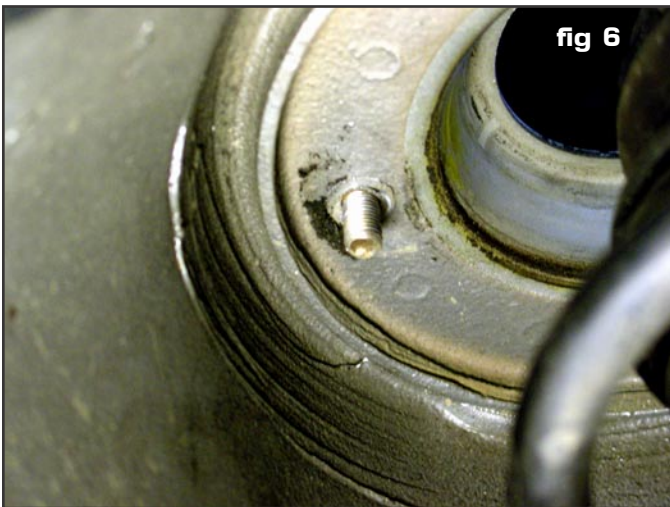
1. Lift your car's hood. **Trial fit the stressbar to your car as shown (fig 1) at right.** When properly installed, the stressbar crosses over the engine compartment at the front of the strut towers. To properly center the rings on each strut tower, adjust the rod end in or out to increase or decrease 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 scribe or awl to mark the three hole locations in each tower (fig 2). Note that **you will use only three of the six holes available in each ring.** Use the guide below-right for hole locations to use. Be sure to re-check the marks, then remove the stressbar. (cont >)





3 Remove the top strut nut so as to allow the strut to 'fall' away from the strut tower as the car is lifted (fig 4). This will allow easier access beneath the towers when attaching the stressbar. This will not affect your front end alignment settings.

4. 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 (fig 5). 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.



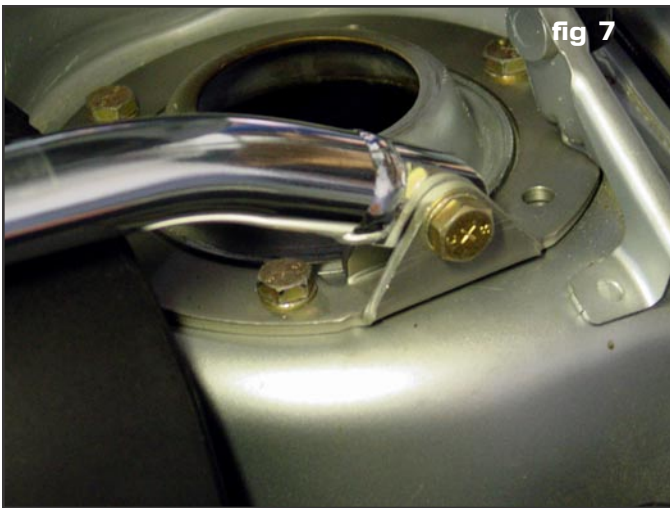
5. Unbolt each strut ring from the stressbar crosstube.

6. Using the six 5/16" AN bolts, the twelve AN washers, and six 5/16" AN nylock nuts, attach each strut ring to its tower, using a washer under the bolt head and under each nut. Figure 6 shows the underside of the strut tower with one of the 5/16" bolts coming down through its hole. These bolts and nuts use a 1/2-inch wrench size. Make sure you do not overtighten the nuts as they only require 8 to 9 ft.lbs. of torque.

7. Put your wheels back onto the car and lower the car back to the ground.

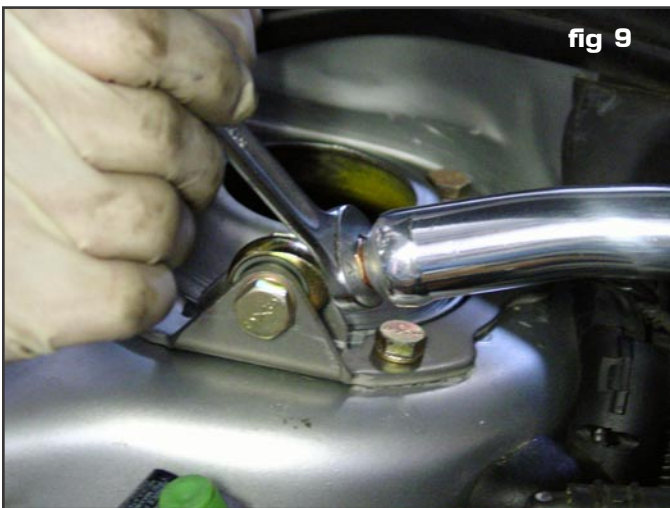
8. Re-attach the top nuts to the front struts, and torque to factory specs. (cont >)





9. With the car on a level surface, so as not to deflect the chassis in any way, attach the fixed end of the cross-tube to the strut ring with the 3/8" AN bolts supplied (fig 7). Do not tighten this end yet.

10. Now, adjust the cross-tube's length so that the bolt inserts straight through the strut ring and rod end holes (fig 8).



11. Using a 9/16" wrench, "snug" the jam nut against the cross-tube (fig 9). Torque is approx 8 ft lbs.

12. Now, using 9/16" wrenches, tighten both 3/8" AN bolts and nuts that hold the cross-tube to the rings. Torque to 8 ft lbs.