

NEUSPEED®

1-INCH FRONT SWAY BAR

FITS ALL NEW BEETLE 1998-UP AND Golf IV, JETTA IV 1999-UP

PART #3-15.10.25.8

INSTALLATION INSTRUCTIONS

PARTS LIST: 1 - SWAY BAR
2 - URETHANE BUSHINGS
2 - CM8T BALL JOINTS
2 - CF8T BALL JOINTS
1 - SPECIAL GREASE
4 - BALL JOINT SPACERS
2 - M10 NYLOC NUTS
2 - M10 X 50mm HEX BOLTS
2 - M10 FLAT WASHERS
2 - 1/2" x 20 NUTS

TOOLS REQ: 1 - SCREW DRIVER
1 - T20 TORX
1 - 10mm SOCKET
1 - 13mm SOCKET
1 - 16mm SOCKET
1 - 21mm SOCKET

Raise front of vehicle and support with jack stands under lifting points. **NEVER WORK UNDER A VEHICLE SUPPORTED ONLY WITH A JACK!**

1. Remove lower front pan: (four T20 torx screws, Beetle only) and then unbolt side splash covers that attach to sub-frame (two T20 torx screws).
2. Remove lower engine torque brace (two 13mm hex and two 16mm hex) bolts. Then unbolt steering rack-to-sub-frame (four 13mm bolts).
3. Supporting sub-frame with a jack, remove (four 21mm hex) sub-frame to unibody bolts. Lower sub-frame down about three-to-four inches. **NOTE:** When lowering, you may need to pry on driver side of steering rack to separate from sub-frame do to tight alignment pin.
4. Completely remove sway bar end links (16mm hex). Now remove sway bar clamps and bushings (13mm hex).
5. Roll ends of sway bar backwards over drive axles and work forward to remove.
6. With special grease supplied for the urethane bushings, grease sway bar bushings and slip over sway bar at mounting points.
7. Install *NEUSPEED* sway bar into position, but do not install bushing clamps at this time.
8. Raise sub-frame just enough to install steering rack and tighten. Now install sway bar bushing clamps and tighten.
9. Install end-links per illustration (over for drawing). Reuse stock end-link-to-control-arm bolt.

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10. Complete installation in reverse of disassembly.

11. Carefully double-check complete installation, tightness of ALL nuts and bolts. TEST DRIVE CAREFULLY!

TORQUE SPECS:

SUB FRAME: 74ft. lbs., plus 90-degree turn.

STEERING RACK TO SUB-FRAME: 15ft. lbs., plus 90-degree turn.

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