



**MQB ÜSS Stabilizer Bars Installation Guide v3.0 (July 2018)**

**Part No's: ECO202-0301R; ECO202-0302R; ECO202-0303R**

## Application

VW Mk7 Golf, GTI, 1.8T, 2.0T & Golf R  
Audi 8V A3, 1.8T, A3 2.0T, S3 2.0T

## List of Parts Included

### A. Front Swaybar

- (1) Front Swaybar
- (2) Front Polyurethane Bushings
- (4) Hex Nuts
- (1) Swaybar Silicone Grease

### B. Rear Swaybar

- (1) Rear Swaybar
- (2) Rear Polyurethane Bushings
- (1) Swaybar Silicone Grease

## List of Required Tools

13mm Socket  
16mm Socket  
18mm Socket  
16mm Deep Socket  
No. 5 Allen Socket  
No. 6 12 pt. Socket  
No. 10 12 pt. Socket  
Long Nose Pliers  
Torque Wrench  
Drill  
Metal Drill Bit size  
Metal File  
Transmission/Engine Jack or Stands  
Vehicle Lift or Jack Stands  
Grease  
Table Vice

**Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.**

# STEP

# 1

Safely raise the vehicle using an automotive lift or jack stands and remove the wheels and tires.

A. For the Front Swaybar Installation proceed to page 2.

B. For the Rear Swaybar Installation proceed to page 16.

Note: AWD and FWD swaybars are different and pictures in the following procedures may not represent the correct swaybar, but the installation instructions are the same for both swaybar configurations, unless otherwise stated in the procedure.



# STEP

# 2

## Front Swaybar

Remove the nuts that secure the Endlink to the OEM Front Sway bar using an 18mm socket. To prevent the stud from rotating, secure it by using a no. 6 12 point socket (or a no. 5 Allen). Repeat on other side.

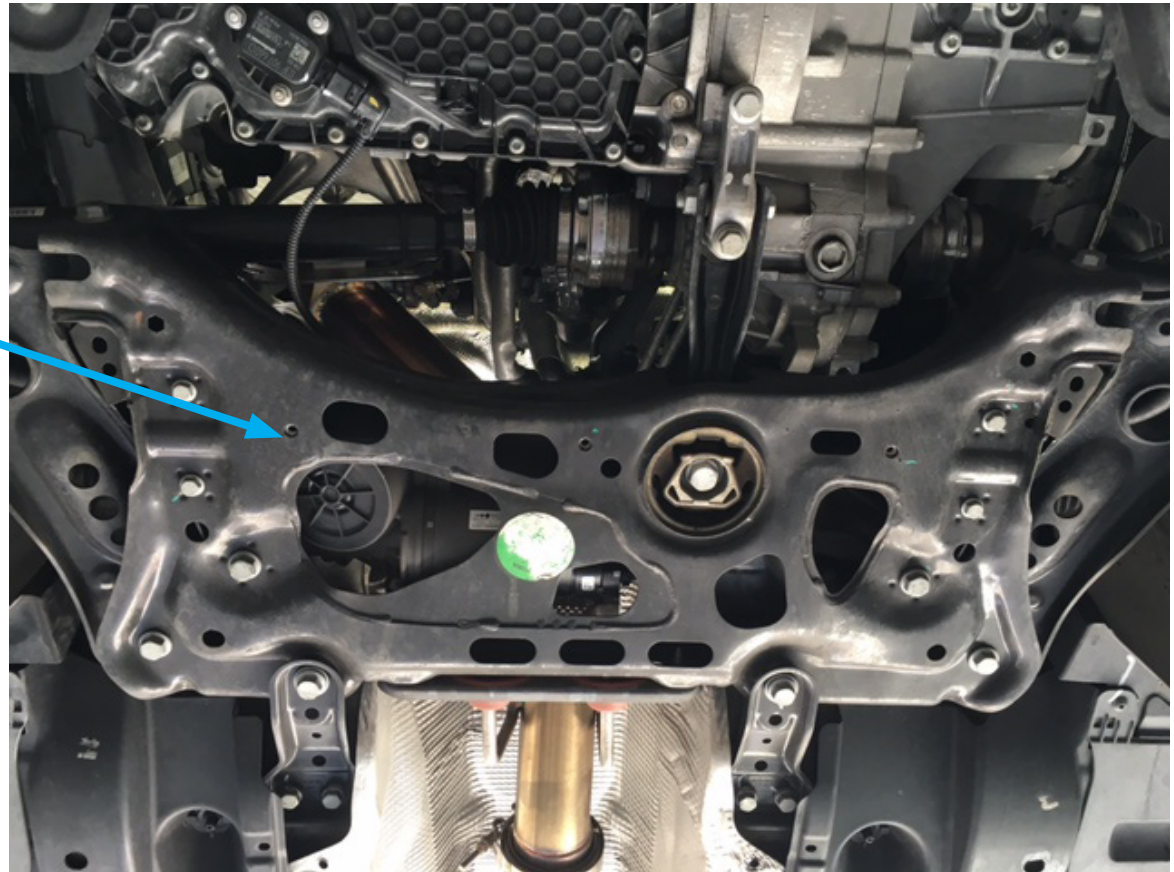


# STEP

# 3

To gain access to the front swaybar, prepare to drop the Engine subframe without the steering rack attached and while the control arms are attached. Remove any plastic covers needed to access the subframe.

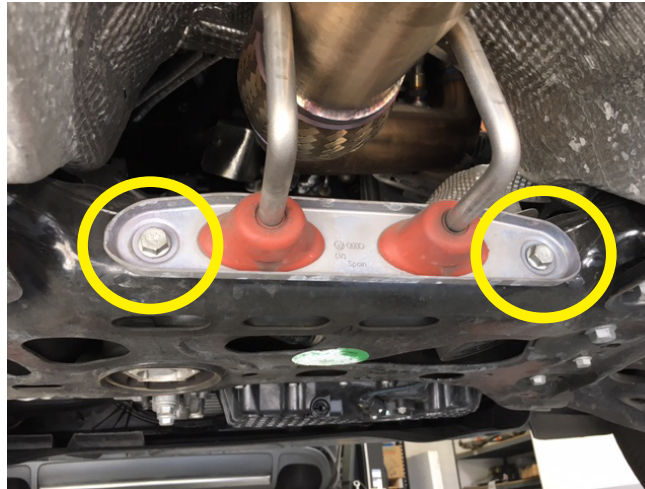
Engine Subframe  
Golf/GTi



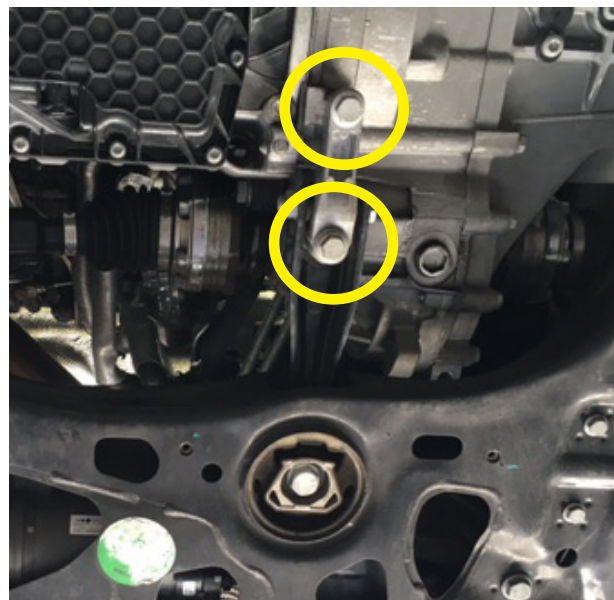
# STEP

# 4

Remove the downpipe bracket from the subframe. (13mm socket)



Remove the two bolts of the pendulum support from the engine. (16mm socket)



# STEP 5

Remove the three nuts that connect the lower control arm to the wheel hub. Repeat on other side. (16mm Deep Socket)



(Optional) For vehicles with Level Control System Sensor, disconnect cable from connector.

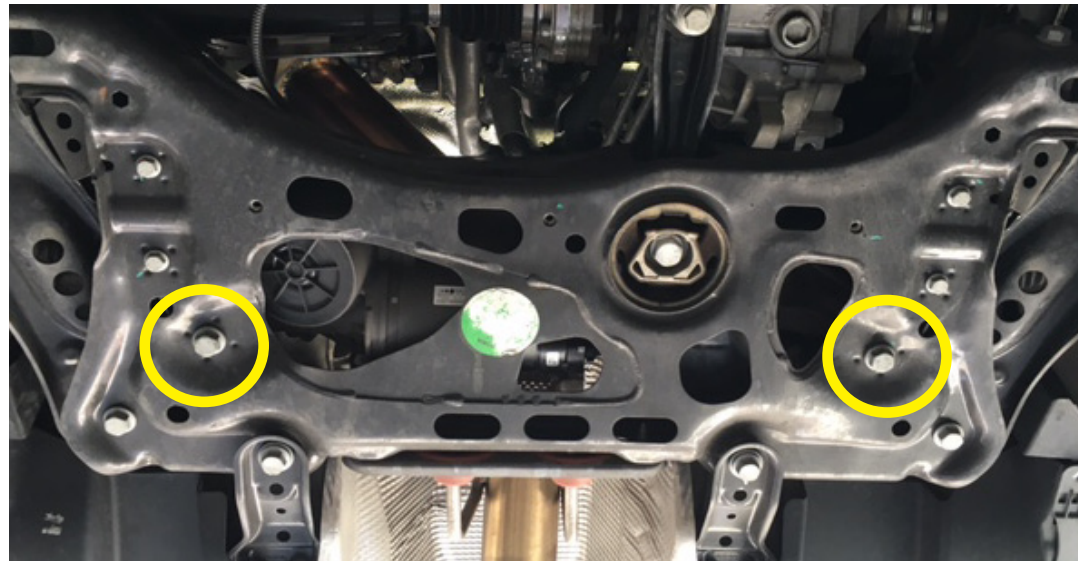


# STEP 6

Remove the clip of the Steering Gear cable from the subframe using long nose pliers.



Remove the two bolts to detach the steering rack from the subframe. Pry the steering gear out of the subframe alignment sleeves. (18mm socket)

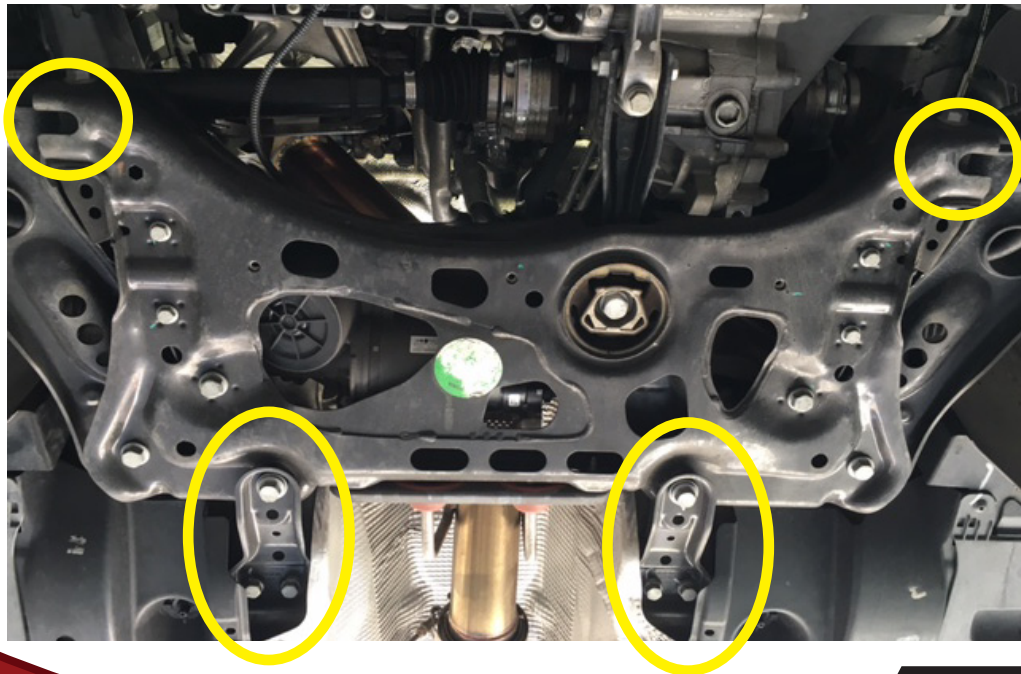


# STEP

# 7

Place Engine and Gearbox Jack on the subframe. Secure the subframe.

Remove the two front bolts holding the subframe to the chasis (18mm socket) and remove the two rear subframe supports by removing the three bolts holding each support (16 and 18mm sockets).



# STEP

# 8

Lower the subframe by about 10 cm and remove the expanding clip to disconnect the steering cable to the chassis located on the driver side.

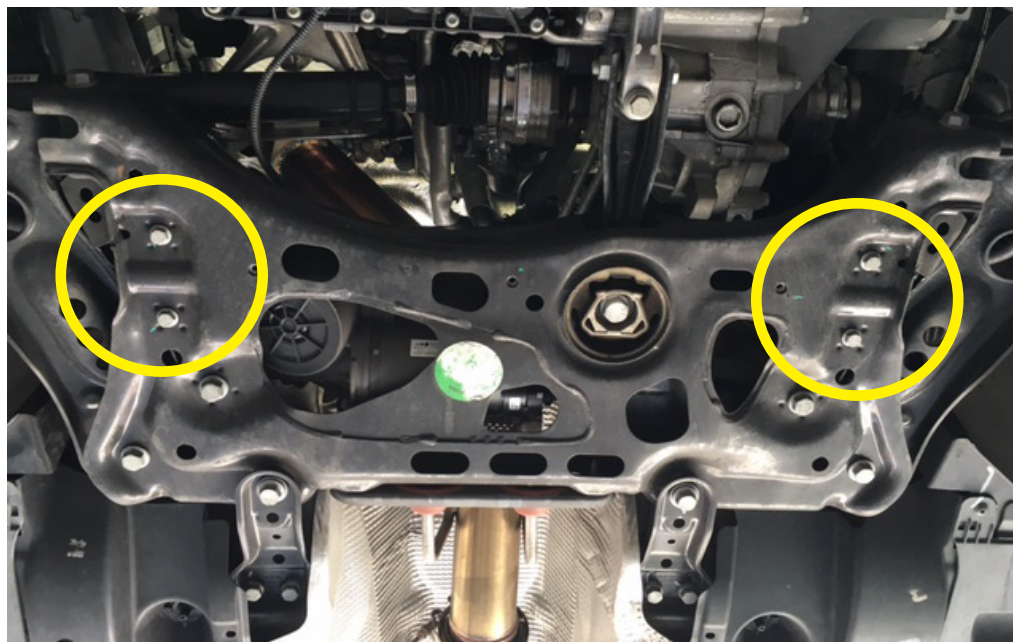


The subframe can now be completely lowered.

# STEP

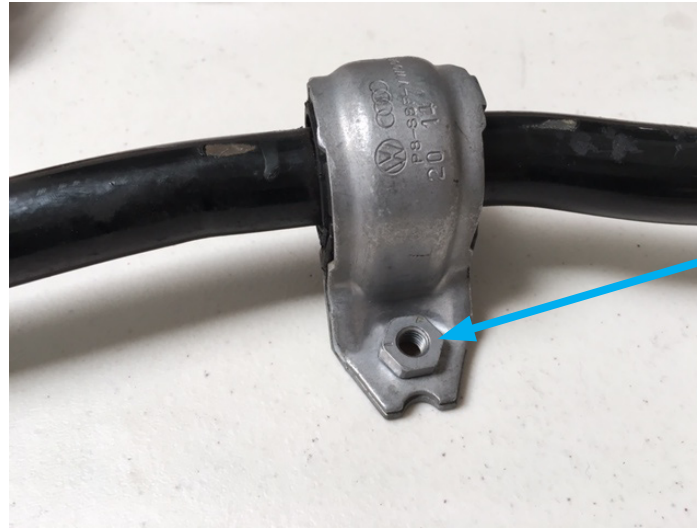
# 9

Remove the front swaybar by removing the four bracket bolts from the subframe.  
(13mm socket.)



# STEP 10

Remove the top and bottom bushing brackets from the OE Swaybar by drilling the riveted nut using a \_\_ size drill bit. Drill just enough of the back side of the nut so that the two brackets can be separated. Be carefull not to damage the brackets. The nuts are replaced by the provided hex nuts.

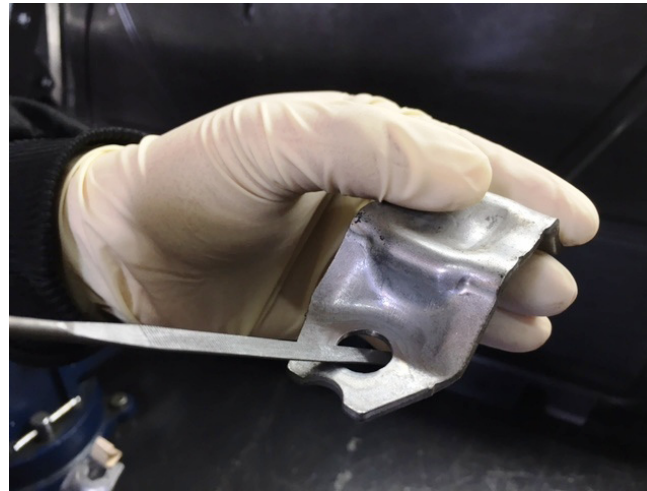


Remove the nuts  
to separate the  
brackets

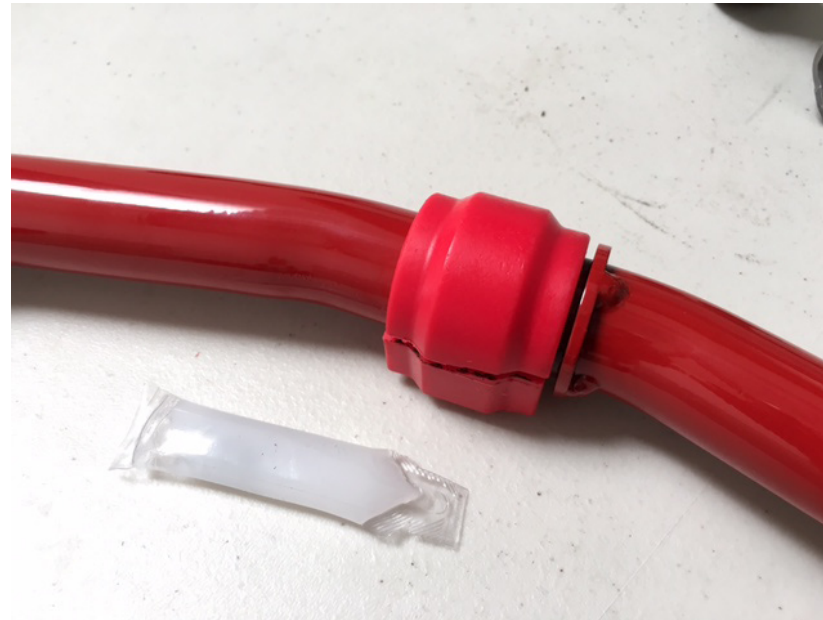


# STEP 11

Clean any burrs with a file.

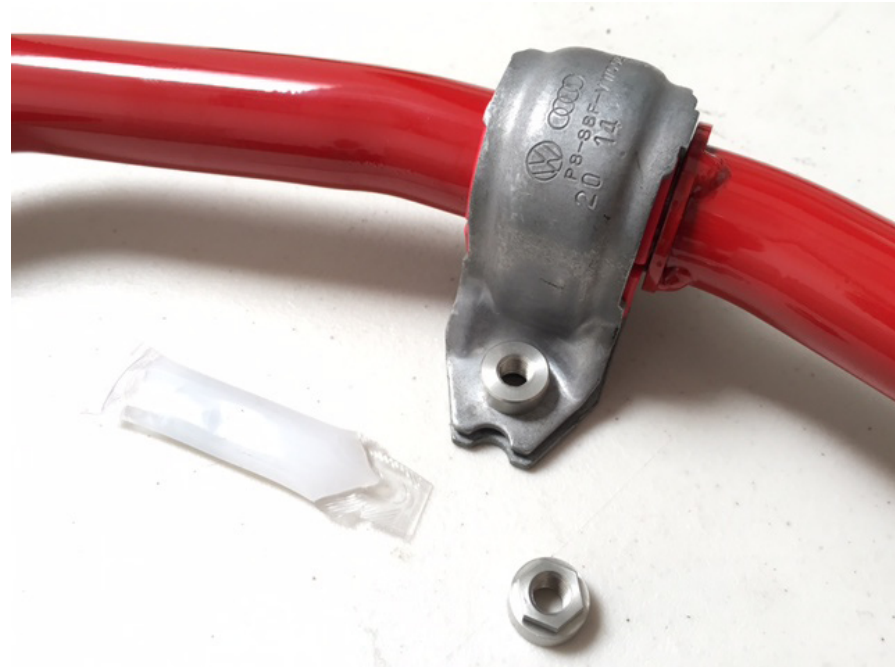


Prepare the Eurocode Sway bar for installation. Liberally apply the grease provided to the inside surfaces of the two red bushings and install on the swaybar to the outside of the bushing stops.



# STEP 12

Install the OE brackets onto the bushings and prepare to install the sway bar with the provided two new hex nuts.



Install the sway bar on to the subframe and then the subframe on to the chassis in the reverse order of removal. Follow the torque specification in the next step. Also, note that some bolts are one time use only as dictated by the VW/Audi Service Manual, replacements bolts are available for purchase (\*).

# STEP 13

## Torque Specifications:

1. Swaybar Bracket to Subframe (13mm socket): 20 Nm +180°

\*Replace these bolts after removal. Replacement bolts can be ordered with PN ECO202-0314.

2. Front Subframe Bolts to Chassis (18mm socket): 70 Nm +180°

\*Replace these bolts after removal. Replacement bolts can be ordered with PN ECO202-0313.

3. Rear Subframe Bolts/Subframe Support to Chassis (18mm socket):  
70 Nm +180°

\*Replace these bolts after removal. Replacement bolts can be ordered with PN ECO202-0313.

4. Subframe Bolts to Chassis (13mm socket): 50 Nm +90°

\*Replace these bolts after removal. Replacement bolts can be ordered with PN ECO202-0313.

5. Steering Rack to Subframe (18mm socket):

6. Front Lower Control Arm to Wheel Hub (16mm deep socket): 40 Nm +45°

\*Replace these bolts after removal. Replacement bolts can be ordered with PN

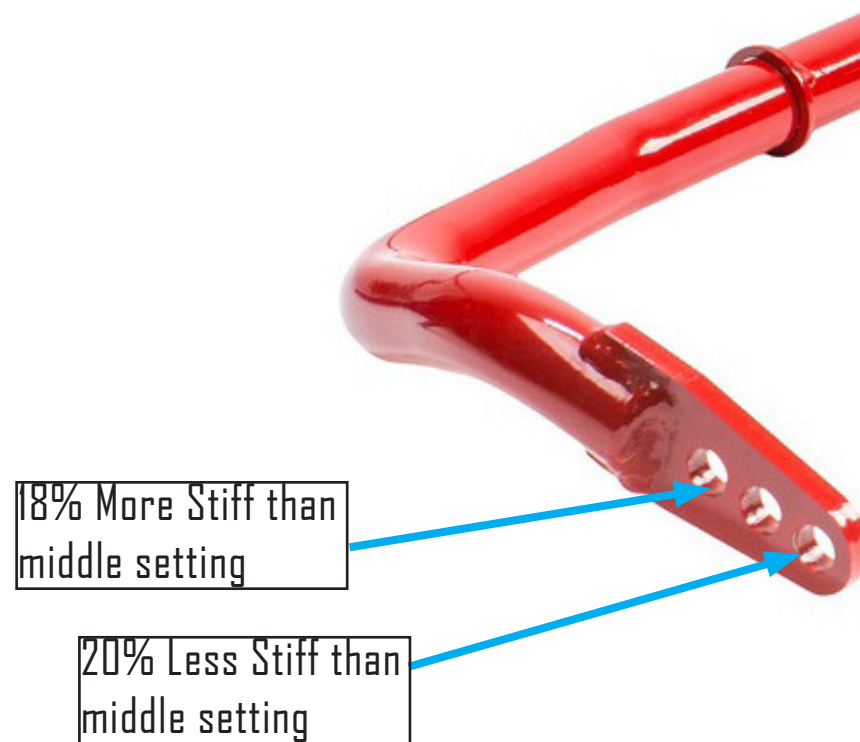
7. Pendulum Support Bolt (16mm socket):

8. Downpipe Bracket to Subframe (13mm socket):



# STEP 14

Attach Endlinks to the sway bar in the middle setting (default) holes. If a stiffer setting is desired, attach the Endlinks to the shortest setting. Conversely, the least stiff setting is the longest setting. (Please see warning below about setting of the holes.)



### **Warning:**

When using stock end links:  
On the front bar, only use the middle hole.

On the rear bar with FWD, only use middle hole.

On the rear bar of Golf R and S3, only use inside hole.

**Warning:** Make sure both rod ends are installed in the same hole location on either side of the swaybar. Also, these settings affect the handling characteristics of the vehicle. Make sure, when testing different settings, to drive the car in a safe and controlled environment such as on a race track. Always drive safely and follow all traffic laws on public roads.

# STEP 15

Use an 18mm socket to tighten the Endlinks nut with a no. 6 12 pt. wrench to keep the stud from turning. Torque to 65Nm. \*Replace nuts after removing. Repeat on other side.



# STEP 16

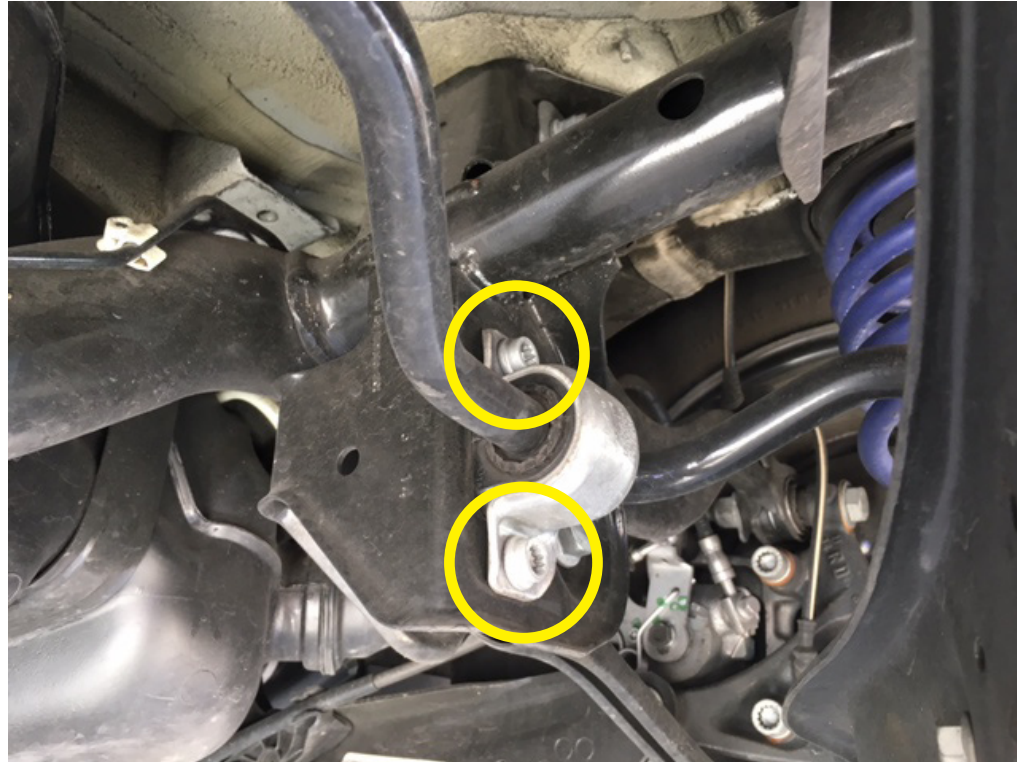
## Rear Swaybar

Remove the nut that connects End Link to the swaybar using a 13mm socket while holding the stud by using an M6 Triple Square or a 5mm Allen key. Repeat on the other side.



# STEP 17

Remove the bolts that secure the bushing brackets to the subframe by using a no. 10 12 pt socket. Repeat on the other side.



# STEP

# 8

Install the endlink on the lower control arm using the factory bolt and nut. Torque to 25 ft-lbs (34 Nm). Connect the studded rod end to the swaybar. The sway bar arm should be sandwiched by the supplied washer and lock nut. Tighten the lock nut using a 9/16" or a 14mm socket while holding the stud with a 1/2" or 13 mm wrench. Torque to 35 ft-lbs (47 Nm). Repeat the same procedure for the other side.



# STEP

## 9

If the car is lowered, adjustable end links are highly recommended. The car needs to be put on an alignment rack to get the correct length of the endlink. The car needs to be unsupported with the tires bearing the weight of the car on a level surface. Disconnect the endlinks to the swaybar and loosen the jam nuts and rotate the studded endlinks to adjust the lengths of the end links such that there is no preload on the sway bar. Make sure the links have the same lengths on both sides. Once the lengths are determined, tighten the jam nuts to 12 ft-lbs (16 Nm). Then torque the lock nuts that connect the endlinks to the sway bar to 35 ft-lbs (47 Nm).

For safety, the minimum number of threads inserted in the body the end link is 8 full threads.

After the installation, recheck all nuts are tight. After the car has been driven for a 100 miles, check all nuts are properly torqued and periodically thereafter.

Additionally, when using stock end links:

On the front bar, only use the middle hole.

On the rear bar with FWD, only use middle hole.

On the rear bar of Golf R and S3, only use inside hole.

## LIMITED ONE (1) YEAR WARRANTY

Eurocode Tuning, Inc. (EUROCODE) warrants to the original purchaser that our (PRODUCT) will be free of defects in material and workmanship for a period of one (1) year from the date of purchase.

This Warranty applies only to the original purchaser of the PRODUCT. To obtain any warranty service, you must provide EUROCODE with proof of purchase and date of purchase acceptable to EUROCODE, such as a copy of your purchase receipt. This warranty does not cover the removal or reinstallation of the product. EUROCODE will, at its option, repair, replace or refund the purchase price of a defective component, provided you return the defective component during the warranty period, transportation charges prepaid, to Eurocode Tuning's Service Department or a Factory Authorized Service Center.

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Warranty inquires and Products to be returned for warranty service should be sent to:

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