



Fitting Instructions

VWR Anti-Roll Bars *(Anti-Sway Bars)*

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VWR Anti-Roll Bar

Installation Guide

Overview

Thank you for choosing the VWR anti-roll bar kit - developed exclusively by Volkswagen Racing. This anti-roll bar kit will increase the vehicle dynamics and provide you with many years of an enjoyable and improved motoring experience.

We have included instructions on fitting and maintenance over the next few pages. Please take time to read through, and ensure that your fitting agent reads these. We would suggest that you keep these notes with your car for future maintenance/owners.

Tooling required:

- ▶ Adequate socket & ratchet set (metric) including M6 spline
- ▶ Torque wrench
- ▶ Vehicle tracking equipment

Kit Content:

- ▶ 1x Front Anti-Roll Bar
- ▶ 1x Rear Anti-Roll Bar
- ▶ 4x Upgraded Anti-Roll Bar Bushes
- ▶ 1x Grease sachet

Overview

As a general rule, when fitting the VWR Anti-roll Bar Kit the following guidelines should be adhered to:

- ▶ Suspension components are an integral part of the vehicle's dynamics and are therefore safety critical
- ▶ They should therefore be fitted with the utmost care and attention.
- ▶ It is recommended that they are fitted by persons possessing the necessary expertise i.e. a trained vehicle technician.
- ▶ These instructions are for guideline purposes only and do not take into account any special features that may apply.
- ▶ Once original components are removed, ensure all mounting locations are clean and have high points such as dirt or debris removed.
- ▶ While installing suspension components, it is important to check the vehicle's suspension, spring and damper condition, ensuring no undue corrosion or wear, corroded seals or fluid leaks are present.



Fitting Instructions – Front

- ▶ With the vehicle securely raised disconnect the drop links from the OEM anti-roll bar.
- ▶ Due to the location of the mounting points of the front anti-roll bar, the cross member will have to be removed. Ensure that the lower pendulum mount and lower exhaust mount are disconnected.
- ▶ The sub frame needs to be lowered by slackening the bolts connecting the sub frame to the chassis. Note that there is no need to fully remove the subframe, just lower it. This then allows the anti-roll bar bracketry to be detached from the sub frame and the anti-roll bar to be removed.
- ▶ The VWR anti-roll bar can now be installed. When preparing the bushings, make sure to use all of the grease provided on the bushing inner sections.
- ▶ Reattach the bracketry to the sub frame, the sub frame can then be relocated back to the correct position by bolting it back up to the chassis.
- ▶ Reattach the cross member and all additional components including lower exhaust mount and steering rack.
- ▶ The OEM drop links can then be reinstalled. To achieve the stiffest settings, connect to the innermost hole on the anti-roll bar. Ensure that the anti-roll bar is located centrally to achieve the correct handling characteristics.
- ▶ Set all bolts to the manufacturer's torque settings.

Fitting Instructions - Rear

- ▶ With the vehicle securely raised disconnect the drop links from the OEM anti-roll bar.
- ▶ Unbolt the original anti-roll bar bushing housing and bracketry from the rear sub frame. The anti-roll bar can then be removed from the vehicle.
- ▶ When installing the VWR bushings onto the VWR anti-roll bar ensure to apply all of the provided grease to the inner bore.
- ▶ The VWR anti-roll bar can then be installed, when reattaching drop links note that to set the anti-roll bar to its stiffest setting, the drop link should be bolted to the innermost hole.
- ▶ Ensure that the roll bar is seated centrally to the vehicle for optimum handling characteristics.
- ▶ Set all bolts to the manufacturer's torque settings.

The Anti-Roll Bars are now fully fitted, before you drive away DOUBLE CHECK EVERYTHING!

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Set-Up Guidance

Our suggested starting point for roll-bar adjustment is defined below. We recommend that you set this the initial setting, additional adjustment can then be according to intended usage and customer preference.

There are two adjustment holes on the dampers. The innermost one, closest to the axis of the bar, is the stiffest setting. The outer hole is the softer setting.

In general terms, a softer set up will work better in the wet and a stiffer set up in the dry. A stiffer rear bar setting will help turn-in and give a livelier rear end.

The suggested starting point to set the bars is as follows:

▶ Rear Bar:	▶ Stiffest setting
▶ Front Bar:	▶ Softest setting

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