

Mounting bracket, removing and installing

Removing

- Remove wheel trim.

On light alloy wheels use puller in vehicle tool kit to remove trim cap.

- Remove wheel.

A

- Use pliers to remove clip -1-.

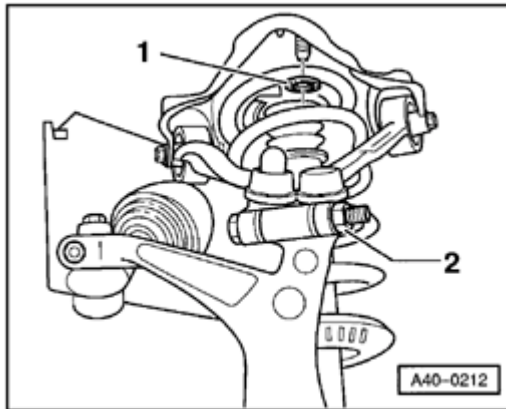
Note:

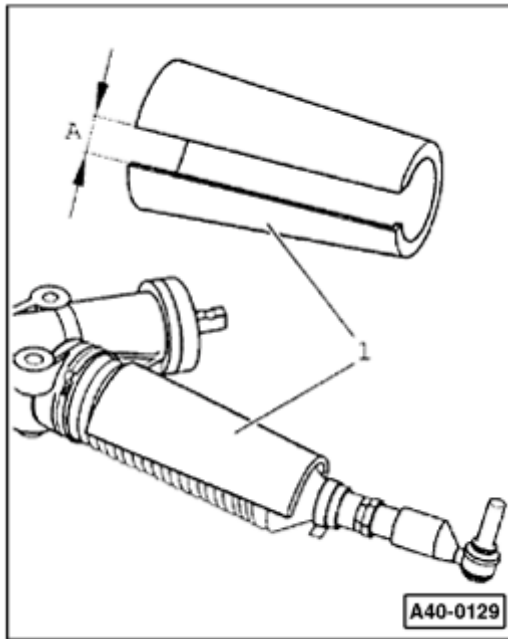
The clip does not need to be reinstalled.

- Remove nut -2- and bolt.
- Pull both control arms upward and out.

CAUTION!

Do not use a chisel (or similar) to widen the slots in the wheel bearing housing.





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- Cover steering gear boot to protect from damage.

Note:

- ◆ The illustration shows the steering gear removed for clarity.
- ◆ Protective sleeve -1- can be ordered (Part No. 893 512 137).

CAUTION!

Part numbers are listed here for reference only. Always check with your Parts department for the latest information.

- Cut out part of sleeve -1- and de-burr cut edges.
Width -A- = 20-25 mm (approx. 7/8 to 1 in.)
- Slide protective sleeve over steering gear boot.
 - Open side of sleeve must face downward

To remove the bolt mounting the suspension strut to the lower track control link, the lower guide link must first be disconnected from the wheel bearing housing.



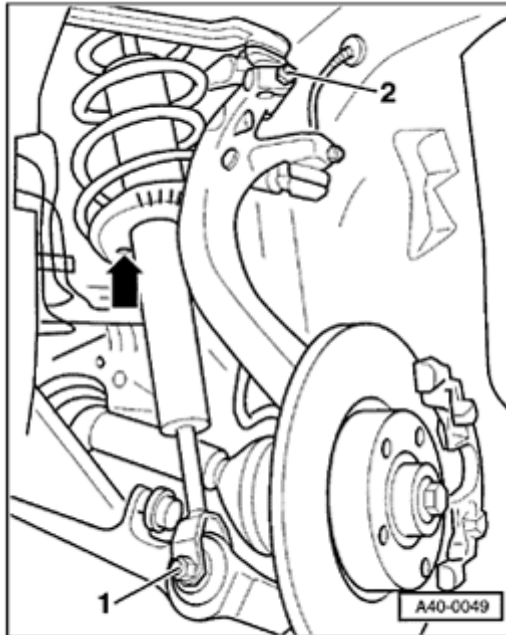
A

- Remove nut from guide link ball joint and press off ball joint.
 - ◆ If necessary, counter-hold ball joint using 4 mm hex wrench.
 - ◆ Be careful not to damage boot.

- Detach ABS wheel speed sensor wire from bracket on brake caliper.

CAUTION!

Install a support device (e.g. VAG1383A transmission jack) to prevent damage to the lower link joints resulting from excessive rebound travel in the suspension.

**A**

- Remove bolt -1- attaching suspension strut to lower track control link.
- Swing wheel bearing housing aside.

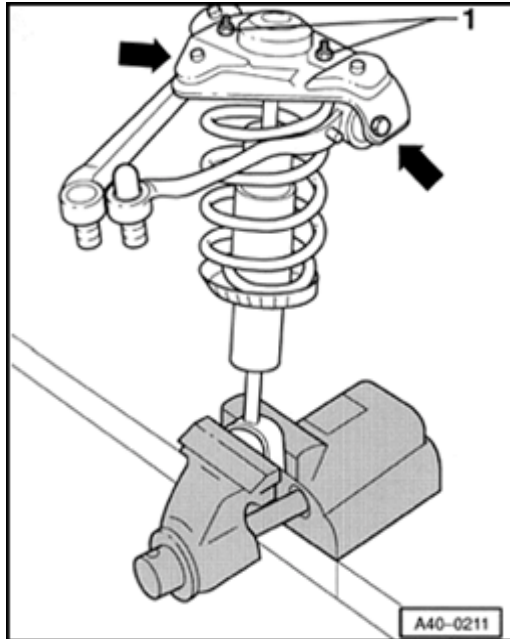
**A**

- Remove bolts -1- in plenum chamber.
- Remove suspension strut together with mounting bracket.

Be careful not to damage boot.

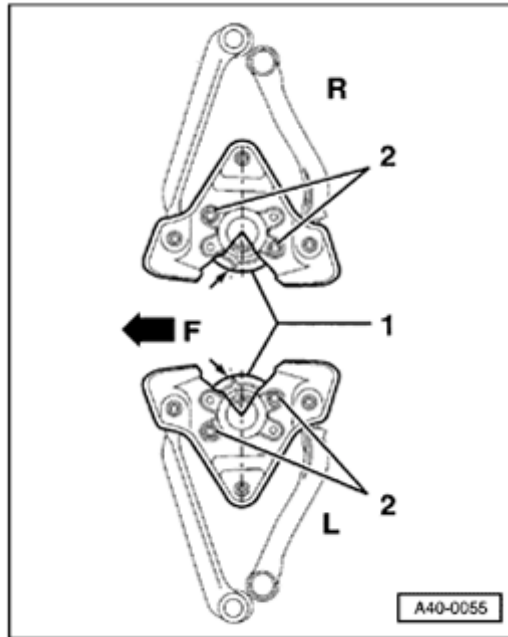
40-71

Removing upper links from mounting bracket



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- Clamp suspension strut in vise (use protective jaw covers).
- Remove bolts and detach both links (arrows).
- Remove nuts -1- and remove mounting bracket.



Installing

A

F - Forward

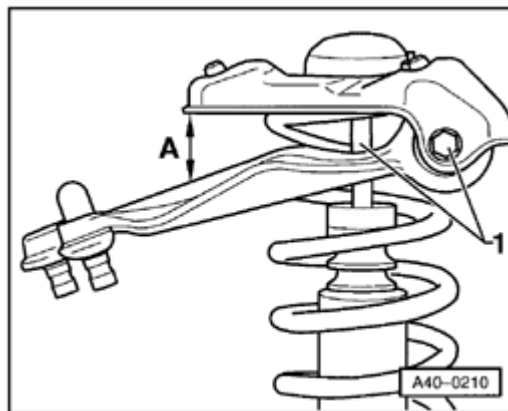
L - Left-side mounting bracket

R - Right-side mounting bracket

- Holes in suspension strut spring plate (small arrows) must face centerline of vehicle.

- Tighten nuts -2- to 20 Nm (15 ft lb).

Installing upper links to mounting bracket



A

- Align upper link.

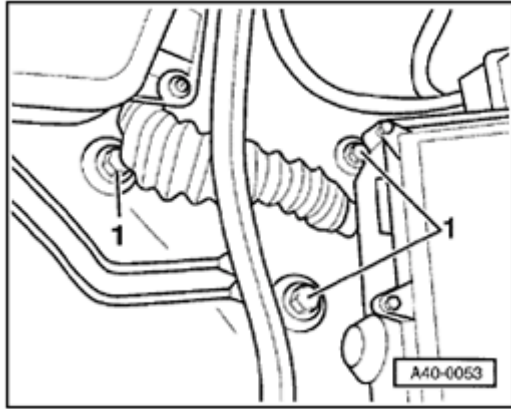
Dimension -A-: 47 mm \pm 2 mm (1.85 in. \pm 0.08 in.)

- Always replace nuts and bolts.

- Tighten bolts -1- for both links.

Tightening torque: 50 Nm (37 ft lb) + 1/4-turn (90°)

40-73

**A**

- Install suspension strut together with mounting bracket into suspension strut tower and tighten bolts -1-.

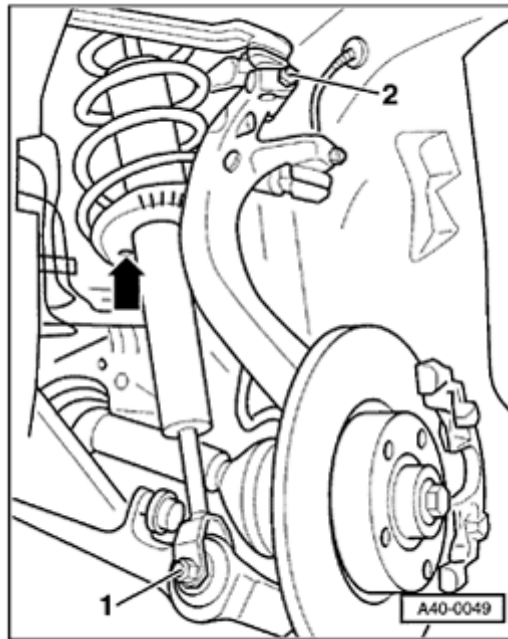
Tightening torque: 75 Nm (48 ft lb)

Note:

Make sure the washers are correctly positioned.

CAUTION!

The bonded rubber bushings can only be turned to a limited extent. The bolted connections on the suspension links should therefore only be tightened when the vehicle is standing on the ground.

**A**

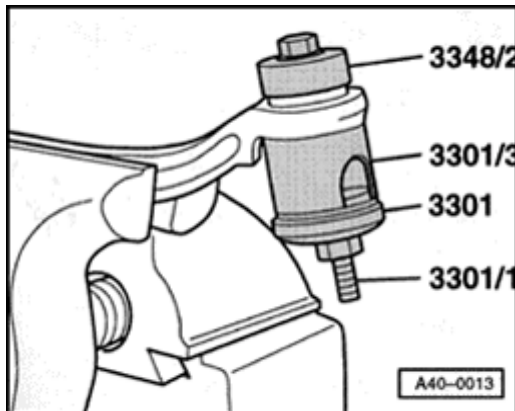
- Attach lower end of suspension strut to lower track control link with bolt and new nut and tighten nut -1- to 90 Nm (66 ft lb).
- Remove any residue from threads of ball joint.
- Tighten nut on ball joint to 100 Nm (74 ft lb).
- Install both upper links and tighten nut -2-.
 - ◆ Tightening torque: 40 Nm (30 ft lb)
 - ◆ When tightening, press upper links downward as far as possible
- Attach ABS wiring to retainer on brake caliper.
- Install wheel.
- Check front suspension alignment and, if necessary, adjust using VW/Audi-approved wheel alignment equipment.

Front and rear upper link bushings, replacing

The mounting bracket must be removed to replace the upper links or bushings ⇒ [page 40-68](#) .

Special tools, test equipment and auxiliary items

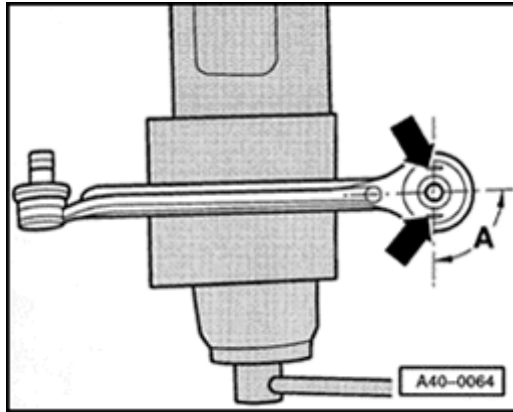
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3301/1	3348/3	



A Pulling out bonded rubber bushing

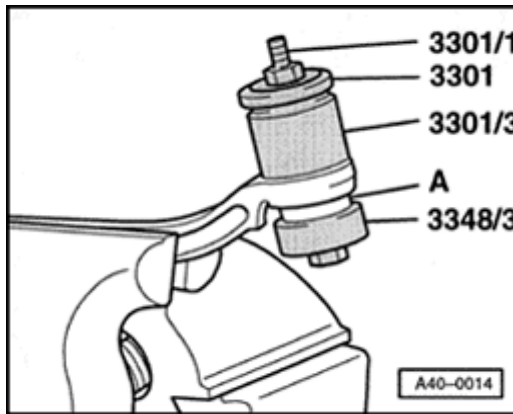
Note:

Always use protective jaw covers when clamping an aluminium link in a vise.



A Installation position

Angle -A-: $90^\circ \pm 5^\circ$



A Installing bonded rubber bushing