



**Endlinks Installation Guide** v1.0 (Feb 2015)

**Part No's: EC0202-0306; EC0202-0305; EC0202-0304**

## Application

VW Mk7 Golf, GTI, Golf R  
Audi 8V A3, S3

## List of Parts Included

### A. Front End Links

- (2) Aluminum Body Anodized black
- (2) Endlink w/Stud, RH thread
- (2) Endlink w/Stud, LH thread
- (2) Jam Nut, RH Thread
- (2) Jam Nut, LH Thread
- (8) Hi Strength Washer
- (4) Lock Nut, Nylon insert

### B. Rear End Links

- (2) Endlink w/Stud, RH thread
- (2) Female Endlink
- (2) Jam Nut, RH Thread
- (2) Hi Strength Washer
- (2) Lock Nut, Nylon insert
- (4) Misalignment Spacers

## List of Required Tools

13mm Socket  
16mm Socket  
18mm Socket  
5/8" Socket  
No. 5 Allen Socket  
No. 6 12 pt. Socket  
13 mm Wrench  
14 mm Wrench  
15mm Wrench  
17mm Wrench  
1/2" Wrench  
9/16" Wrench  
11/16" Wrench  
Adjustable Wrench  
Torque Wrench  
Vehicle Lift or Jack Stands  
Grease

**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.

A. For the Front End links Installation proceed to page 2.

B. For the Rear End links Installation proceed to page 6.

## **Eurocode Part No's:**

- a. **EC0202-0306 - MQB Swaybar Endlink Kit, Front and Rear**
- b. **EC0202-0304 - MQB Swaybar Endlink Set, Front only**
- c. **EC0202-0305 - MQB Swaybar Endlink Set, Rear only**



# STEP

# 2

## Front End Link

Remove the nuts that secure the OEM Endlink to the shock and 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).



# STEP

## 3

Prepare the Eurocode front Endlinks by adjusting the length. Apply small amount of grease to the threads of the endlink before threading them in the body. Note that one end link has a left hand thread. Keep the jam nuts loose at this time. If the car is not lowered, match the length of the stock endlink (center to center of the studs). Set the lengths of the rod ends equally relative to the body and make sure that both endlinks have the exact same length. Set the orientation of the rod ends exactly the same as the oem end link. Tighten the jam nuts to 15 ft-lbs (20 Nm) using an 11/16" wrench or a 17 mm wrench, while holding the body with a 15mm wrench.



# STEP

## 4

Install the endlink on the strut bracket. The strut bracket should be sandwiched by the two supplied washers then install the supplied lock nut. Insert the other side of the endlink to the swaybar. The swaybar bracket should be sandwiched by the two supplied washers as well then secure using the supplied locknut. The lock nuts should be tightened to 48 ft-lbs (65 Nm) using 5/8" socket or 16mm socket while holding the stud with a 9/16" or a 14mm wrench. Repeat on the other side.



# STEP

# 5

If the car is lowered, 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. Loosen the jam nuts and rotate the body of the endlink to adjust the length 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 15 ft-lbs (20 Nm) using an 11/16" or an 17mm wrench, while holding the body with a 15mm wrench.

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.



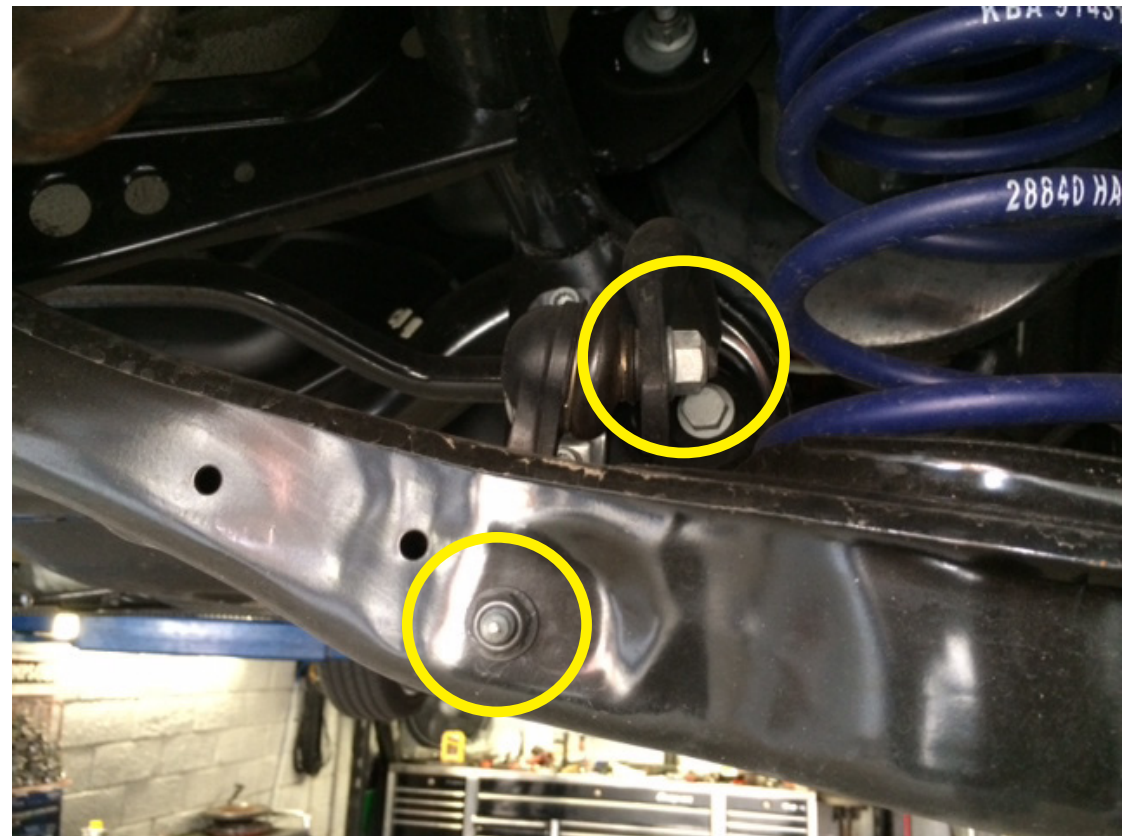


# STEP

# 6

## Rear End Link

Remove the Rear OEM Endlink by removing the nut that connects it to the swaybar using a 13mm socket while holding the stud by using an M6 Triple Square or a 5mm Allen key. Then remove the nut and bolt that mounts it to the lower control arm, using 13mm socket on both sides. Repeat on the other side.



# STEP

# 7

Prepare the Eurocode Rear Endlinks by adjusting the length. Apply small amount of grease to the threads of the endlink before threading them in the body. Keep the jam nuts loose at this time. If the car is not lowered, match the length of the stock endlink (center hole to center of the studs). Make sure that both endlinks have the exact same length. Set the orientation of the rod ends exactly the same as the oem end link. Tighten the jam nuts to 12 ft-lbs (16 Nm) using a 9/16" or a 14mm wrench, while holding the body with a 9/16" or a 14mm wrench.



# 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, 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.



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