

**VW MK4 Poly Front Subframe Bushings
Installation Instructions - [ES3988159](#)**

**Thank you for purchasing your Poly Front Subframe Bushings
from ECS Tuning, we appreciate your business!**



As these vehicles age, the subframe bushings tend to show signs of stress and deterioration resulting in bushing deflection and excess drivetrain movement. These bushings play a critical role in your drivetrain and, if they fail, can cause the subframe to slide back and forth when shifting often resulting in a clunking noise. Our performance bushings are constructed of firm yet responsive 80A polyurethane and feature aluminum center sleeves. Our bushings are designed to be a direct replacement for the stock units and install with ease. In these instructions we will guide you through the process of removing the subframe, pressing out the old bushings and installing the new ones in their place.



**Be sure to completely read the notes below
& instructions before installing the mounts.**

Note: Always use press tooling which correctly fits the surface of the bushings and the subframe. If proper care is not taken to ensure that the bushings go in correctly damage to the subframe **will** result.

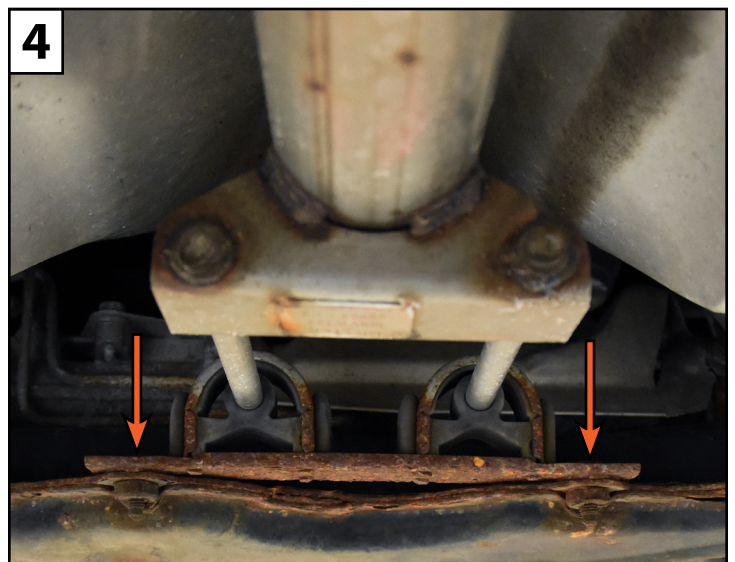
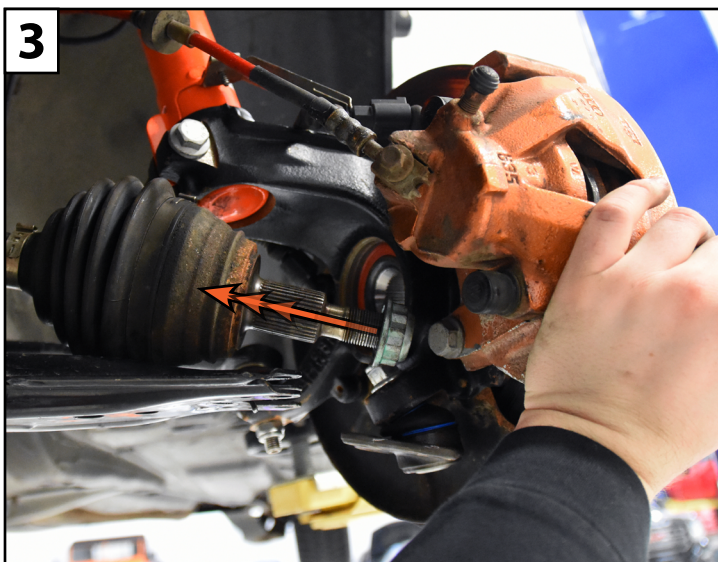
Section 1: Removing the Stock Bushings

- Step 1** • Safely lift and support the vehicle and remove the front wheels and the belly pan/skid plate.
- Step 2** • Remove the bolt (arrow) which secures the sway bar end link to each control arm, then loosen and remove the three bolts (circled in YELLOW) which secure the ball joint.
- Step 3** • Loosen and remove the axle nut and slide the axle out of the spindle housing as shown.



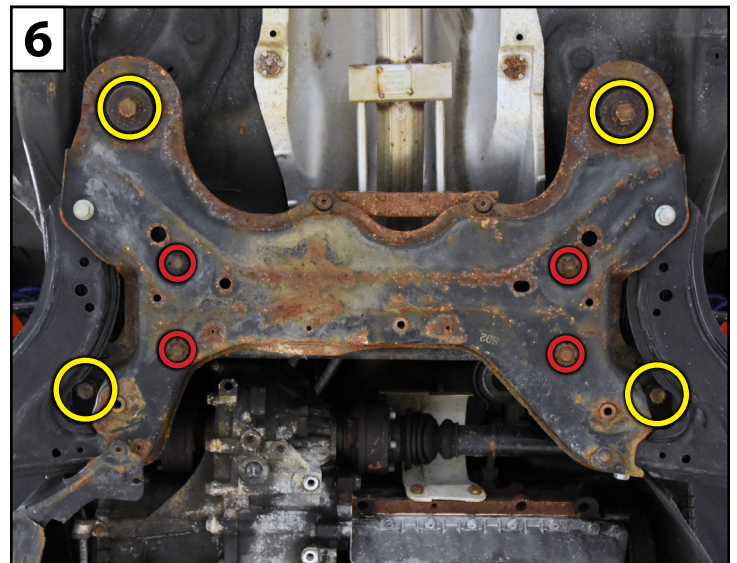
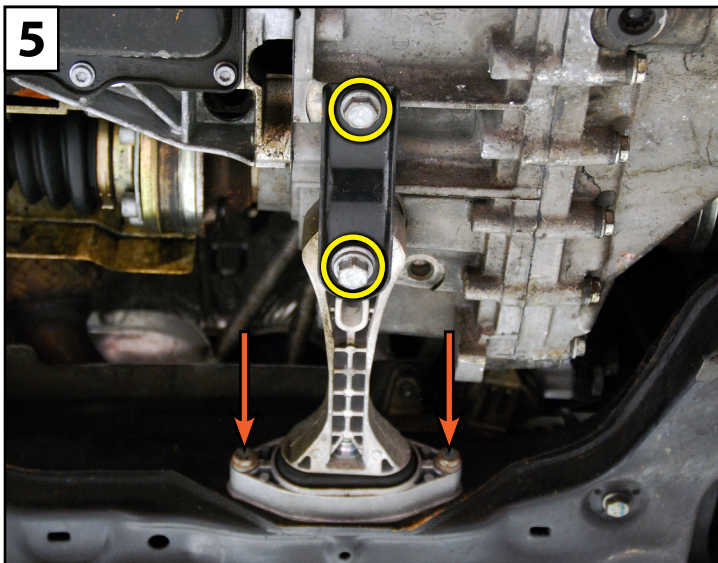
After sliding the axle out of the spindle housing, you can loosely thread the nut back onto the end of the axle to protect the threads from damage while removing the subframe.

- Step 4** • **(TDI Models Only)** Remove the two bolts (arrows) which secure the downpipe mount to the back of the subframe.



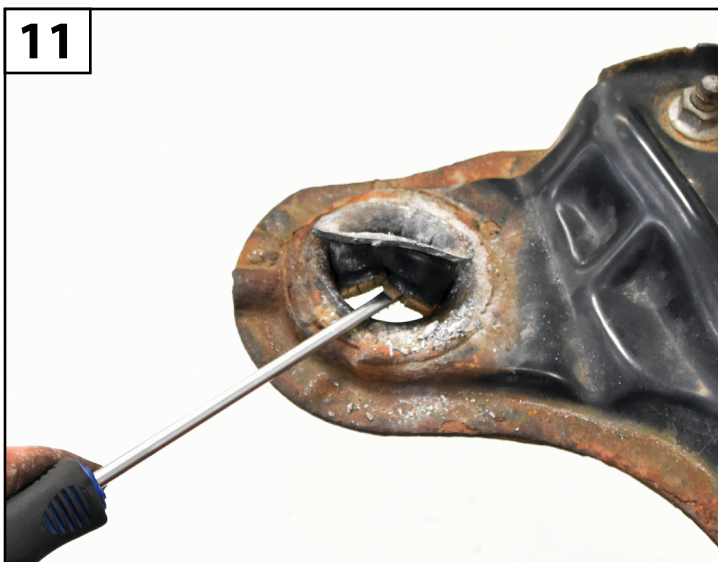
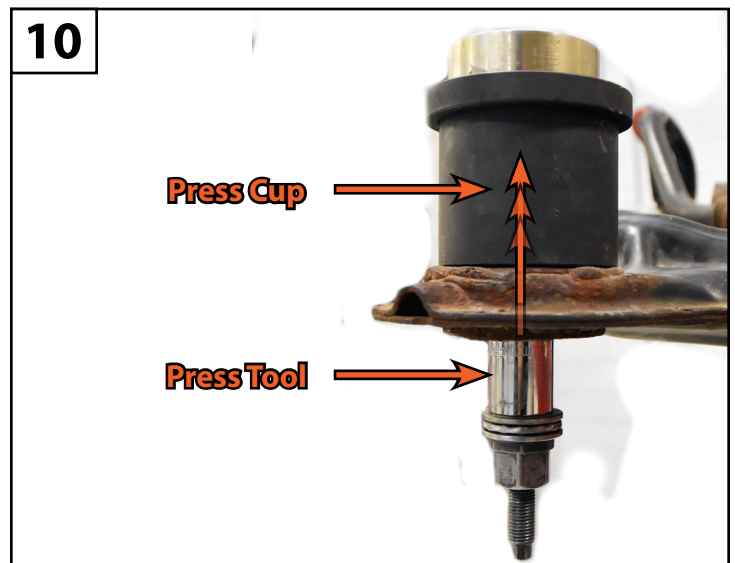
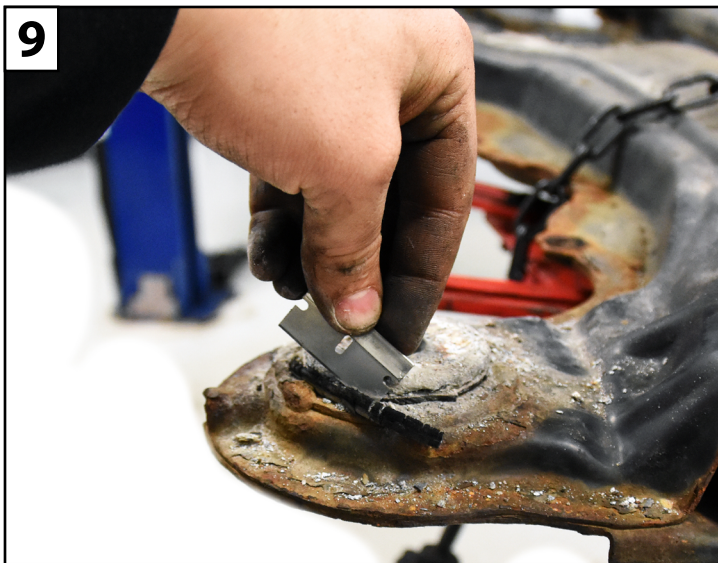
Section 1: Removing the Stock Bushings

- Step 5** • Remove the two bolts (arrows) which secure the pendulum mount to the subframe, then remove the two bolts (circled in **YELLOW**) which secure the pendulum mount to the transmission.
- Step 6** • **First**, loosen and remove the four steering rack bolts (circled in **RED**), **then** support the subframe from below and loosen and remove the four subframe bolts (circled in **YELLOW**).
- Step 7** • Carefully lower the subframe a few inches and ensure the steering rack separates from the subframe, then swing the spindle housings out of the path of the lower control arms.
- Step 8** • Slide the axles out from under the sway bar as shown, then lower the subframe the rest of the way.



Section 1: Removing the Stock Bushings

- Step 9** • Using a sharp blade, cut away the excess overhanging rubber from the top of the subframe mounts, exposing a flat surface for the press tool.
- Step 10** • Select a press cup which is large enough to capture the bushing as we press it out, but small enough to lay flat on the press surface we created.
- Select a press tool with a diameter which closely matches that of the OE metal bushing sleeve.
 - Press the metal bushing sleeve out of the rubber bushing, then remove the press tool.
- Step 11** Pry the rubber bushing out of the bore as shown.
- Step 12** • Thoroughly clean the bushing bore to remove any leftover bushing material or contaminants, and paint if needed.



Section 2: Installing the New Bushings

- Step 1** • Remove the bushing sleeve and set it aside, then apply the supplied poly lubricant to the inner and outer surfaces of the bushings as shown.
- Step 2** • Press the new bushing into the bore until the lip of the bushing sits flush.
- Step 3** • Slide the bushing sleeve back into the bushing as shown until it is flush with the bushing surface.
- Step 4** • Lift the subframe back into the vehicle, swinging the axles and spindles back into their appropriate positions.
- Replace all fasteners in reverse order of removal, starting with the steering rack bolts, using the torque specs listed on the next page.
 - Have a four-wheel alignment performed.



Section 3: Torque Specifications

Steering Rack to Subframe Bolts.....	20 Nm (15 Ft-lbs) + 90 degrees
Subframe Bushings to Body Bolts.....	70 Nm (52 Ft-lbs) + 90 degrees
Subframe to Body Bolts.....	100 Nm (74 Ft-lbs) + 90 degrees
Pendulum Mount to Transmission Bolts.....	50 Nm (37 Ft-lbs)
Pendulum Mount to Subframe Bolts.....	25 Nm (18 Ft-lbs)
(TDI Models Only) Downpipe Mount to Subframe Bolts.....	25 Nm (18 Ft-lbs)
Axle Nut (12-Point Nut).....	<i>Stage One: 200 Nm (148 Ft-lbs)</i> <i>Stage Two: Loosen Nut 180°</i> <i>Stage Three: Turn Hub 180°</i> <i>Stage Four: 50 Nm (37 Ft-lbs)</i>
Axle Nut (Hex Bolt).....	<i>Stage One: 250 Nm (184 Ft-lbs) + 90 Degrees</i> <i>Stage Two: Loosen Nut 180°</i> <i>Stage Three: Turn Hub 180°</i> <i>Stage Four: 250 Nm (184 Ft-lbs) + 90 Degrees</i>
Ball Joint to Control Arm Bolts.....	20 Nm (15 Ft-lbs) + 90 degrees
Sway Bar End Link to Control Arm Bolt.....	15 Nm (11 Ft-lbs)