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INSTALLATION INSTRUCTIONS FOR SWAY-A-WAY FRONT SPRINGS (PART NUMBERS: 6001, 6006, AND 6007)

1. Sway-A-Way front springs must be installed by a qualified mechanic.
2. Place car on jack stand and remove wheels, brakes, drums, spindles, and trailing arms. Follow the VW shop manual for disassembly and assembly of your car.
3. Remove the center set screws from the beam and take the springs out. If you're going to reuse any of the old springs, be sure to mark them so that you'll be able to reassemble them in the same beam, and twisting in the same direction, that they were in originally.
4. If you need to drill new grub screw holes, use a ½" carbide drill, ground to a 90 degree angle. Drill the hole to .150" deep (5/32).
5. Before installing the new springs, check to see that your set screws fit the notches properly. If the screws don't fit correctly, grind them to fit. When tightened, the screw should not contact the bottom of the notch before it hits the sides.
6. If your front end is modified for extra wheel travel you should check the degree of twist. Do this by placing your trailing arms and spindle back in the beam without the springs. The cycle the suspension from the bottom to the top of its travel. Accurately measure the angle that the spring will be twisted. This can be done with a bubble, a protractor, or mathematically. This angle should not exceed 85 degrees. If you decide to run your front end with the springs twisting more than 85 degrees permanent twisting, settling, and/or breakage may result and will not be covered under warranty.
7. Before installation, it's a good idea to grease each leaf separately. Then wrap the bundle of springs with tape at a point between the set screw holes, and close to the end holes. Then install the springs. The tape will help keep the spring leaves together. (NOTE: Do not weld the ends of the springs for the purpose of holding them together. Heat destroys the temper of the steel and may cause the springs to break.)
8. Line up the notches in the springs with the set screw holes and install the set screws, making sure the tip of the screw sits down into the notch in the spring. Torque the set screw to 40ft. lbs., and the jam nut to 55 ft. lbs. Do not over tighten.

Replace the trailing arms and torque those sets screws to 40ft. lbs., with the jam nuts at 55ft. lbs. Assemble the spindles with the proper number of link pins shims according to

VW's Camber Chart below. Follow the VW manual for proper Torque, preloads on bearings, and assembly procedures.

Final Assembly

1. Measure the offset between the upper and lower torsion arms. Do this by laying a straight edge flat against the flat machined area on the lower arms and measuring the distance between the straight edge and the same flat machined area on the upper arm. If the offset falls in the range of the table, place shims accordingly, greasing each one. Place the first group of shims on the pin, insert the pin into the link pin bushing and then add the second group of shims. If the off set does not fall in the chart, you may have a bent arm. You may be able to add/subtract shims to take up the space left over.
2. Install the link pins into the link, keeping the shims in place. Put the lower link pin into the lower arm, and then, while pulling up on the lower arm, slide the upper link pin into the upper arm.
3. Rotate the link pins until the groove in the pin lines up with the hole in the arm. Install the lock bolts, but do not tighten. If you are using stock link pins, tighten the link pin by putting a wrench on the flat surface at the end of the link pin. After tightening by hand, back off the pin about 1/8 turn and tighten the lock bolts. If you are using after market link pins, install the lock nuts onto the threaded portion of the link pin. Tighten snugly and then back off about 1/8 turn. Tighten the lock bolts, and then torque the big lock nuts to 25 ft. lbs. When completed correctly, the arms should move freely when pulled up by hand.
4. Reverse the removal procedure to complete the assembly. The front end alignment should be reset.

TIGHTENING SPECIFICATIONS:

Tie rod end nuts-22 ft. lbs.

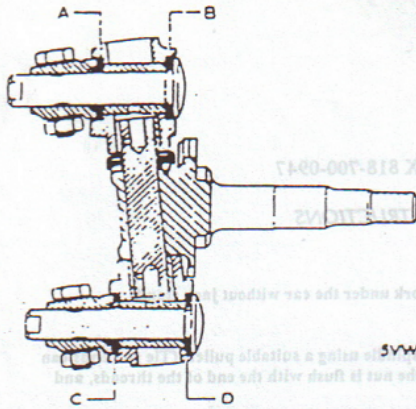
Torsion arm lock bolts-32 ft. lbs.

- 1.

SWAY-A-WAY

SUSPENSION COMPONENTS

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LINK PIN SHIM ARRANGEMENT
Arrangement Of Link Pin Shims
Upper Torsion Arm

Offset (mm)	No. Shims (A)	No. Shims (B)	Offset (mm)	No. Shims (C)	No. Shims (D)
5	1	7	5	5	3
5.5	2	6	5.5	5	3
6	2	6	6	4	4
6.5	3	5	6.5	4	4
7	3	5	7	3	5
7.5	4	4	7.5	2	6
8	4	4	8	2	6
8.5	5	3	8.5	2	6
9	5	3	9	1	7

