

[VW GTI Forum](#) / [VW Rabbit Forum](#) / [VW R32 Forum](#) / [VW Golf](#)[Forum - Golfmkv.com](#) > [Technical Discussions](#) > [DIY +](#)[Maintenance + Tips/Tricks](#)**DIY: Rear Sway Bar (H&R 24mm)****YOUR FORCED
INDUCTION
SPECIALISTS**

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10-08-2006, 04:49 PM

#1

alf

Modwhoreator



Drives: V VV

Join Date: Feb 2006

Location: Houston, TX

Posts: 12,345

[View alf's Garage](#)**DIY: Rear Sway Bar (H&R 24mm)**

There wasn't a complete one, I put one in on the weekend for a fun run. I decided to go with H&R due to the teflon coating.

the difference is night and day. best mod for the money in the suspension department.

Tools needed:

Triple Square:

-m10

-m6

Sockets:

-Socket Wrench

-16mm

-1/2 (13mm)

-extension

Hand Wrench:(just for tight squeezes)

-1/2(13mm)

-16mm

Screwdriver:

-Flat Head

FIRST: Jack up the car and carefully secure jackstands and the jack points on the chassis of the vehicle.

If you don't have any triple square sockets, you can go to the local autozone, I bought this set for use with a 1/2 socket. \$13.00



This is where the 16mm socket comes in, do the same for both sides.



This is where the m10 Triple Square come in. You can use an extension, over the lower control arm to make it easier. be careful not to strip the bolt. (where the spring sits)



this is where the 1/2 hand wrench came in handy. you can see where the extension can be run through just a little over the lower control arm.



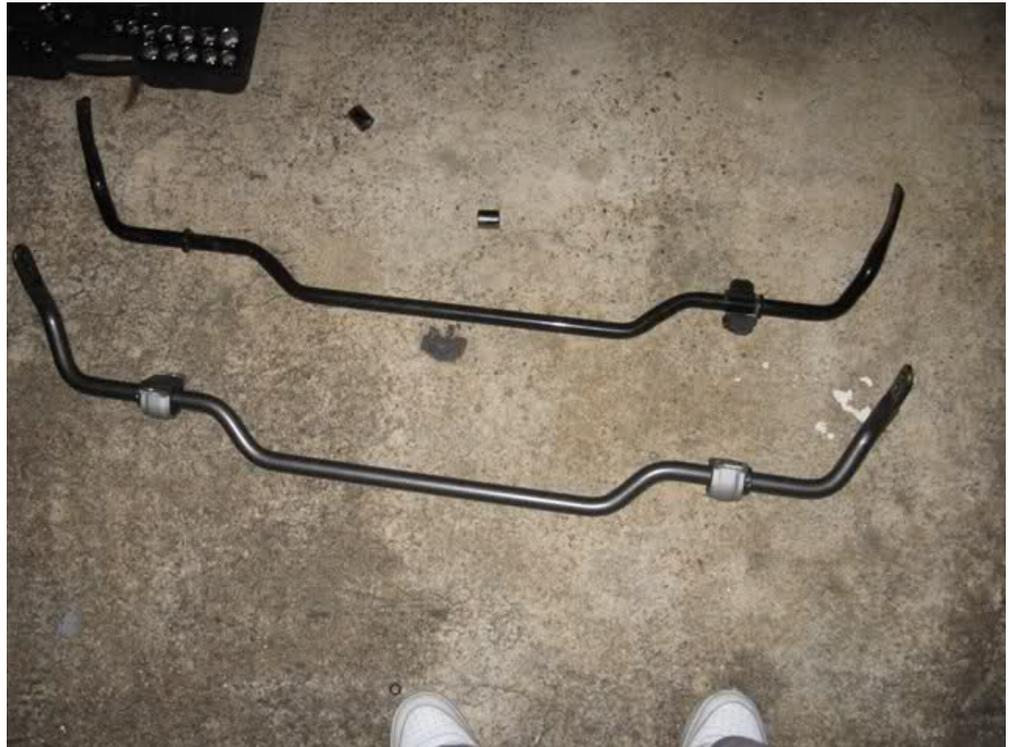
For the H&R there are no new brackets provided. you can use the flat head screw driver to pry off the brackets from the stock bushings. and just slide them over the new bar.



Just slide it right over the Teflon bushing.



A comparison with the new rear sway bar ready to go on, compared to stock.



place the bolt for the endlink in through the new rear sway bar hole (I went for full stiffness) and use the m6 Triple Square along with a 16mm hand wrench to tighten it. (one going counter clock-wise, one going clock-wise)



Now at this point, just repeat at putting the bushings on with the m10 triple square and the extension as well for max use.

please do not over tighten any of the bolts, on other rear sway i think it was 30-35lbs of pressure i believe.

then lower the car, and have fun. =)

the difference is pretty damn noticable, what i did was take a nice turn to find out what the max speed i could take a turn was then took it with the sway bar and i had an increase of 10mph into the turn, everything MUCH more solid.

Enjoy,
alf.



10-08-2006, 05:37 PM

#2

kirk180

FIA Formula 1 Champion



Drives: '08 GTI & '08 3.2 A3 Sline
Join Date: Mar 2006
Location: USA
Posts: 11,196

[View kirk180's Garage](#)



Thanks Alf. 🙏

10-08-2006, 05:55 PM

#3

alf

Modwhoreator



Drives: V VV
Join Date: Feb 2006
Location: Houston, TX
Posts: 12,345

[View alf's Garage](#)



Quote:

Originally Posted by **kirk180** ▶
Thanks Alf. 🙏

no prob nga.

10-08-2006, 06:45 PM

#4

mKvDuBBy

SoFa KiNg FaSt



Drives: 2007 GTI United Grey
Join Date: Aug 2006

i might just do that to my car next week.

Location: Glendale, CA
Posts: 577



www.myspace.com/mkvdubby



10-08-2006, 07:16 PM

#5

cmdrfire

FIA World Rally Car Champion



Drives: Golf GTI Mk5 DSG
Join Date: Jan 2006
Location: UK
Posts: 2,909

[View cmdrfire's Garage](#)



Something else to add to my list of "stuff I need to do to my car..."
Nice writeup alf.



Ich habe eine GTI
[flickr](#) - [weblog](#)



10-09-2006, 08:05 AM

#6

Neon Guy

Tin Can Racer



Drives: 1998 SPEC Neon
Join Date: Sep 2006
Location: Princeton, Texas
Posts: 380



Thanks for the write-up and pics.
Now I just need to find some extra cash.



10-09-2006, 01:46 PM

#Z

DTM Autohaus

Rally Car Champion



Drives: P.O.S.
Join Date: Jun 2006
Location: El Monte, California
Posts: 355



alf always has the best ... avatars
and this is a good DIY

Vapir no2

Last edited by DTM Autohaus; 03-04-2011 at 06:28 AM.







10-09-2006, 11:55 PM #8

GTI2007
Moderator


 Drives: '05 UG Golf 5 Plus
 Join Date: Feb 2006
 Location: Hoogstraten, Belgium
 Posts: 37,310
[View GTI2007's Garage](#)







Nice write-up, alf. Great job 

10-11-2006, 06:22 PM #9

plac
GTI Master

 Drives: 2011 VW GTI DSG
 Join Date: Mar 2006
 Location: SF Bay Area, CA
 Posts: 3,964







nice writeup. but 2 pix are missing.

2013 Dodge Charger SRT8 Superbee
[LastHumansGarage](#)

10-11-2006, 06:35 PM #10

alf
Modwhoreator


 Drives: V VV
 Join Date: Feb 2006
 Location: Houston, TX
 Posts: 12,345
[View alf's Garage](#)








Quote:

Originally Posted by **plac** 
nice writeup. but 2 pix are missing.

lmk what pics u need ill be glad to get em for ya.

10-11-2006, 06:40 PM #11

plac
GTI Master

 Drives: 2011 VW GTI DSG
 Join Date: Mar 2006
 Location: SF Bay Area, CA
 Posts: 3,964







now all the pics show up.

2013 Dodge Charger SRT8 Superbee
[LastHumansGarage](#)

10-11-2006, 06:47 PM

#12

alf

Modwhoreator



Drives: V VV
Join Date: Feb 2006
Location: Houston, TX
Posts: 12,345

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10-12-2006, 06:01 AM

#13

Dub_52

Ready to race!



Drives: 2007 GTI MKV, BMP, PK2, 6MT
Join Date: Jun 2006
Location: Arlington, TN.
Posts: 238

[View Dub_52's Garage](#)



alf,...

Nice job !

Now to save my pennies for MY H&R 24mm sway bar.

(My GTI wants list is growing proportionally)

hehehe,...*WEG*

Dub_52



10-12-2006, 11:32 AM

#14

mKvDuBBY

SoFa KINg FaSt



Drives: 2007 GTI United Grey
Join Date: Aug 2006
Location: Glendale, CA
Posts: 577

hey alf where and how much did you buy the rear sway for?



www.myspace.com/mkvduddy



10-12-2006, 11:44 AM

#15

alf

Modwhoreator



Drives: V VV
Join Date: Feb 2006
Location: Houston, TX
Posts: 12,345

[View alf's Garage](#)



Quote:

Originally Posted by **mKvDuBBY** *hey alf where and how much did you buy the rear sway for?*

tire rack 208 bux.

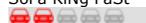


10-12-2006, 11:52 AM

#16

mKvDuBBY

SoFa KiNg FaSt



Drives: 2007 GTI United Grey
Join Date: Aug 2006
Location: Glendale, CA
Posts: 577

Quote:

Originally Posted by **alf** *tire rack 208 bux.*

does that include shipping?



www.myspace.com/mkvduddy



10-12-2006, 12:02 PM

#17

alf

Modwhoreator



Drives: V VV
Join Date: Feb 2006
Location: Houston, TX
Posts: 12,345

[View alf's Garage](#)



Quote:

Originally Posted by **mKvDuBBY** *does that include shipping?*

2nd day shipping from deleware was 14 bux.



10-12-2006, 12:06 PM

#18

mKvDuBBY

SoFa KiNg FaSt



Drives: 2007 GTI United Grey
 Join Date: Aug 2006
 Location: Glendale, CA
 Posts: 577

koo. im thinking of doing that soon. is that the cheapest that you found. I am trying to find it on tirerack but its not there.



www.myspace.com/mkvduddy



10-12-2007, 12:07 PM

#19

ard

FIA World Rally Car Champion



Drives: '06 GTI, 6MT
 Join Date: Jul 2007
 Location: Boston, MA
 Posts: 537



i installed the HR 24mm RSB yesterday so i thought i'd add my thoughts. for removal/install i had the back end of the car up on two jack stands.

the set of triple square sockets i got was a little different than the ones alf used:
<http://www.toolfetch.com/Category--H...-SK19704.shtml>

unfortunately i didn't notice that alf found a triple square set at the local autozone because the set i ordered cost twice as much and the length of the bits turned out to be an issue as i had some interference with the control arm when turning the lower bolt on each of the two brackets. i was able to get at it by having a friend push down on the wheel (i.e. moving the control arm a little further out of the way). this may not be an issue on stock suspensions (i have eibach prokit installed) but it seems like it isn't an issue with the autozone bit set anyway since alf didn't mention anything and he looks to have the sportlines installed.

i was able to finagle the stock rsb around the exhaust without "too much" trouble, but for the life of me i couldn't get the new bar into place and ended up having to remove the rear passenger side wheel to give me a little more room.

driving impressions... huge difference 🤖 noticeably less body roll and the car seems to turn in alot better (i'm on at the less stiff of the two settings). i drive the same twisty road everyday and it really seems like the steering wheel requires just a little less turn angle than it did previously to maneuver the same curves.

Andy

APR Stage 2+ | APR RSC TBE | Neuspeed P-Flo | APR HPPF | Oettinger Kit
 Eibach Pro-Kit | Koni Sports | H&R 24mm RSB | Neuspeed Endlinks | VF Mounts
 42DD Catch Can | 42DD Shift Bushings | Neuspeed FMIC | NS TB Pipe | Rev D DV
 Neuspeed SS Lines | EBC Redstuff | Newsouth Triple | Stinger SPV44 | 15% Tint
 Alpine CDA-9887 | RF T400-4 | RF T500-1bd | Focal 165 K2P | JL 10w6v2 SB



10-12-2007, 02:45 PM

#20

ketchupfreak

FIA GT Champion



Quote:

Originally Posted by **mKvDuBBY**
koo. im thinking of doing that soon. is that the cheapest that you found. I am trying to find it on tirerack but its not there.

<http://www.tirerack.com/suspension/s....26&perfCode=S>

Drives: 08 G35 Sedan
Join Date: Feb 2006
Location: Pasadena CA
Posts: 1,270

SO*CAL GolfMKV Crew #007 bishes!

9.048 @ 79.26 🙌👍



10-12-2007, 02:50 PM

#21

MKV Shqiptar

Got the diseaaaassee



Drives: E36 M3 sedan
Join Date: Mar 2007
Location: New York
Posts: 1,323

[View MKV Shqiptar's Garage](#)



which is the stiffest setting.. the first one you have selected in the picture? or the next one?

Quote:

Originally Posted by **omgwtfbq!**
Sleeper? For a car to be a sleeper it has to wake up. Your shit is in a coma.



10-12-2007, 06:21 PM

#22

ard

FIA World Rally Car Champion



Drives: '06 GTI, 6MT
Join Date: Jul 2007
Location: Boston, MA
Posts: 537



yea the one shown in the last picture of the first post is the stiffer setting, it results in a shorter moment arm, i.e. more torsional resistance

Andy

APR Stage 2+ | APR RSC TBE | Neuspeed P-Flo | APR HPPF | Oettinger Kit
Eibach Pro-Kit | Koni Sports | H&R 24mm RSB | Neuspeed Endlinks | VF Mounts
42DD Catch Can | 42DD Shift Bushings | Neuspeed FMIC | NS TB Pipe | Rev D DV
Neuspeed SS Lines | EBC Redstuff | Newsouth Triple | Stinger SPV44 | 15% Tint
Alpine CDA-9887 | RF T400-4 | RF T500-1bd | Focal 165 K2P | JL 10w6v2 SB



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