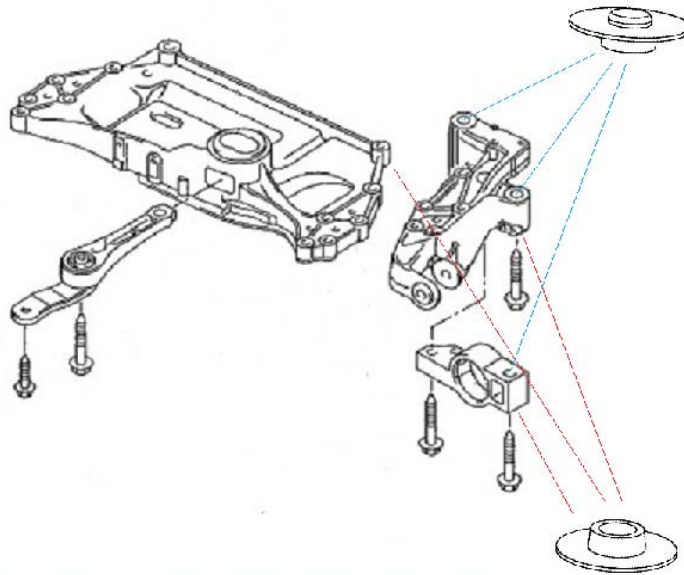


## TyrolSport DeadSet Rigid Sub frame Collar Installation Instructions



### Applications Covered:

Audi: A3, MK2 TT, TTS, TTRS

Volkswagen: 2005+ Jetta, GLI ; 2006+ Golf and GTI ; MK5 R32 ; MK6 Golf R ; 2006+ Passat ; CC

#### Tools Needed:

- 3/8" Torque wrench
- Floor jack or Transmission jack
- Medium pry bar
- 3/8" x 3" extension

#### 3/8" drive sockets:

- 13mm
- 14mm
- 16mm
- 18mm
- 21mm (TTRS only)

#### Parts List

- 6x top collars
- 6x bottom collars
- 2x ARP bolts
- 4x ARP bolts (TTRS Kit Only)

Step 1 – Loosening the sub-frame.

First, begin by removing the two 13mm bolts on the front exhaust hangar. This is done with a 13mm socket.



Next is to remove the two bolts from the dog-bone mount to the transmission. This is done with a 16mm socket. The red arrow points towards front of car for reference.



With the Exhaust and dog-bone mounts detached, the sub-frame can now be lowered. It will not be removed completely from the car, just lowered enough to insert the supplied collars in your kit.



Shown is the passenger underside of the sub-frame looking towards the front of the car. Loosen the yellow circled bolts, but do not remove them. The orange circled bolt applies to the MK5 body cars only, the MK6 will not have a bolt in this position. If you have a MK5 or an A3, this bolt will need to be loosened as well.

These need to be loosened for the sub-frame to shift into its centered position once the collars are installed. Three to four turns counterclockwise will be sufficient. The driver side is a mirror image of the passenger side.

Step 2 – Installing the DeadSet kit.

With the bolts in step one loosened, the circled bolt for the control arm bushing will have to be completely removed by using an 18mm socket:





With the control arm bushing bolt removed, the top sub-frame collars can be installed. The top of the collar is the smaller end, which will fit the recess in the body. The larger end will drop into the control arm bushing as seen below:



Direction of top collar between control arm bushing and body.

Top collar installed in control arm bushing housing.

The lower end is larger, and will face the control arm bushing. Once the collars are installed, the bolt can be installed. Only thread it in a few turns, as they will suspend the sub-frame while you install collars on the other sections. Repeat this procedure for the driver side as well.

The control arm bushing with TyrolSport collars installed:



Both rear sub-frame bolts will now be removed. You may even notice that they wobble on their way out. These are likely already bent and will be replaced with the provided ARP bolts in your kit.





With the rear bolts removed, you will have enough room to insert the top collars. The small end faces up and will fit into the recess in the body. The large and conical lower end will face down into the sub-frame and locate it on-center.



Be sure to apply a thin layer of anti seize to **ONLY** the shaft of the provided ARP bolts, not to the threads:



Both collars installed with bolt

The last step is to install the collars between the sub-frame and the frame rails by removing these bolts with an 18mm socket:



The collars install in the same way as the previous locations:



### Step 3 - Reassembly.

With all of the collars in place, you can proceed by tightening the 18mm bolts first (in the locations which received wedges). These are tightened to 52 ft/lbs.

The remaining bolts with 16mm heads will also receive 52 ft/lbs.

The sway-bar bolts (13mm heads) are only tightened until snug, as are the exhaust hangar bolts.

You can use a jack to help compress and align the sub-frame collars to the body before tightening down all the bolts (if necessary). Once the sub-frame is in place, reinstall the bolts for the dog-bone mount and exhaust hangar as well. The torque spec for the mount bolts is 52 ft/lbs.

For questions about this product or tech support, please contact us via email at [info@tyrolsport.com](mailto:info@tyrolsport.com), or by phone at +1 (917)626-3368.

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