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**Thread: DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install**
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**flieger**

Member



Join Date: Jun 28th, 2000  
 Location: Colorado Springs, CO  
 Posts: 6,045  
 Vehicles: 2015 Q5 3.0T Stg 2+,  
 2012 CW Golf R OEM+, 1983 Rabbit  
 GTI Sport, 1969 Transporter

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-08-2013 05:42 PM

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#1

On today's edition of WaterWerks Garage, I install a set of Whiteline MK6 Rear Trailing Arm bushings - P/N W0504 on a friend's MK6 GTI (yes I put it here as it's a cross platform item and I'll be doing a similar kit from SuperPro at the same time I do my front LCAs). The installation is actually quite straight forward and nothing to be scared of by any means. There is, as far as I know, no existing DIY for this install. So for those of you that have looked into this mod, don't be afraid to do it.

This kit is the same for either the MK6 Golf R, GTI or GLI Jetta. I believe it will work on the MK5 series of vehicles that have the same basic rear suspension as well but I'm not sure about that.



I have access to a lift at the local Auto Hobby Shop on the base. If you don't have access, this will be a little tougher to do on a garage floor, but could still be accomplished. Tools you will need are:

Torque Wrench up to 100NM capable  
 18mm Socket  
 17mm Socket  
 16mm Socket  
 Ratchet  
 Breaker Bar  
 Tools for removal of your rear sway end link (Whiteline were installed on this car)  
 Hydraulic press or equivalent  
 1-13/16 socket (used to press bushing out)  
 Small punch  
 Pliers  
 Hammer/Mallet

**TOTAL INSTALL TIME:** Roughly 3.5 hours start to finish

**\*\*\*DISCLAIMER\*\*\*** This is for informational purposes only, I do not take any responsibility for your level of mechanical ability or lack thereof. If you are doing this mod to your car, you are accepting full responsibility for any mistake or damage that you cause to your car. I am simply providing this DIY as a way to give back to the community. If you don't feel you have the proper tools or ability to complete this mod on your own, seek out someone who does or take your car to a certified VW shop and have them do this for you.

Lets get started! This will be pretty picture intensive so you might not want to open this on a mobile device. I will also transfer this at some point to a .pdf so you can print it out and take it with you if you'd like.

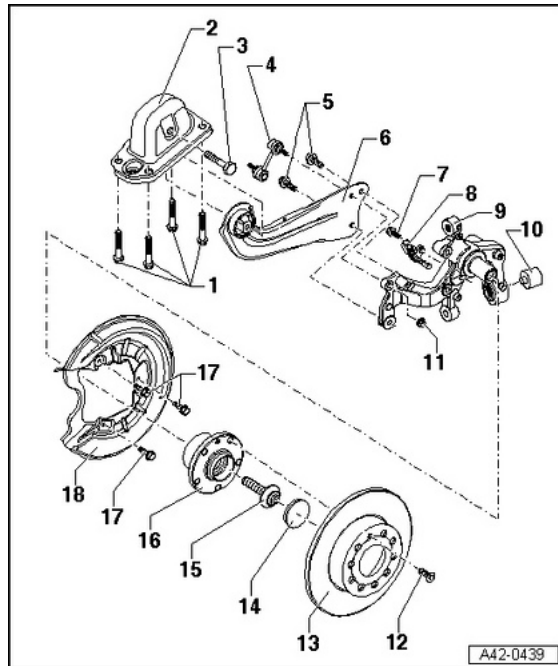
**Parts diagram and torque specs**

1 - Bolt  
 50 Nm + 45° further (36 ft/lbs)

Always renew after removing.

3 - Bolt  
90 Nm + 90° further (66 ft/lbs)  
Always renew after removing.

5 - Bolt  
90 Nm + 45° further (66 ft/lbs)  
Always renew after removing.



Start by putting your car securely on a lift or a set of jack stands that will allow you free access to the trailing arm assembly.

Remove your rear wheels.

This is what you will see from below the car and the various things that need to be removed to drop the trailing arm out of the car.

**Full assembly as it sits in the car**



**The OEM trailing arm bushing with 4x 16mm bolts**

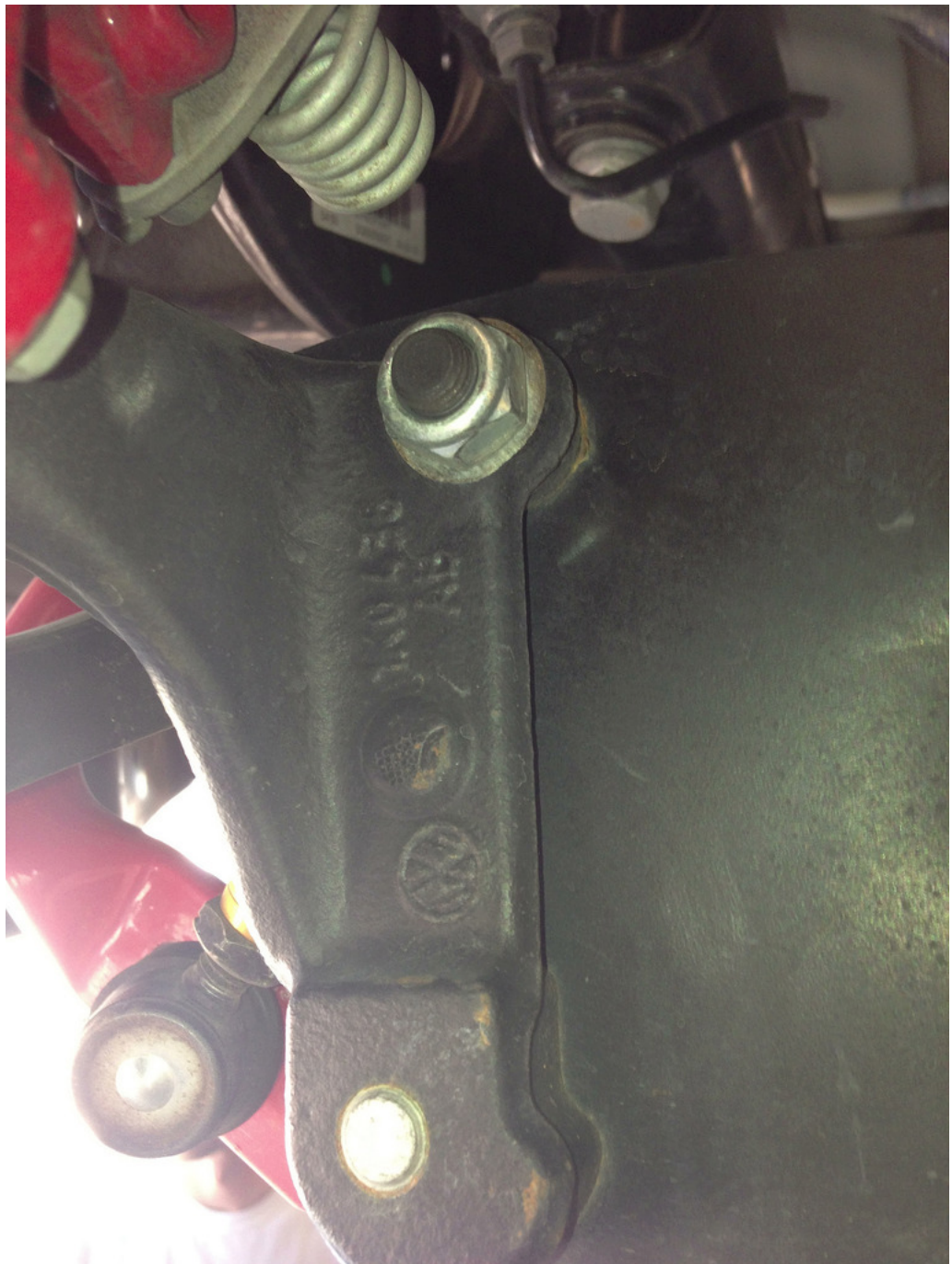




**The two aft 18mm rear spindle bolts and the rear swayarm endlink**







**Aluminum "Push" Rivet holding the parking brake line to the training arm**



With the car up in the air on the lift I suggest using some type of brace under the rear suspension. you do not need to have a bunch of pressure on it as you are simply keeping the arms from settling when you remove the 2x 18mm bolts pictured above from the rear uprights.





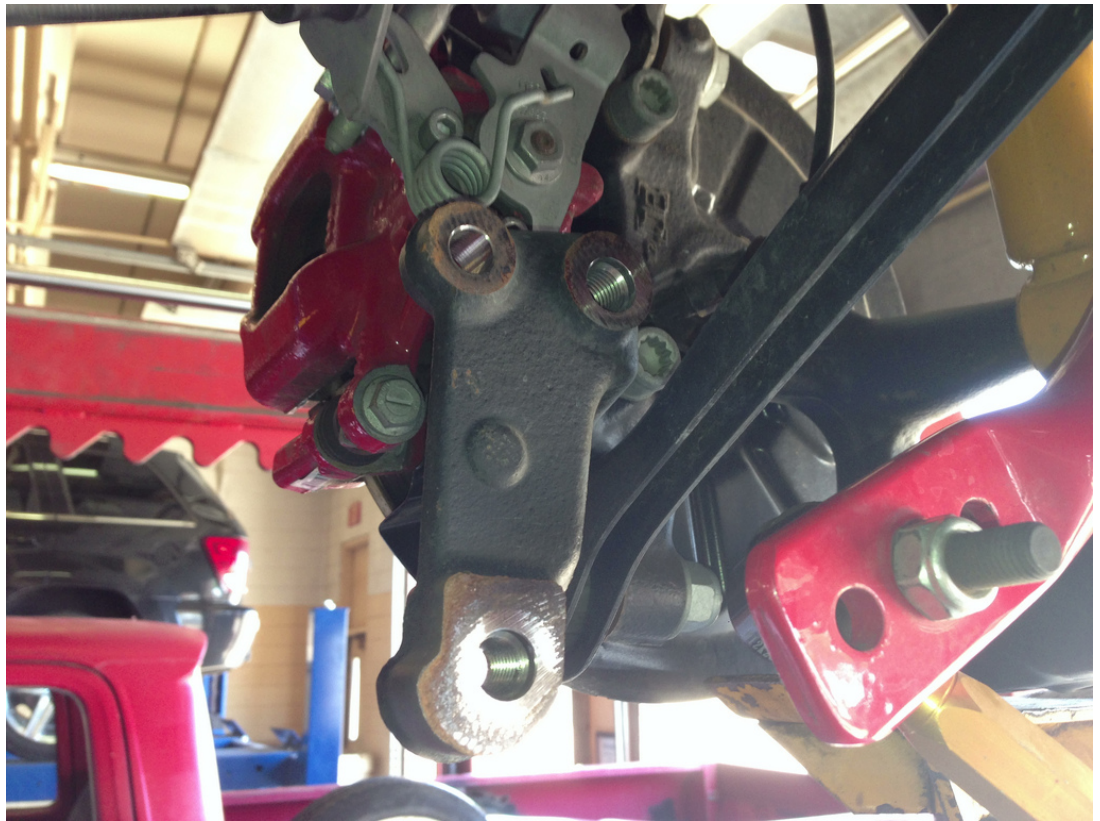
Start the removal by using the small punch to push the center out of the aluminum push rivet that is holding on the plastic housing for the parking brake line. Once you have removed the center pin you can use a set of pliers to squeeze together the rivet and then push it through the trailing arm to allow you to move the bracket towards the front of the car on the line.





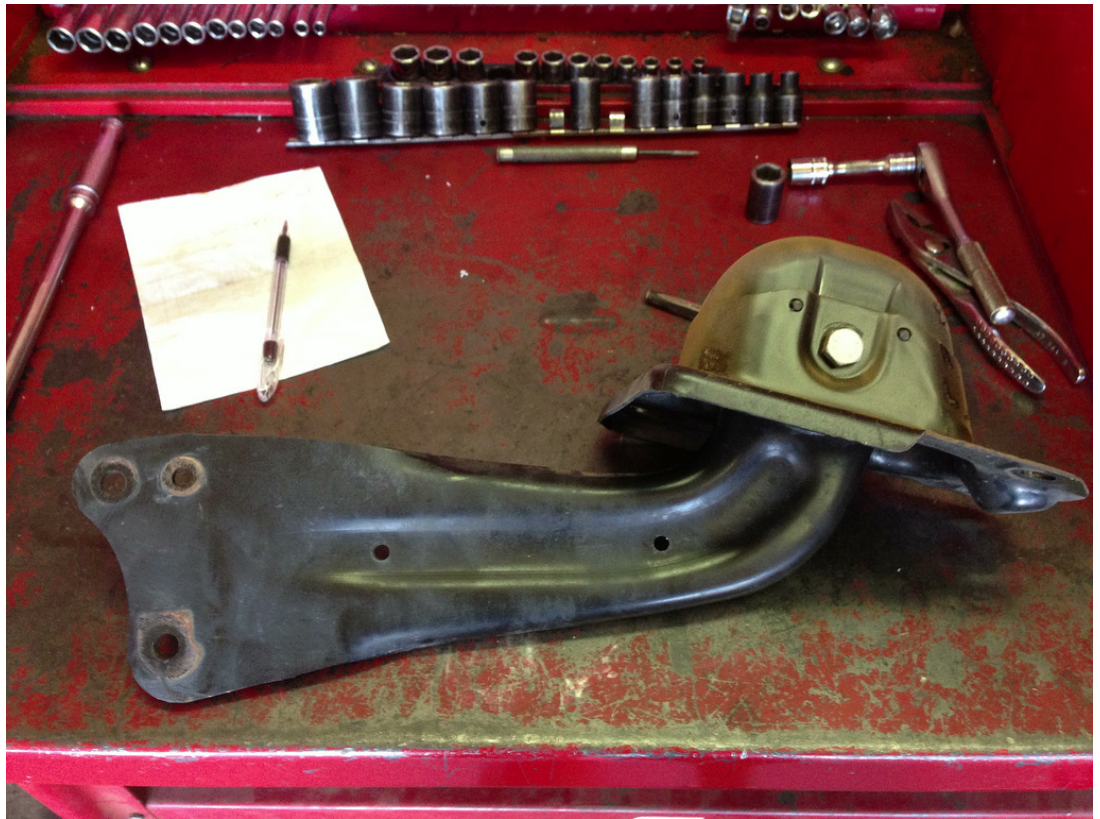


Next you will remove the 2x 18mm bolts from the trailing arm to rear uprights as well as your rear swaybar endlink. Once that is removed you will then move forward on the car and remove the 4x 16mm bolts out of the box frame that holds the trailing arm into the lower subframe of the car. With all of those removed you will let the assembly drop out (it's not heavy at all) of the bottom of the car.









With the assembly out of the car you need to remove the mount box from around the bushing before you can remove the OEM bushing. This requires the removal of a single 18mm bolt. I found it easier (on the second side) to simply put the assembly in a vise to remove this bolt as the assembly is a little odd to try and hold and loosen and especially when torquing the bolt back on to the assembly.







With the bolt out you can now get to the OEM bushing. I'm sure there are some inventive ways to get this bushing out of the arm, however I chose to use a 50 ton press and a 1-13/16 socket. The socket was the perfect size to press the OEM bushing out of the arm.











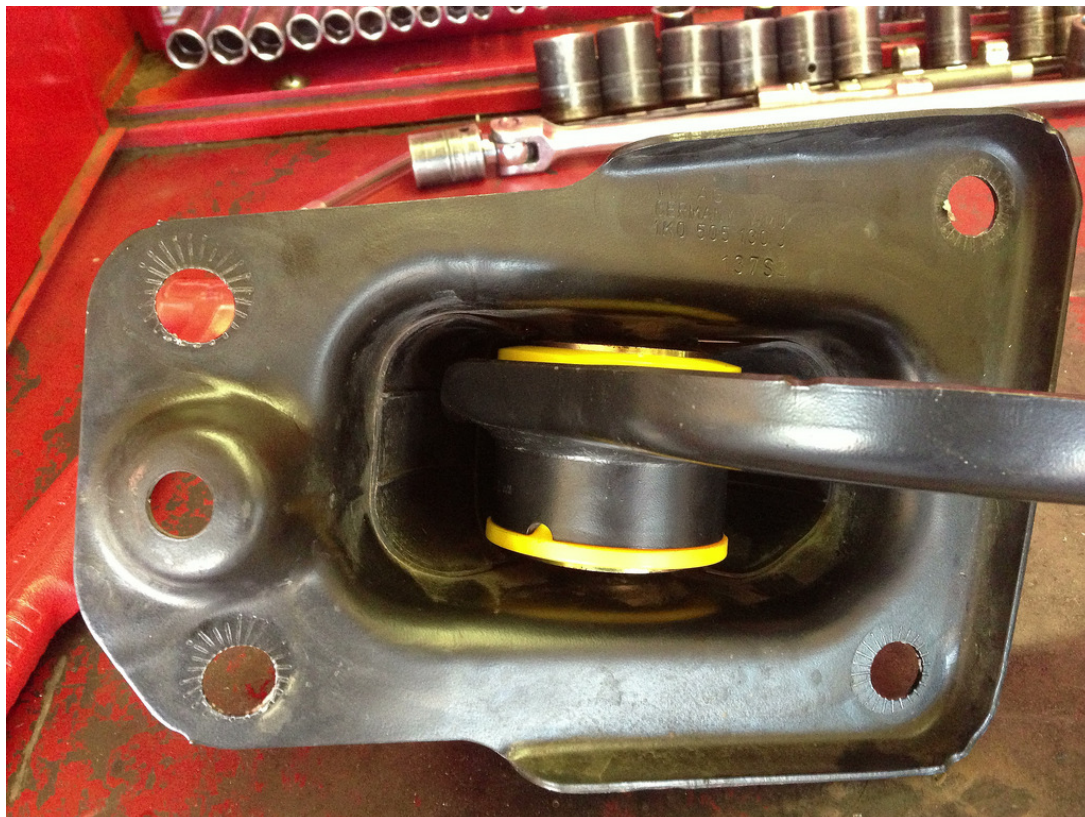
With the OEM bushing out of the trailing arm you can now install the Whiteline kit. It is quite easy to push in by hand. Remember to use the supplied grease and put a very thin layer on the inside of the trailing arm as well as the inside of the individual bushing inserts. There are instructions with the kit that explain how to put it together. When you have it all together you will then reinstall it in the mounting box that you removed it out of earlier. Make sure you put the trailing arm back in the box pointed the correct direction. The top "dome" of the mounting box is plastic and is marked with a "L" and "R" plus a large arrow that points forward when it is mounted in the car.

Replace the bolt after you have it lined up and torque the (#3)18mm per the guide above.

**#3 - 18mm Bolt - 66ft/lb + additional 90 degrees**







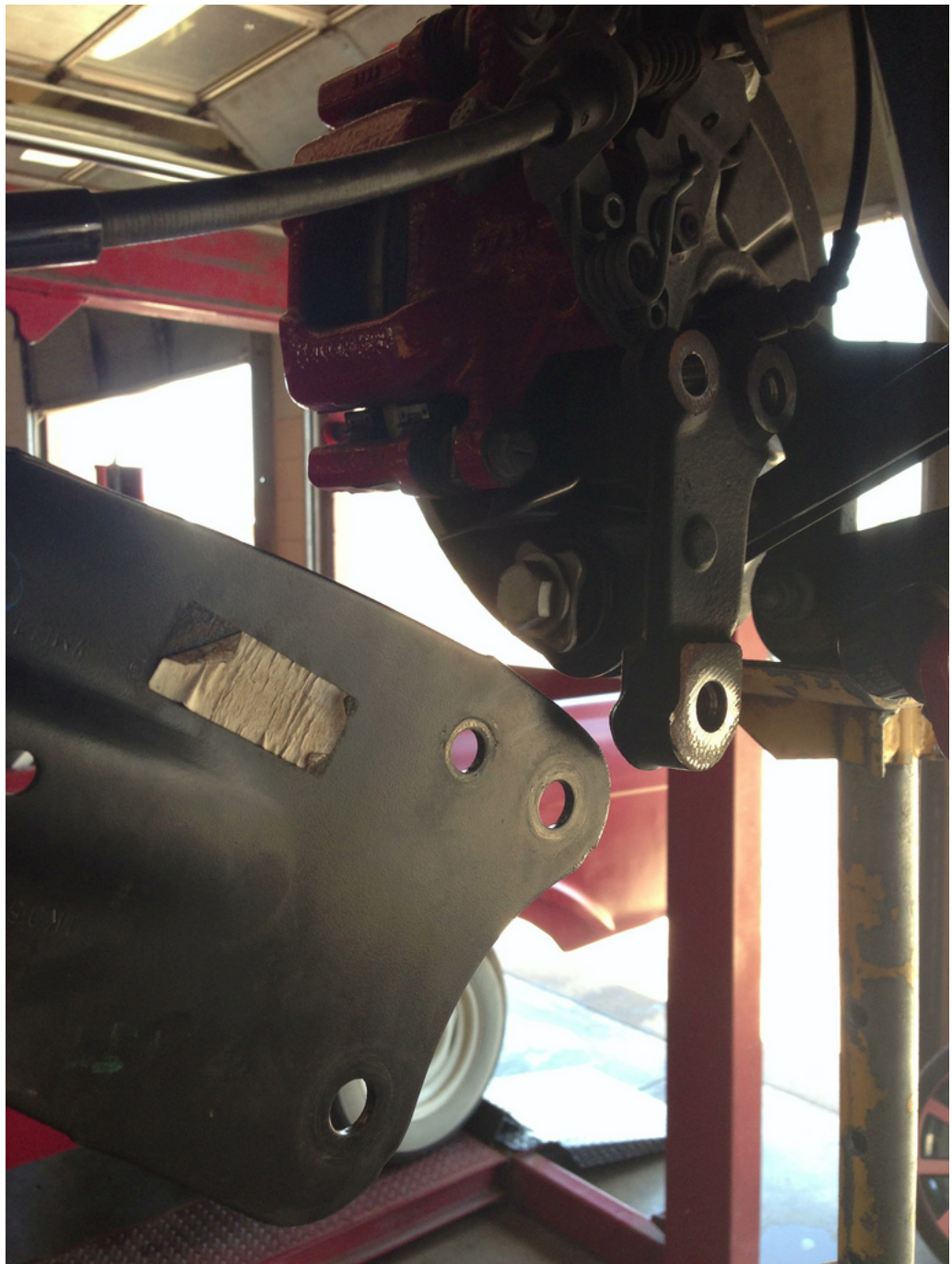
With the bolt and bushings back together it's now time to re-install the assembly in the car. You will start with the (#1)4x 16mm bolts and torque them per the diagram above. Once those are aligned and in the car, you will then re-install the aft portion of the trailing arm. This will require you to push the arm in towards the fuel tank and then apply pressure from below to get the (#5)2x 18mm bolts back into the rear uprights. Once they are installed torque per the diagram above.

**#1 - 4x16mm Bolts - 36ft/lbs + additional 45 degrees**



#5 - 2x18mm Bolts - 66ft/lbs + additional 45 degrees





You will also need to reinstall your swaybar endlink through the top hole and tighten it as needed.

The final thing to do is re-install the aluminum push rivet and the plastic guide for the rear parking brake cable. You simply need to push the rivet through the hole in the trailing arm and insert the center pin by tapping it back into place with the small punch you originally used to remove it.



I hope this guide will be of help to anyone who is thinking about doing this mod. The owner of the car I did this on will probably chime in on his thoughts of the product and the overall feeling from the results shown here.

Cheers-  
George

Last edited by flieger; 06-08-2013 at 05:47 PM.

2015 Audi Q5 3.0T | 2012 CW Golf R Stage 3 OEM+ | 1983 Rabbit GTI Sport | 1969 Kombi  
[paypal.me/waterwerks](http://paypal.me/waterwerks)

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**slavextoxwages**

Member  
Join Date: Jul 9th, 2003  
Location: Hell, New Mexico  
Posts: 718  
Vehicles: currently: mk6 GTI, '14 Tiguan (wives)



06-08-2013 05:59 PM #2

thanks again for doing this for me george. i owe you big.

ill give more of a feed back on the bushings as i have more seat time. initial impressions are (as you can see from the pics i have an apr RSB) that the car feels like it did on that first ride with the new APR RSB. the back end is ever so slightly noisier in the cabin.. ill do something more official with a writeup in my build thread as a "sum of all parts" and hit a little on each one... just click my name for the link to it.

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**BETOGLI**

Member  
**GLI**  
Join Date: Jul 15th, 2010  
Location: MEXICO CITY  
Posts: 7,508  
Vehicles: 2007 JETTA GLI, 2012 GOLF GTI 35TH ANNIVERSARY

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-08-2013 11:26 PM #3

Pretty awesome DIY! pretty nice write up!  
Thanks for sharing it!

Reply With Quote

**flieger**

Member  
  
Join Date: Jun 28th, 2000  
Location: Colorado Springs, CO  
Posts: 6,045  
Vehicles: 2015 Q5 3.0T Stg 2+,

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-09-2013 06:06 PM #4

Originally Posted by **BETOGLI**   
Pretty awesome DIY! pretty nice write up!  
Thanks for sharing it!

No problem...Mike realized when he purchased the bushings that there was not a DIY. Seemed as though most people were scared to do this,



2012 CW Golf R OEM+, 1983 Rabbit GTI Sport, 1969 Transporter

when in fact it's pretty easy. The toughest part for someone at home will be getting the OEM bushing out. The rest is very straight forward.

[2015 Audi Q5 3.0T](#) | [2012 CW Golf R Stage 3 OEM+](#) | 1983 Rabbit GTI Sport | 1969 Kombi [paypal.me/waterwerks](#)

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**BETOGLI** 

Member

**GLI**

Join Date: Jul 15th, 2010  
Location: MEXICO CITY  
Posts: 7,508  
Vehicles: 2007 JETTA GLI, 2012 GOLF GTI 35TH ANNIVERSARY

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-09-2013 06:38 PM

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#5

Would love to have this later on a .PDF as you said!

Also it would be great to have a retrofit to know if it's a good mod to have? Those this car has the W.A.L.K. As well?

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**flieger** 

Member



Join Date: Jun 28th, 2000  
Location: Colorado Springs, CO  
Posts: 6,045  
Vehicles: 2015 Q5 3.0T Stg 2+, 2012 CW Golf R OEM+, 1983 Rabbit GTI Sport, 1969 Transporter

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-09-2013 06:57 PM

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#6

 Originally Posted by **BETOGLI** 

*Would love to have this later on a .PDF as you said!*

*Also it would be great to have a retrofit to know if it's a good mod to have? Those this car has the W.A.L.K. As well?*

I'm working on the .pdf...the WALK kit is on his list. I'll be doing my LCAs with the SuperPro version of the WALK in an upcoming DIY.

[2015 Audi Q5 3.0T](#) | [2012 CW Golf R Stage 3 OEM+](#) | 1983 Rabbit GTI Sport | 1969 Kombi [paypal.me/waterwerks](#)

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**BETOGLI** 

Member

**GLI**



Join Date: Jul 15th, 2010  
Location: MEXICO CITY  
Posts: 7,508  
Vehicles: 2007 JETTA GLI, 2012 GOLF GTI 35TH ANNIVERSARY

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-09-2013 07:39 PM

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#7

 Originally Posted by **flieger** 

*I'm working on the .pdf...the WALK kit is on his list. I'll be doing my LCAs with the SuperPro version of the WALK in an upcoming DIY.*

Pretty awesome news! I'll suscribe!

Cheers!

Reply With Quote

**slavextoxwages** 

Member

Join Date: Jul 9th, 2003  
Location: Hell, New Mexico  
Posts: 718  
Vehicles: currently: mk6 GTI, '14 Tiguan (wives)



DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-09-2013 10:00 PM

[Reply](#)

#8

 Originally Posted by **BETOGLI** 

*Would love to have this later on a .PDF as you said!*

*Also it would be great to have a retrofit to know if it's a good mod to have? Those this car has the W.A.L.K. As well?*

the car will have full WALK and front position LCA whiteline bushings, whiteline front end links, APR FSB, and tyrolsport subframe shim kit gen 2 installed by mid july as long as work doesnt get in the way i hope....

ill have a full "sum of all parts" review on my build thread once the front end it complete. its hard to give a real review when somebody decided to mod the rear suspension first on a fwd car 🙄🙄

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**flieger** 

Member





Join Date: Jun 28th, 2000  
Location: Colorado Springs, CO  
Posts: 6,045  
Vehicles: 2015 Q5 3.0T Stg 2+, 2012 CW Golf R OEM+, 1983 Rabbit GTI Sport, 1969 Transporter

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-09-2013 11:53 PM

[Reply](#)

#9

 Originally Posted by **slavextoxwages** 

*the car will have full WALK and front position LCA whiteline bushings, whiteline front end links, APR FSB, and tyrolsport subframe shim kit gen 2 installed by mid july as long as work doesnt get in the way i hope....*

*ill have a full "sum of all parts" review on my build thread once the front end it complete. its hard to give a real review when somebody decided to mod the rear suspension first on a fwd car 🙄🙄*

Sounds like that TR Golf R is calling louder by the day!

2015 Audi Q5 3.0T | 2012 CW Golf R Stage 3 OEM+ | 1983 Rabbit GTI Sport | 1969 Kombi  
[paypal.me/waterwerks](https://paypal.me/waterwerks)

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**darthfurther** 

Member



Join Date: Oct 26th, 2008  
Posts: 233  
Vehicles: Golf R 4D Candy White F.L.

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

06-10-2013 01:14 AM

[Reply](#)

#10

TR !! Hurry mike its calling you lol

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**franciscmk3** 

Member

**GTI**



Join Date: Feb 26th, 2012  
Posts: 415

wont this style bushing bind the trailing arm?

06-10-2013 02:52 AM

[Reply](#)

#11

 Originally Posted by **Sv  n H  ek**   
*your way = your way, good luck with resale.  
everyone else's way= the way vw built it..*

[My White 1998 GTI VR6 Build Thread/Time Line](#)  
[My 1983 GTI OEM+ resto](#)



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**flieger** 

Member



Join Date: Jun 28th, 2000  
Location: Colorado Springs, CO  
Posts: 6,045  
Vehicles: 2015 Q5 3.0T Stg 2+,  
2012 CW Golf R OEM+, 1983 Rabbit  
GTI Sport, 1969 Transporter

 Originally Posted by **franciscmk3**   
*wont this style bushing bind the trailing arm?*

Bind? This joint is designed to move in a vertical direction only. The factory bushing is very soft and allows for a large amount of movement in a horizontal direction as well. This bushing removes that additional movement thus allowing for only the vertical movement and keeping the rear suspension at the aligned specs during a turn.

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06-10-2013 01:43 PM

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#12

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**Vin2k** 

Semi-n00b

Join Date: Jun 22nd, 2008  
Posts: 16

Do you get quite a bit more road noise with these? My wife's car is stock everything and the bushings need to be replaced and I thought about going with poly instead of the rubber ome. What are your thoughts as far as the road noise? My wife wants the car quiet.

09-27-2013 01:31 PM

[Reply](#)

#13



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**flieger** 

Member



Join Date: Jun 28th, 2000  
Location: Colorado Springs, CO  
Posts: 6,045  
Vehicles: 2015 Q5 3.0T Stg 2+,  
2012 CW Golf R OEM+, 1983 Rabbit  
GTI Sport, 1969 Transporter

 Originally Posted by **Vin2k**   
*Do you get quite a bit more road noise with these? My wife's car is stock everything and the bushings need to be replaced and I thought about going with poly instead of the rubber ome. What are your thoughts as far as the road noise? My wife wants the car quiet.*

Any time you add a "solid" material in place of one that was softer and pliable; you will add some vibration/noise through the sub-frame of the car. I honestly can't say that the effects from these were that drastic on the noise front (then again this is slavextoxwages car), but I'm sure there is a slight difference.

On a side note, for my personal use I will be using all Super-Pro bushings in my Golf R. They are 1-piece and not split like the Whiteline kit.

2015 Audi Q5 3.0T | 2012 CW Golf R Stage 3 OEM+ | 1983 Rabbit GTI Sport | 1969 Kombi  
[paypal.me/waterwerks](https://paypal.me/waterwerks)

09-27-2013 05:46 PM

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#14

Reply With Quote



Member  
Join Date: Jul 9th, 2003  
Location: Hell, New Mexico  
Posts: 718  
Vehicles: currently: mk6 GTI, '14 Tiguan (wives)



Originally Posted by **flieger**

*Any time you add a "solid" material in place of one that was softer and pliable; you will add some vibration/noise through the sub-frame of the car. I honestly can't say that the effects from these were that drastic on the noise front (then again this is slavextoxwages car), but I'm sure there is a slight difference.*

*On a side note, for my personal use I will be using all Super-Pro bushings in my Golf R. They are 1-piece and not split like the Whiteline kit.*

vin2k - no noise coming from these rear bushings on smooth roads.... however...it makes the rear suspension firm..as in you will feel everything, and hear it... i dont mind it, your wife probably will... my "co-driver" says something everytime we take it some where..literally...every.... time..... 2 piece sounds tempting but trust me/flieger... get the 1 piece super pro.... if its your DD and will never see a track or autoX just replace with factory bushings....

and flieger..... i hate to admit it.... if i could do the bushing shenanigans all over.... id go super pro on all corners.....expensive mistake. once these break ill run your set up on all corners.

[Reply With Quote](#)

Junior Member  
Join Date: Oct 9th, 2003  
Location: SoCal  
Posts: 35  
Vehicles: VW GTI MK6 CSG MT



Great DIY! I have these rear bushings that have been sitting in my living room for months thinking about the install and this thread is motivating me to wrench soon. I did the front Whiteline-ALK, FSB, Whiteline front busings, and Tyrolsport subframe shims earlier this year and it was a ton of work. On jack-stands to add to the excitment I can laugh about it now though

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Member  
Join Date: Oct 25th, 2012  
Location: South Africa  
Posts: 569  
Vehicles: 2012 VW Golf 6 R DSG

Great write up!  
How are those bushes when it comes to ride comfort? Acceptable?

**2012 Candy White VW Golf 6 R DSG - APR Stage 3**  
460BHP/344Kw and 608Nm

[Reply With Quote](#)

Member  
Join Date: Oct 7th, 2008  
Location: San Mateo, CA  
Posts: 1,420  
Vehicles: 2012 VW Golf-R - CW - 4 Door

excellent work sir! i will likely never do this or have use for the write up myself, but i imagine many in the community will.  
thanks for giving and sharing

Check out [My Golf-R](#).

[Reply With Quote](#)

Member  
Join Date: Jul 9th, 2003  
Location: Hell, New Mexico  
Posts: 718  
Vehicles: currently: mk6 GTI, '14 Tiguan (wives)



Originally Posted by **Porra46**

*Great write up!*

*How are those bushes when it comes to ride comfort? Acceptable?*

good to go

[Reply With Quote](#)

Member  
Join Date: Aug 25th, 2013  
Location: Pacific NW  
Posts: 184  
Vehicles: 13 R



This was an amazing write up, that may seem dramatic, but it helped me soo much, thanks flieger!



*Last edited by Mk6Rmagddn; 11-07-2013 at 01:47 AM.*

Taking trolling to a whole new level, GAGA style, kinda like gangnam style, but less cool

[Reply With Quote](#)

**Mk6Rmagddn** 


Member



Join Date: Aug 25th, 2013  
Location: Pacific NW  
Posts: 184  
Vehicles: 13 R


11-07-2013 01:43 AM [Reply](#) #21


Man this couldn't have come at a better time

Just wanna say THANK YOU to flieger for the sensational write up for this modification 

I was afraid of this job, needing the press was a big deterrent, looking at the task seemed like more than I wanted to tackle, I've had the whiteline trailing arm bushing for a while now, the last two weeks I really got a bug up my butt o parts I had amassed over the last few months and these bushings were the last one.

i just finished, all in all it took about 4hrs on the floor of my garage, including the time it took me to take the trailing arms down to the local auto shop and get them pressed out, cost me \$30, the euro shop wanted something like 400+ tax to do the job and that was just labor....I still need an alignment, not sure if it is necessary to do just for the trailing arm bushing install, but I just added the w.a.l.k to the subframe the other night.

Haven't driven the car yet, gonna do that now, just wanted to pay respect to the op for the thread/knowledge of this install, and say thanks, it was very very helpful 

This is is a very easy job, nothing to fear here, especially with this thread as a guide 

Taking trolling to a whole new level, GAGA style, kinda like gangnam style, but less cool

[Reply With Quote](#)

**flieger** 

Member



Join Date: Jun 28th, 2000  
Location: Colorado Springs, CO  
Posts: 6,045  
Vehicles: 2015 Q5 3.0T Stg 2+,  
2012 CW Golf R OEM+, 1983 Rabbit  
GTI Sport, 1969 Transporter

DIY - MK6 Golf R and GTI Rear Trailing Arm bushing install

11-11-2013 07:04 PM [Reply](#) #22

Awesome, glad to know this DIY is helping others! 

2015 Audi Q5 3.0T | 2012 CW Golf R Stage 3 OEM+ | 1983 Rabbit GTI Sport | 1969 Kombi  
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