

## VW 4Motion Rear Subframe Bushing Insert Set Installation Instructions



**Thank you for purchasing your new ECS Tuning 4Motion Rear Subframe Bushing Insert Set, we appreciate your business!**



### **Billet 6061-T6 Aluminum Bushing Cap:**

- Black anodizing on the cap looks awesome and provides a durable and corrosion resistant finish.
- Retaining lip on the bushing side keeps the poly bushing insert centered.



### **RED Polyurethane Bushing Insert:**

- Designed to fill the voids left in the stock rubber subframe bushing.
- Increases drivetrain rigidity and response.
- Significantly reduces subframe movement.



When you put the pedal to the metal, you want the vehicle to respond. We're not talking slow, mushy, eventually get there response, we're talking about crisp, immediate, put you back into the seat **instant response**. You know what we're talking about.

What's one of the biggest things to steal this response time right out from underneath you? Your drivetrain mounts. The stock soft, cushy, original rubber mounts have a habit of absorbing power and keeping it from where you want it - on the asphalt. At ECS Tuning, we've engineered the perfect solution with our rear subframe bushing inserts for your VW MK5/MK6/MK7 4Motion, and these installation instructions will show you how it's done!

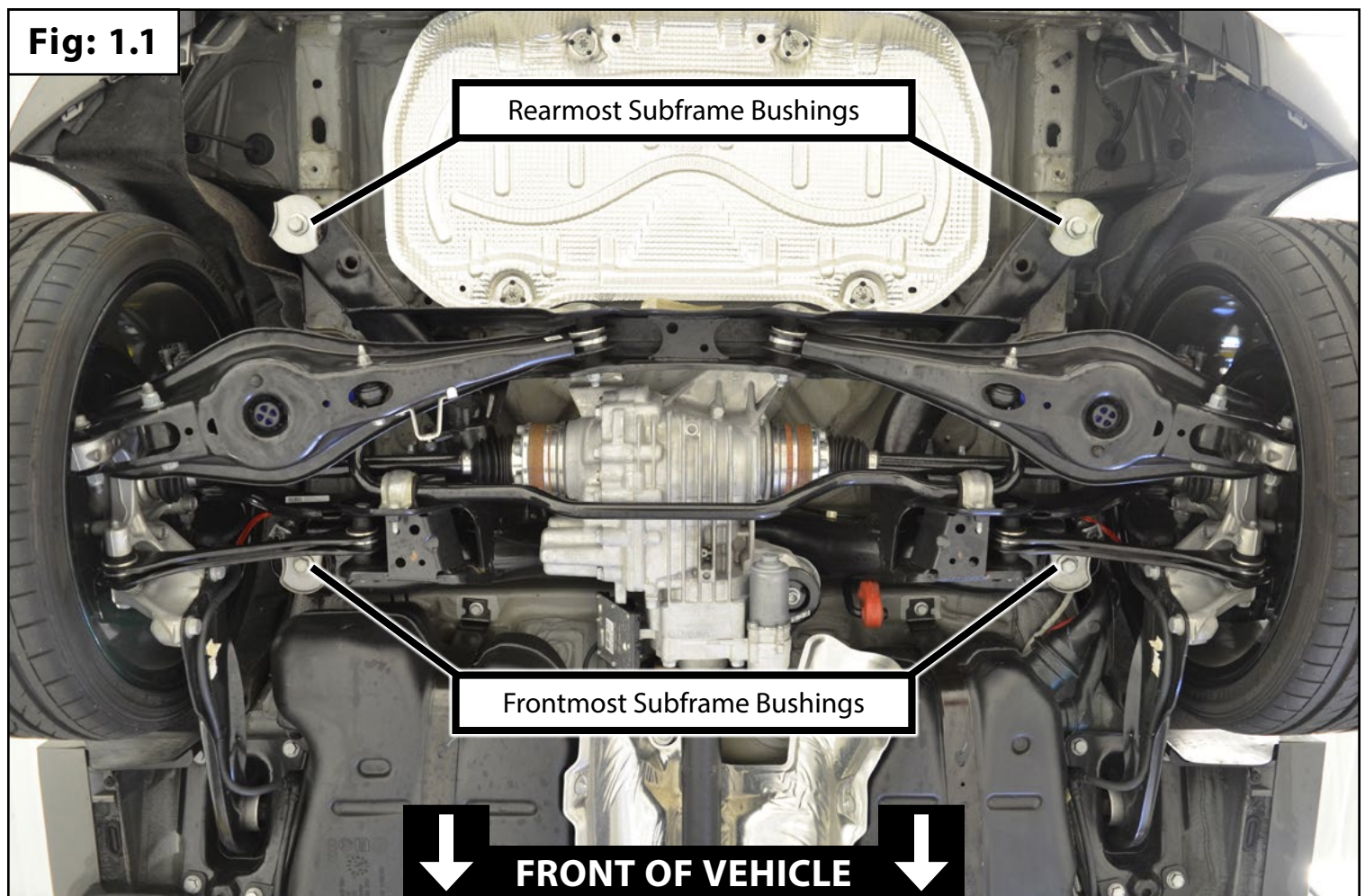
## Section 1: Project Overview

There are a total of four rear subframe bushings on MK5, MK6, and MK7 4Motion vehicles, but the installation procedure is the same for all of them. The frontmost and rearmost subframe bushings may differ in size and shape depending on the application, so be sure to match up the correct poly bushing insert with the correct bushing.

The ECS poly rear subframe bushing inserts must be installed one at a time in order to prevent the subframe from shifting around while you're working. This job is pretty straight forward and easy to complete, but you will need to have the following tools ahead of time:

- A suitable Hydraulic Floor Jack and Jack Stands
- ½" Drive Ratchet or Breaker Bar
- ½" Drive Torque Wrench
- ½" Drive 18mm Socket
- Pry bar
- Drill and drill bits (depending on your application, more details on Page 3)

Before we begin, take a moment to look over the photo below (**Fig: 1.1**) and familiarize yourself with the locations of the subframe bushings.



**Now let's get to it!**



## Section 2: Installing Your New Rear Subframe Poly Bushing Inserts

- Step #1**
- Safely lift and support the vehicle, then support the weight of the rear subframe with a jack or jack stands.
  - Remove the 18mm bolt and pry the steel washer out of the factory rubber subframe bushing (**Fig: 2.1**).  
**NOTE:** Some models may require you to drill out the center of the steel washer in order to remove it.  
**NOTE:** Work on one subframe bushing at a time to prevent shifting the subframe.
- Step #2**
- Apply the included grease to the poly bushing insert as shown in **Fig: 2.2**.
  - Only apply grease to the surfaces which will come into contact with the factory bushing, DO NOT grease the bottom flange of the bushing insert where the aluminum cap will sit once installed.
- Step #3**
- Align the poly bushing insert with the voids inside the factory bushing and push it into place (**Fig: 2.3**).
  - If the insert is difficult to push into the factory bushing, or slides back out when pressure is removed, try pushing it into place with a jack and leaving it in place for 5-10 minutes, this will allow trapped air to escape.
- Step #4**
- Center the aluminum cap onto the poly bushing insert, then install the new subframe bolt through the cap and the bushing and thread it into the subframe by hand.
    - **MK5 & MK6:** Torque the subframe bolt to 90 Nm (66 Ft-lbs) + 90°.
    - **MK7 only:** Torque the subframe bolt to 70 Nm (52 Ft-lbs) + 180°.
  - Repeat steps 1-4 on the other three subframe bushings one at a time.

