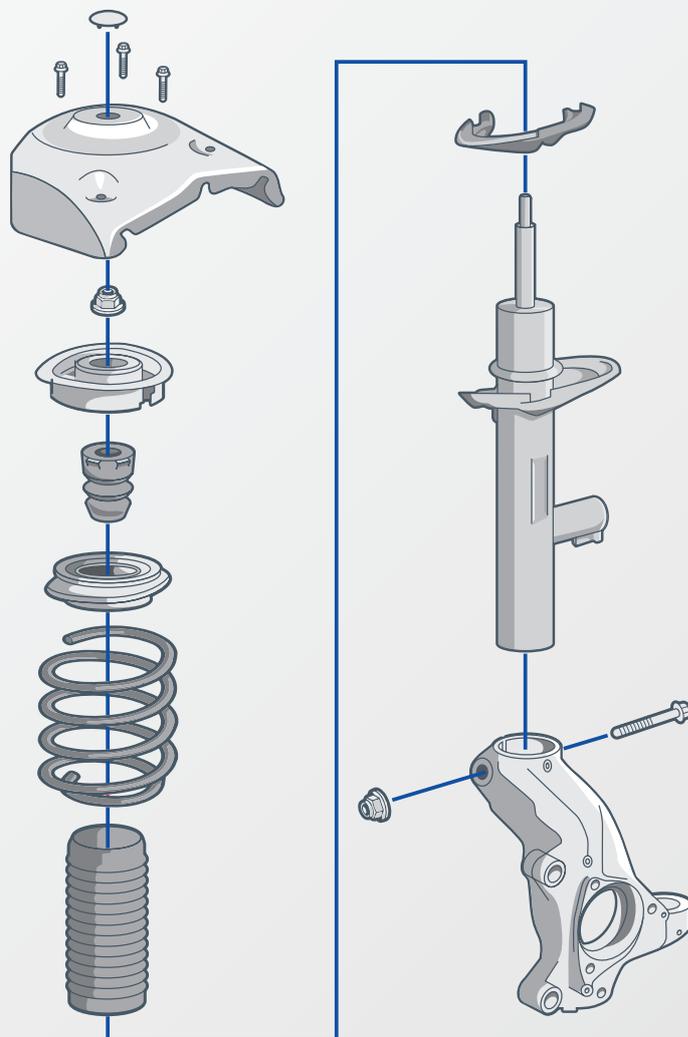


SWAG 30 94 5529, 30 94 5497

To fit:
Various Volkswagen, Audi,
Skoda, SEAT & Cupra models



Strut Mounting Kit with ball bearing

Problem

Unstable handling, uneven tyre wear and noisy suspension are all symptoms of defective steering or suspension components.

Unlike most vehicles, the strut top mounts fitted to the Volkswagen Group MQB platform are not symmetrical, and during assembly it is vital the components are aligned precisely with each other.

However, a lack of awareness of this fact has been reported in the market, and the resulting installation errors that occur when this front suspension strut mount is replaced can also cause these issues.

For more technical information please visit: partsfinder.bilsteingroup.com

SWAG 30 94 5529, 30 94 5497

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Figure 1.



Figure 2.

Cause

Misalignment of the strut mounting to the chassis: The strut mounting has two small directional arrows that depict the fitting direction, and these can be overlooked when replacing any of the components of the MacPherson strut - E.G., the damper, spring, or strut mounting. These directional arrows indicate the installation position of the strut mount - it is aligned correctly when they are in the axis of travel, I.E., forwards and backwards. (Fig.1)

Incorrect alignment of the bearing to the strut mounting: The strut mounting features a groove which the swivel bearing must be aligned with and inserted into during installation. If this process is not followed the two components will be assembled in the incorrect position. (Fig.2)

Solution

Prior to assembling the front suspension strut, ensure any components that are being reused are in a good, serviceable condition and that road debris are removed. Compress the road spring using a suitable tool, align it onto the damper, and insert the spring seat into the shock absorber. Next, slide the piston protector and bump stop onto the damper piston and align the bearing and mounting onto the spring and damper piston, ensuring they all line up correctly together. Finally, attach the retaining nut and tighten to 60 Nm, then release the pressure from the compressed road spring. Be sure to inspect the assembly before fitting it to the car.

Once fitted and all fixings are secured it is advisable to carry out a wheel alignment to ensure that the steering and suspension system is within manufacturer tolerances. When working on a car equipped with a vehicle level sensor it is important to also carry out a basic setting for the headlights using a suitable diagnostic tool.

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