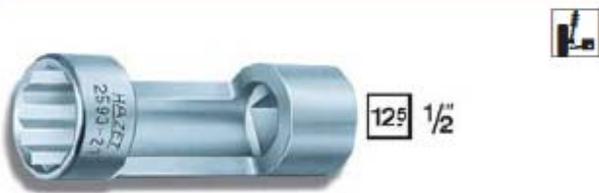


12-Point Sockets



- For installing and removing the front strut units on VW-Golf II and Jetta since 1987, Golf III and Vento since 1993, Passat since 1988
- In conjunction with HAZET 2593-1
- □ drive 12.5 = 1/2"
- Chrome-Vanadium
- Surface chrome-plated

HAZET No.	S mm	L mm	EAN-No. 4000896+
2593-21	21	82	017218

Nice if you have one

There is an easier way of course and that's to use a deep 21mm spark plug socket which has flats on one end. The hole for the ratchet will be big enough to insert a hex key down and meanwhile you can grip and turn the socket with a large adjustable wrench. Mine was on pretty tight so I lengthened the allen key for more leverage by inserting it into a deep socket that had an extension bar on the end of it.



Heath robinson in the extreme

Here are my freed top mounts. I gave these a good cleanup and inspection. Check all the rubber on the underside (one on the right in the picture) and make sure there are no cracks in the rubber or no new rubber exposed. The best way to do this is to hold it on the bench in a vice and then with the strut still attached, wiggle the other end of the strut around watching the rubber deform as you do. If there are any splits or cracks then this is the way you'll definitely spot them.

Also, turn the bearings with your finger and check that they are smooth. Give them a clean and then some fresh oil. If they are shot then I understand that it is possible to replace them.

To be fair, front top mounts on a 993 are under less stress than the rear and unless your car has done interplanetary miles, then they should be ok. Front top mounts should be fine up to 100k or so. Always worth a detailed check though. If you are laying out all this money and time then you want to make sure that nothing compromises the job.



Young top mounts, these were replaced just 8k ago on my car

Fitting the front KW struts to the mounts is a reverse process of what you did above. This time though its a 22mm nut and not a an allen key but flats on the centre that mate to a 10mm spanner. This is a little bit trickier and took me a little longer. My technique was to angle a deep offset spanner into the opening. It's not that easy because the angle on the spanner is quite precarious and I found it easier to keep the nut stationary and turn the 10mm spanner instead (but obviously anti-clockwise). One thing that also helped hugely was to compress the main spring on the KW so that the top mount fell down as low as possible, creating more space for the large offset spanner, more of the time.

I don't especially like bodging stuff like this and it bothered me slightly that I wasn't able to torque the nut up properly doing it this method. KW recommend a setting of 60nm but I was advised by my friendly Porsche specialist that nipping it up tight without going bonkers would more than suffice (it's a nyloc as well).

One last word on the top mounts. It's not unknown for the 13mm nuts to have been over tightened, stripping the threads and ruining the whole top mount. The internet appears to advise sticking to around 20 ft/lb.

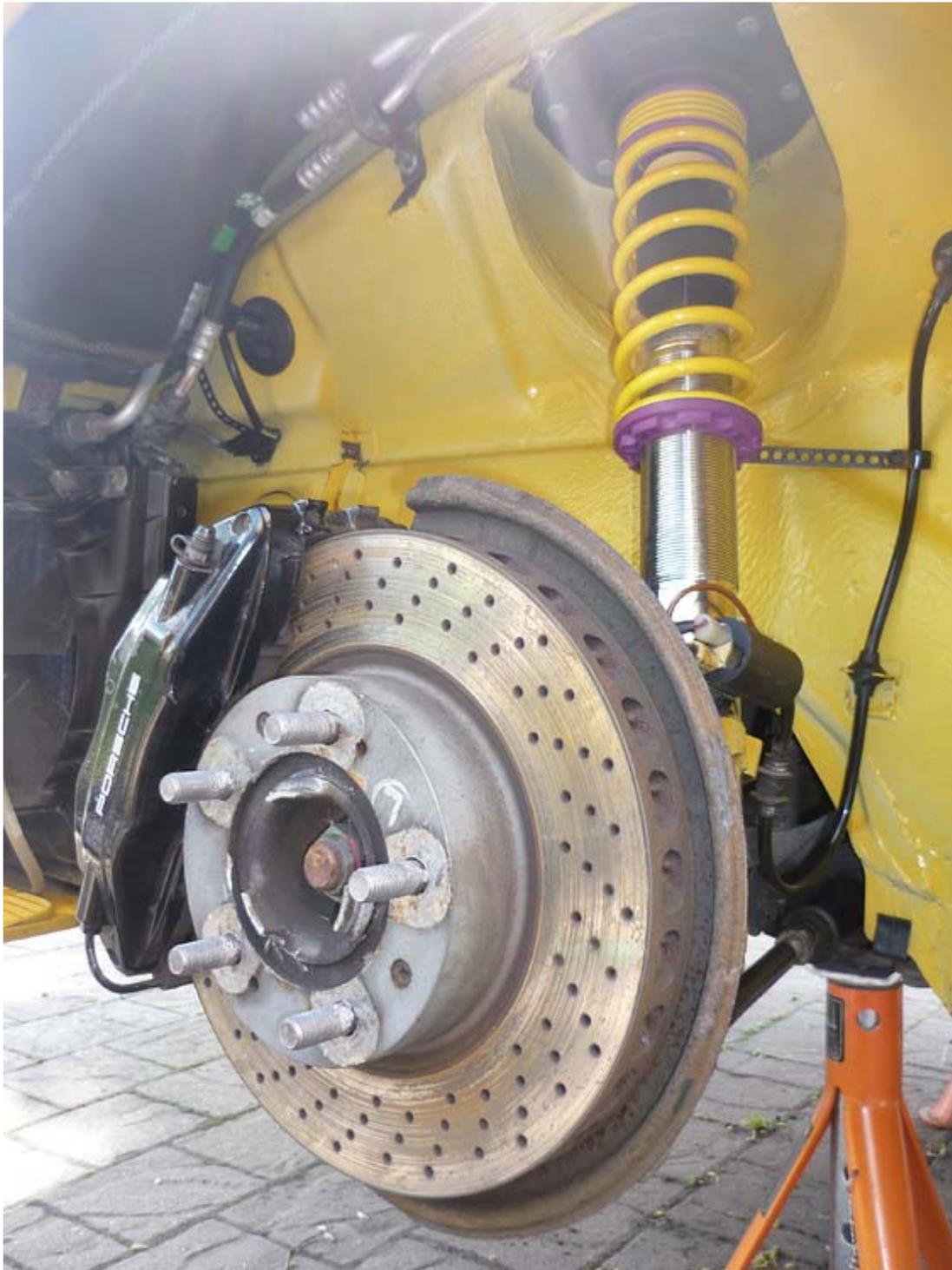


Far from ideal but it gets the job done

Here's a shot of some of my wiring with one of the front struts in place. Regarding ride height, I made the KW's roughly the same length as the old Monroes before I put them on. As you can see, that means keeping the lower spring platforms pretty high. I think I started out with 30 threads exposed from the start of the threaded section to the underside of the platform.

You can also see the brake line back in place here. The position of the KW bracket doesn't appear to match the original one but the actual solid brake pipe that feeds directly into the caliper really is very very flexible so it's a doddle to coax it into its new home.





REAR SUSPENSION

1. remove engine and gearbox undertrays
2. cut the strut brake line bracket and disconnect brake line
3. remove the ends of the ARB from the drop links, 15mm nut, 16mm flats between link & bolt
4. remove saddle brackets that hold the arb on, 13mm bolts
5. remove lower toe control arm inboard side, 19mm eccentric, 18mm nut (mark position of eccentric)
6. undo 18mm nut from outboard end of arm, holding spindle shaft in place with T40 torx
7. hammer out control arm
8. undo 13mm nuts of top mounts (remove airbox cover in engine bay for access)
9. remove damper and remove top mount and drop links
10. fit top mount and drop links to new damper
11. fit damper in place in upright and fit control arm spindle back in
12. hammer inboard end of control arm back in and refit eccentric keeping it in the position it was in before
13. jack upright up if need be and tighten top mount nuts through engine bay (13mm x 4)
14. refit ARB and reconnect drop links to ARB ends

1. inspect ball joints and boots of all rear arms
2. inspect drop link ball joints and rubber boots
3. inspect arb bushes
4. check for presence of toe control arm and A-arm underslung plastic covers
5. loosen, clean and retighten camber and kinematic toe eccentrics in preparation for alignment work

Turning to the rear of the car, let's first look at the clean up process. The first picture was actually taken after a good preliminary wash and scrub. This is 13 years of grime here and it takes some serious power to shift. My technique was multi angled; first off I removed the arch liners and then gave the arches a regular wash and scrub with a hot soapy solution which was allowed to soak in for 10-20 minutes. After that I scrubbed again with a very concentrated solution of neat fairy liquid and soap. This helped a little more with breaking the dirt down. That gets you to picture 2.





After that I used a product called [Bilberry](#) wheel cleaner. This is an amazing product for alloy wheels, the best I've ever come across by far but it's actually pretty effective at removing thick grime. Diluted in a 5:1 ratio I sprayed it on and allowed it to soak though for 10 mins or so and then got to work scrubbing again. After another rinse I would then do a second round with the Bilberry on really stubborn areas and really go to town on them with a good selection of brushes.

Now we are at picture 3 & 4 here. You can see that its all starting to look clean but there is now a whole microcosm of tar spots visible. For these I wiped the entire surface with Turtle wax tar remover, let it soak then got to work with a dense microfibre cloth and really rubbed hard. Also, on all the large tar spots I picked them with my fingernail so that the top of them sheared off and then that made it a lot easier to remove them with the cloth. This was a VERY time consuming part of the process but well worth it when the final results were revealed. Bear in mind that the Turtle Wax cream probably isn't the best there is and other tar removers would be better to buy. The detailing guys all swear by [Autosmart TARDIS](#). Its a very strong product that only comes in bulk industrial tins but I am told that it nukes tar spots with very little fuss. I am not sure if it is suitable for thin, non lacquered paint like you get in arches though so be sure to check up on that.



