

# Volkswagen Cabriolet DIY Guide

## Replacing the Tie Rod Ends


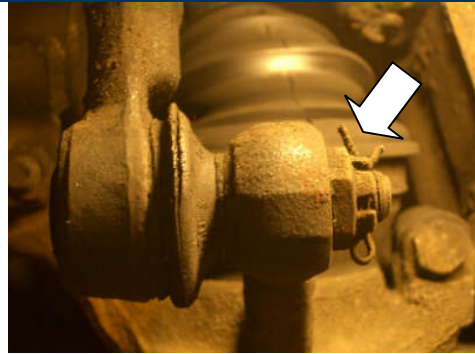

This how-to was originally posted on VWvortex.com by "Black\_cabbie": <http://forums.vwvortex.com/zerothread?id=1893147> .

### Tools needed:

- Jack & jack stands
- Lug wrench
- 19mm socket and socket wrench
- 19mm wrench
- Tie rod puller (available at Harbor Freight and such)
- WD40, or like lubricant
- New tie rod ends

When I went to have the front-end aligned, I was told that the boot of one of the tie rods was torn and it was impossible to do the job. So I had to order from them the whole tie rod assembly for both sides although it was just one outer tie rod that was bad. 🤔 300 Euros for both sides! 🚫 I figured they were trying to rip me off so I left and after a few weeks, I got 2 replacement tie rods. Some people will have a problem fitting both because the car has only one side that is adjustable; at least that's what I was told. I was fortunate enough to have both sides being adjustable (thanks, Frankenwagen!!!)

Here we go then.

Step 1	Step 2	Step 3
 <p data-bbox="203 1444 446 1470">Loosen the lug bolts.</p> <p data-bbox="138 1507 511 1564">Jack the front of the car up and support it with jack stands.</p> <p data-bbox="170 1600 479 1627">Remove the front wheels.</p>	 <p data-bbox="600 1444 1055 1501">Remove the pin and undo the nut from the tie rod.</p>	 <p data-bbox="1112 1453 1518 1480">Insert the tie rod puller as shown.</p>

#### Step 4



Tighten the 19mm bolt slowly until the tie rods pops from the hub. It will probably go out with a loud POP, so don't be scared when this happens. I was. 🤖

Another method, by "DubPhreek":  
I typically do CV joint and tie rod together: I loosen the drive nut while the car is on the ground. While the car is jacked up & firmly supported, I remove wheel and I break the outer tie rod nut loose, hitting with PB Blaster.

I take my simple 19" reach floor jack, put it under the nut for the outer tie rod, and lift till I am springing the suspension a bit.

Mind you, the jack is touching the nut, backed out 3-4 threads; the point here is to use the force of gravity, the lift of the jack, and let nature do its trick. Sometimes I tap with a hammer. PB Blaster does the rest. Typically I tap the outer part of the steering arm knuckle, and it pops right out. No pickles, no forks, no stress. 😊

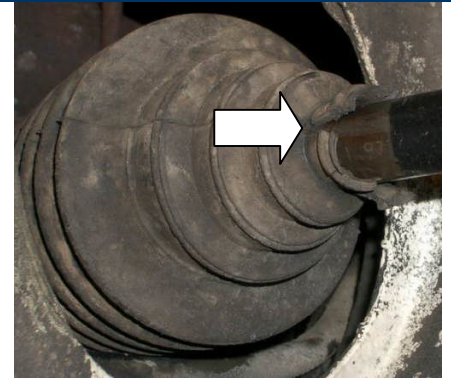
#### Step 5



Now, let the tie rod touch the ground and spray some WD40 behind the nut. Let it soak for a few minutes and put the tie rod back in the hub to help you undo the nut. Get a 19mm wrench and undo the nut. It might need some strength because of the rust and dirt, but mine were okay, so in 5 seconds it was released.

Very carefully now, unscrew the tie rod counting every single rotation you do. Mine was 18 per side. Put the new ones in and tight the nut. Remember this is temporary until you go for a new alignment ASAP!

#### Step 6



While I was doing the other (passenger) side, I noticed that the boot was torn. Thankfully, it was just missing the spring clip so got a nice thick tie wrap and fixed it. I don't know how and if it will hold but I will keep an eye on it.

#### Step 7

Test that there is no play on the inner tie rod. Mine where both okay. Also test the CV axle. Grab it firmly and try to move it inside out. If there is a lot of movement, then start looking for new CV. Mine were moving around 0.5mm, so I think they are okay.

#### Step 8

Put the wheels back on (with the lug bolts), but leave the car up on the jack stands. Grab one wheel at 9 and 3 o'clock and shake it. Try to see if there is any play. It would be better to have another person observe under the car. Then grab it at 12 and 6 o'clock and do the same. If you have movement, either your bearings are shot or the ball joint needs replacing. Repeat the process with the other wheel.

#### Step 9



And finally head for an alignment.

**\*\* Remember, you are responsible for working on your car; Cabby-Info.com, "Black\_cabbie", "DubPhreek", VWvortex.com, VAG, VWoA, or anyone else are not responsible if anything goes wrong while you are working on, in and under your car!**

**Use this information at your own risk! \* \***