

## Instruction Sheet – Front Adjustable Control Arm Set

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

**Plan Ahead - Read All Instructions BEFORE installing part.**

*Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns.*

1. Raise front of vehicle by body so the front suspension hangs free.
2. Remove the front tire and wheel assembly.
3. Remove the pinch bolt retaining the upper ball joints to the spindle.
4. Using a spreader such as a screw driver or chisel in the slot, remove the upper ball joint studs from the knuckle. Support the knuckle assembly so it does not strain the axle shaft or brake lines.
5. From the inner fender well, remove the bolts holding both control arms to the strut plate and remove the control arms.
6. Adjust the new control arms so they are approximately the same length as the stock arms. Make sure there is equal thread showing on either side of the turnbuckle.

**Note: The shorter adjustable arm goes towards the rear of the vehicle and the longer adjustable arm will go towards the front.**

7. Install the control arms up into the strut plate.
8. Tighten the retaining bolts with the arms positioned level with the ground. This will keep the bushings in a centered or mid-travel position.
9. Tighten the retaining bolts to 37 lb-ft (50Nm).
10. Install the outer ends of the control arms into the knuckle and tighten the pinch bolt to 30 lb-ft.

**Note: During travel there is potential for the outer ball joint to come into contact with the metal flange located in close proximity to this joint. Check flange clearance when wheels are turned and when straight.**

**If contact is noted, possible solutions entail:**

- Limit camber adjustments
- Trim the problematic flange

**Note: On vehicles that have been lowered, there is the potential that the adjustable control arm can make contact with the wire loom that is in close proximity to the outer ball joint.**

**If contact appears possible, solutions entail:**

- Re-route wire harness to avoid contact with the adjustable control arm

11. Reinstall tire and wheel assembly.
12. With alignment equipment attached, adjust the control arms by rotating the center turnbuckles to the desired camber or caster readings.

**Note: Using the 'jack up selected axle' option on the alignment equipment will make adjustment of these control arms easier.**

13. After adjustment is complete, tighten the lock nuts on each turnbuckle. Make sure the ball joints stay centered in the housing.

Always check for proper clearance between suspension components and other components of the vehicle.

14. Reset toe and road test the vehicle.

**Alignment Suggestion: Because of the "Virtual Steering Axis" suspension of these vehicles, Audi does not publish a specification for Caster. For best arm fitment and improved handling, SPC recommends setting the caster between 5 and 6 degrees as measured via normal alignment procedure. Visit [spcalignment.com/faq](http://spcalignment.com/faq) for more information.**

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11. Raise front of vehicle by body so the front suspension hangs free.
12. Remove the front tire and wheel assembly.
13. Remove the pinch bolt retaining the upper ball joints to the spindle.
14. Using a spreader such as a screw driver or chisel in the slot, remove the upper ball joint studs from the knuckle. Support the knuckle assembly so it does not strain the axle shaft or brake lines.
15. From the inner fender well, remove the bolts holding both control arms to the strut plate and remove the control arms.
16. Adjust the new control arms so they are approximately the same length as the stock arms. Make sure there is equal thread showing on either side of the turnbuckle.

**Note: The shorter adjustable arm goes towards the rear of the vehicle and the longer adjustable arm will go towards the front.**

17. Install the control arms up into the strut plate.
18. Tighten the retaining bolts with the arms positioned level with the ground. This will keep the bushings in a centered or mid-travel position.
19. Tighten the retaining bolts to 37 lb-ft (50Nm).
20. Install the outer ends of the control arms into the knuckle and tighten the pinch bolt to 30 lb-ft.

**Note: During travel there is potential for the outer ball joint to come into contact with the metal flange located in close proximity to this joint. Check flange clearance when wheels are turned and when straight.**

**If contact is noted, possible solutions entail:**

- Limit camber adjustments
- Trim the problematic flange

**Note: On vehicles that have been lowered, there is the potential that the adjustable control arm can make contact with the wire loom that is in close proximity to the outer ball joint.**

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