



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.

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise front of vehicle by body so front suspension hangs free.
2. Remove front tire and wheel assembly.
3. Remove pinch bolt retaining upper ball joints to knuckle.
4. Using a spreader such as a screw driver or chisel in slot, remove upper ball joint studs from knuckle. Support knuckle assembly so it does not strain axle joints or brake lines.
5. Remove lower strut mounting bolt from lower control arm.
6. From engine compartment, remove three bolts fastening strut top plate to body.
7. Remove entire strut plate, upper control arms, and strut assembly from vehicle.
8. Lay assembly on a flat surface and note angles of upper control arm to strut plate so new adjustable arms can be installed at approximate correct angle when reinstalling assembly back into vehicle.
9. Remove bolts fastening control arms to plate.
10. Adjust new control arms to approximately same length as stock arms. Make sure there is equal thread showing on either side of hex adjuster.

NOTE: Maximum length of arm is reached when milled flat is visible on adjuster at end of aluminum housing. Do not lengthen arm beyond this point.

11. Install control arms onto top plate in same relative position as stock arms were installed, as noted in Step 8. This will keep bushings centered in a mid-travel position.

Note: Shorter adjustable arm installs towards rear of vehicle and longer adjustable arm installs towards front.

12. Check to make sure adjustable control arms have same travel against top plate as stock arms. See **Figs. #1** and **#2**. If trimming is needed use an aluminum rotary file such as 85137 to lightly trim top plate. This will allow full travel of suspension.
13. Tighten retaining bolts to 37 lb-ft (50Nm).
14. Reinstall complete strut assembly in reverse order of removal. Torque bolts as follows:
 - a. Top plate bolts: 50 lb-ft (75Nm)
 - b. Pinch bolt (use supplied bolt): 30 lb-ft (40Nm)
 - c. Lower strut bolt: 66 lb-ft (90Nm)
15. Reinstall tire and wheel assembly.
16. With alignment equipment attached, adjust control arms by rotating center hex adjusters to desired camber or caster readings.

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

Note: During travel there is potential for outer ball joint to come into contact with 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 include:

- limit camber adjustments
- trim problematic flange at inner fender

CAUTION: Because of "Virtual steering Axis" suspension on these vehicles, Audi does not publish a specification for caster. For best arm fitment and improved handling, set caster between 5 and 6 degrees as measured via normal alignment procedure.

After alignment is set, turn steering to full lock both ways to check clearance between upper arms. Visit spcalignment.com/faq for more information.

17. After adjustment is complete, tighten lock nuts on each hex adjuster. Make sure ball joints stay centered in housing.
18. Reset toe and road test vehicle.

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

Check out how to install this part at: <http://spc-tv.com>



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Figure 1

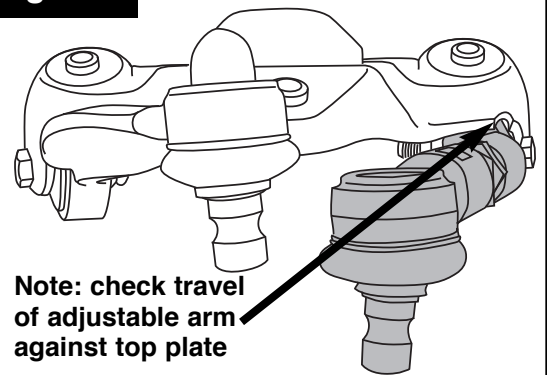
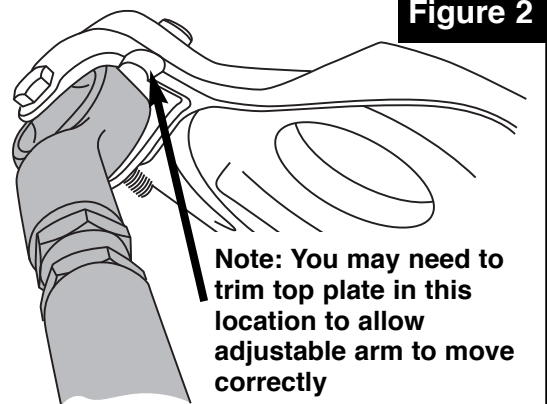


Figure 2



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