

PART NO. 81360 & PART NO. 81365

Instruction Sheet FRONT ADJUSTABLE CONTROL ARM SET

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



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.



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Smart Phone
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App for videos
and more
information

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. From inner fender well, remove bolts fastening OE control arms to strut plate and remove arms.
6. Adjust new control arms to approximately same length as OE 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.

7. Install control arms onto strut plate.
Note: Shorter adjustable arm installs towards rear of vehicle and longer adjustable arm installs towards front.
8. Position arms parallel to the ground so bushings are centered in a mid-travel position. Tighten retaining bolts to 37 lb-ft (50Nm).
9. Install outer ends of control arm into knuckle. Using supplied pinch bolt, tighten to 30 lb-ft (40 Nm).
10. Reinstall tire and wheel assembly.
11. With alignment equipment attached, adjust

control arms by rotating center hex adjuster 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

Note: On vehicles that have been lowered, there is potential for adjustable control arm to make contact with the wiring harness that is in close proximity. If contact appears possible, re-route wires.

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.

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

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



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