



Audi/VW Adjustable Control Arms

Congratulations on the purchase of your new Stern Adjust Control Arms. These arm will allow you to fine tune your alignment settings for minimizing tire wear, or for maximum track performance. These arms completely replace your existing upper control arms.

Estimated Time

Minimum 2hrs

Tools Needed

Floor Jack
Jack Stands
16mm wrench
16mm socket
18mm wrench
18mm socket
Mallet
Ratchet
Extensions



Step 1

Raise the entire front of the car and secure it with jack stands. Never work under a car supported only by a hydraulic floor jack. Check your owner's manual for proper placement of floor jacks and jack stands. If you live in an area where rust is a concern, liberal use of penetrating fluid will be necessary and may increase the installation difficulty. If you have any concerns, please consult with a professional.

Step 2

Loosen the pinch bolt which secures the outer too ball joints to the suspension upright. Remove the nut and bolt, then lift the arms out of the upright.



Step 3

Loosen then remove the lower bolt of the shock. With the bolt removed, carefully lift the fork up and over the lower control arm.



Step 4

Carefully pull back the engine cowl cover and weatherstripping, and remove the 3 bolts which hold the upper control arms to the chassis. These bolts are circled in red below. With these bolts removed, the entire front shock assembly with upper control arms can now be wiggled out from the car.



Passenger Side



Driver Side

Step 5

Remove the stock arms from the upper perch. Note that there is a long (straight) arm, and a short (curved) arm. The long arm resides closer to the front of the vehicle, while the short arm is closer to the rear of the vehicle.

Install the new Stern control arms. Stern logos will face outward as shown below for proper orientation. Tighten the bolts so the arms are snug, but still freely move. **Do not completely tighten these bolts yet.**



Step 6

Reinstall the control arm and shock back into the vehicle. Start by lightly fastening the 3 bolts in the engine bay. Then lightly fasten the bolt through the lower shock.

Reinstall the control arm ball joints into the suspension upright, and reinstall the pinch bolt and loosely tighten. It is critical that none of these bolts are securely fastened yet!

Step 7

Load up the suspension. This step is critical to make sure the rubber bushings have the minimal amount of preloaded torsion on them which will extend their life.

Use a floor jack and compress the suspension by jacking the suspension up from the bottom of the suspension upright. Continue to raise the suspension until the vehicle just barely lifts from the jack stand. This causes the weight of the vehicle to be entirely supported by the suspension, putting the suspension in its most neutral position.



Step 8

With the suspension compressed, now you can go ahead and tighten up all the bolts. Start with the 3 bolts in the engine bay, followed by the upper control arm bushings, then the pinch bolt, and finally the lower shock bolt.



Step 9

Now that you've completed one side the process is identical for the opposite side. Reinstall the wheels, and carefully lower the car back to the ground and secure the wheel lug bolts.

A 4-wheel alignment is highly suggested and recommended proceeding the completion of the installation.

Congratulations on completing the installation!