



## VW/Audi Front Upper Control Arm Sets

**Q1: There are no alignment specs for caster on my Audi, what should I set it to?**

**A1:** The multilink design on these cars creates a 'virtual steering axis.' This means that the caster changes with steering angle as the tires are turned (i.e. 'variable caster'). When measured on a typical alignment rack, we have found that the B5 chassis comes from the factory with an average fixed-caster equivalent of about 4°.

**Q2: My arms make a popping noise when I steer to full-lock, what should I do?**

**A2:** On some early models that using a cast steel knuckle, the distance between the ball joint stud holes for the outer ends of the upper arms are very close together, and may cause contact between the two control arms at full lock at certain caster setting. This will cause the popping noise you hear and may rip the dust boots that protect the ball joint. We recommend that you increase caster to 5-6°. This will not only change the geometry to avoid contact between arms, but it will also improve handling on the car.

**Q3: I would like to use an SPC adjustable control arm, will this arm work with aftermarket strut/spring setups?**

**A3:** As long as the stock control arm fits around the strut assembly, the SPC control arm will also fit.

**Q4: What should I do if the parts are not compatible?**

**A4:** The more modifications that are done on a vehicle the more likely you are to run into compatibility issues such as fitment and clearance. Educated decisions will need to be made on which parts will work and which ones won't. Sometimes it's just a matter of trial and error. It is ultimately up to the consumer as to the proper fitment of aftermarket parts.

**Q5: I am installing adjustable front upper control arms on my Audi. While checking for clearances I noticed that there are wires routed in the area of the wheelhouse right above the arms. Should I move them?**

**A5:** Possibly yes. It depends on how much you need to lengthen your arms to get the positive adjustment you want. Most important is to be aware the wires are there and to check all bump and steer positions to confirm that there is no contact or potential contact. If there is any chance that your arms are going to cycle in a way that would contact the wires you must re-route them.



**Q6: Your product description says these arms will not maintain OE NVH. What is that and why should I care?**

**A6:** NVH is the OE's term for anything that will annoy the driver as the vehicle runs over different road surfaces and suspension events. It stands for Noise Vibration Harshness. You will note that the OE upper control arms have a very large rubber bushing. This volume of rubber provides many attributes that make it work in the suspension system, but the most notable is that it provides isolation. The arms bolt directly into the uni-body and they do it very close to where you and your front seats. NVH transfers very easily through the suspension and then in this case amplifies when it hits the uni-body. A large rubber bushing is the last defense to stop NVH. As you remove isolation between you and suspension components, you will hear more of the road and the suspension parts working. Our performance control arms have been designed to remove deflection, lag, and softness created by the volume of rubber. When you install the performance arms using xAxis™ sealed joints you are giving up the isolation that the rubber provides.

**Q7: What can I expect to “hear” on my car?**

**A7:** It depends on the car. We have these arms on an S5 and we don't hear anything dramatic. We also have them on a 1998 S4 and we can hear every time the suspension cycles.

**Q8: What should I do if I want to maintain factory NVH?**

**A8:** If NVH is more important than handling you should use our arms with rubber bushings (81350 or 81360).

**Q9: What is the difference between the arms with the rubber bushings or the xAxis™ ball joints?**

**A9:** Both versions of the arm allow for the same adjustability range. The rubber bushings are only slightly stiffer than the OEM bushings for a very subtle improvement in handling response while still providing good isolation from road and suspension noise. The xAxis™ joints eliminate all isolation of the upper control arm, resulting in a marked improvement in handling and responsiveness at the cost of possible increased noise and vibration transmission to the body structure of the car.

