

LOWER CURVE CONTROL ARM FOR 98 A8 REPLACEMENT

1. **Tools: 18mm curve, box & open wrenches, hammer, ball joint separator, dremel cutting tool.**



2. **Jack up the car and lubricate all bolts and nuts of old control arm.**



3. **Loosen the rear bolt & nut and front ball joint nut.**



4. **Remove the ball joint nut and use the separator to loosen the bolt, you only want to use this separator if you know for sure that you don't need the rubber boot because it will destroy the rubber boot. Using a hammer and knock it in a few times. The final one is to use a punch to hammer the bolt from the top down and knock it out of its place.**



5. Now we can remove the rear nut and bolt, but the bolt is too long, in order to take the bolt out, you have to lower the sub frame and if you do this, you have to re-align the front tires. I choose to cut the bolt instead of touching the sub frame. Therefore, I need the dremel to cut the bolt. There will be lots of sparks, please make sure there's no flammable material around and **WEAR EYE GOGGLE.**



New Bolt

6. When you finish cutting the bolt, then installing the new arm is easy, just start with the rear first, but this time you have to reverse the way the bolt goes in, from the inside out.



Make sure to jack the car up to put the load on the arm as if it's on the ground with wheel before you tighten every bolt and nut. Please check the manual for the correct torque, I just tighten as much as I can. If you can go under the car or drive it up a ramp to tighten the nuts, it's a better way to finish the job. You may have to use a hex wrench to hold the ball joint bolt while tightening the nut (if you look at the bolt, you'll see the hex socket).

Again, this is my way of doing my car and I'm sure there are many right ways to do it. Please do it at your own risk.