



Make sure to tighten the fastening screws of the exchanged suspension arm in the deflected state in any case to avoid complaints. The tightening of the screws in the rebound state is a serious assembly error that results in an overload of the rubber bearings. This may lead to cracks that result in the premature failure of the rubber bearing. The axle geometry changes and causes additional costs (increased tyre wear!).



**Therefore, some febi suspension arms provide of a rubber bearing where the installation position is identified by a marking:**

**e.g. with the febi suspension arm for the Audi A 4 front axle**

*febi no. 11350*

*suited for comparison no. 4DO 407 151 P*

The marking of the suspension arm and the countermarking on the drive assembly carrier must match. Then, your customer is on the safe side!

Your advantage in terms of quality: OE rubber bearings are additionally pressed into the cross struts in the febi production in Ennepetal.



Subject to technical alterations