

# VOCC13000

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## THIRTEEN



### **REAR CAMBER ARM INSTALLATION INSTRUCTIONS:**

- 2005 - 2013 AUDI A3/S3/RS3 (8P)**
- 2015 - PRESENT AUDI A3/S3/RS3 (8V)**
- 2007 - 2013 AUDI TT/TTS/TTRS (8J)**
- 2015 - PRESENT AUDI TT/TTS/TTRS (8S)**
- 2007 - 2009 VOLKSWAGEN EOS (MKV)**
- 2010 - 2013 VOLKSWAGEN EOS (MKVI)**
- 2006 - 2009 VOLKSWAGEN JETTA/GTI/GLI/RABBIT/R32 (MKV)**
- 2010 - 2014 VOLKSWAGEN GOLF/GTI/RABBIT/R (MKVI)**
- 2015 - PRESENT VOLKSWAGEN GOLF/GTI/R (MKVII)**
- 2006 - 2013 VOLKSWAGEN PASSAT**
- 2008 - 2013 VOLKSWAGEN TIGUAN**

**PART NUMBER:**

**VOO-RCVW-0100**

**(INDEPENDENT REAR SUSPENSION ONLY)**

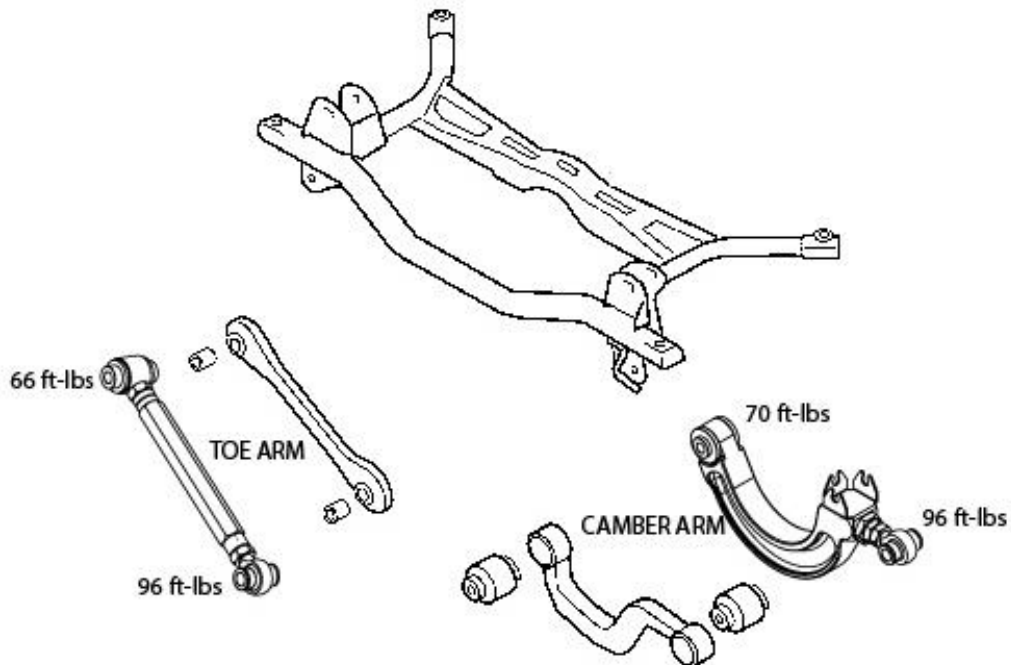
We recommend that installation of all Voodoo13 parts be completed by a professional who is experienced in suspension tuning. With proper installation and maintenance, Voodoo13 suspension products will provide exceptional performance and durability. We thank you for choosing Voodoo13

## RECOMMENDED TOOLS AND SUPPLIES

- General Mechanics Tool Set
- 18mm and 21mm sockets

## PART BREAKDOWN

NOTE: For any OE hardware please refer to OEM service manual for torque specifications. For all included hardware please torque to specifications shown below.



## INSTALLATION PROCEDURE

**Step 1:** Lift the vehicle to a safe height using the recommended factory lift points to work underneath the rear suspension. Ensure to place safety jack stands where recommended by Volkswagen/Audi before anyone goes underneath the car (unless using a vehicle lift with safety locks)

**Step 2:** Remove the rear wheels to gain access to the rear upper control arm.

**Step 3:** First disconnect the rear sensor from the arm. Remove the nut and bolt from the hub side. Socket size needed on both sides are a 21mm.



**Step 4:** Remove the eccentric bolt and nut on the subframe side. Socket size needed on both sides are an 18mm.



**Step 5:** Overlay the new arm over the factory arm to set a baseline for desired camber.



**Step 6:** Install the arm by the subframe first for an easier install. Torque the bolt and nut to **70 ft-lbs and apply an additional 90° turn.**

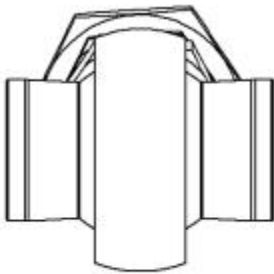
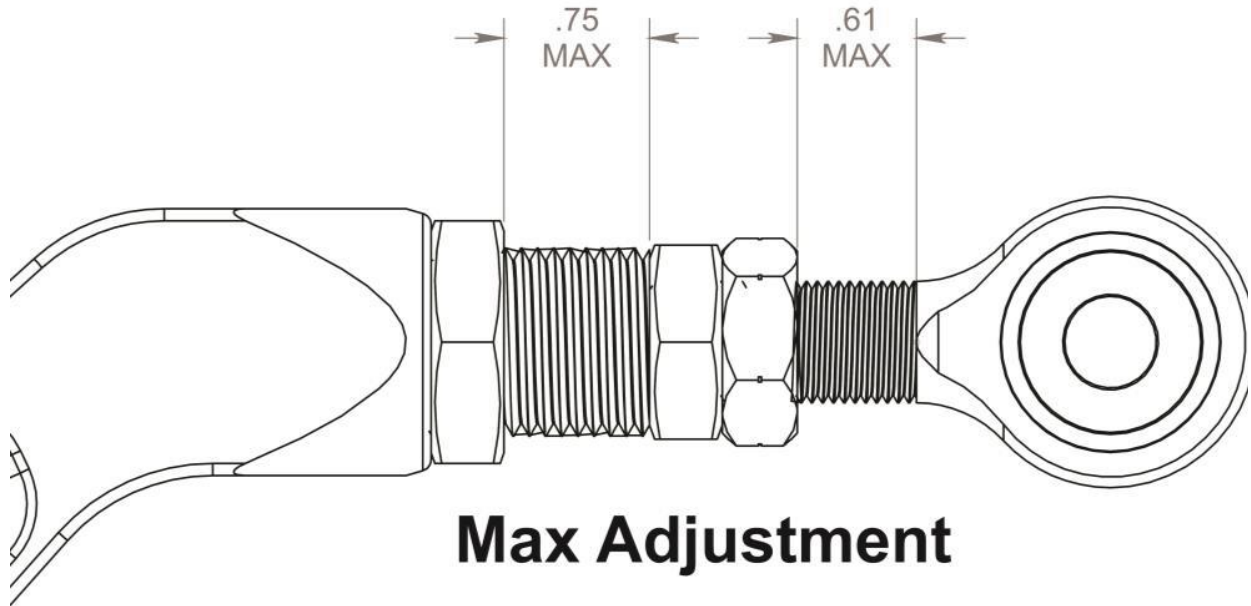
**Step 7:** Next install the with the factory hardware on the hub side and torque to **96 ft-lbs and apply an additional 90° turn.**

**Step 8:** Install the sensor line into the new bracket. Set the desire amount of camber and tighten the jam nuts.

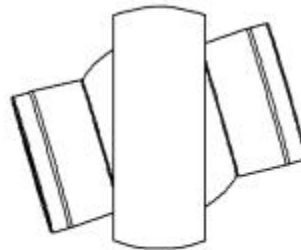
**Step 9:** Lower vehicle safely back to the ground and perform a vehicle alignment. You are finished!

## ROD END ADJUSTMENT GUIDELINES

When adjusting rod end to desired position, adjust so that the rod end and adjuster have approximately the same amount of thread showing. Always use the jam nuts to secure the rod end and adjuster. Never tighten the rod end into the adjuster or the adjuster in the lower control arm as a jamming mechanism.



CORRECTLY POSITIONED



INCORRECTLY POSITIONED  
TOO MUCH STATIC ROD END MISALIGNMENT