



## **REAR TOE ARM INSTALLATION INSTRUCTIONS:**

- 2006 - 2013 AUDI A3/S3 (8P)**
- 2006 - 2013 AUDI TT/TTS/TTRS (8J)**
- 2012 – PRESENT VOLKSWAGEN BEETLE**
- 2009 - PRESENT VOLKSWAGEN CC**
- 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)**
- 2006 - 2013 VOLKSWAGEN PASSAT**
- 2008 - 2011 VOLKSWAGEN TIGUAN 1**
- 2012 – PRESENT VOLKSWAGEN TIGUAN 2**

**PART NUMBER:**

**V00-TOVW-0100**

**(INDEPENDENT REAR SUSPENSION ONLY)**

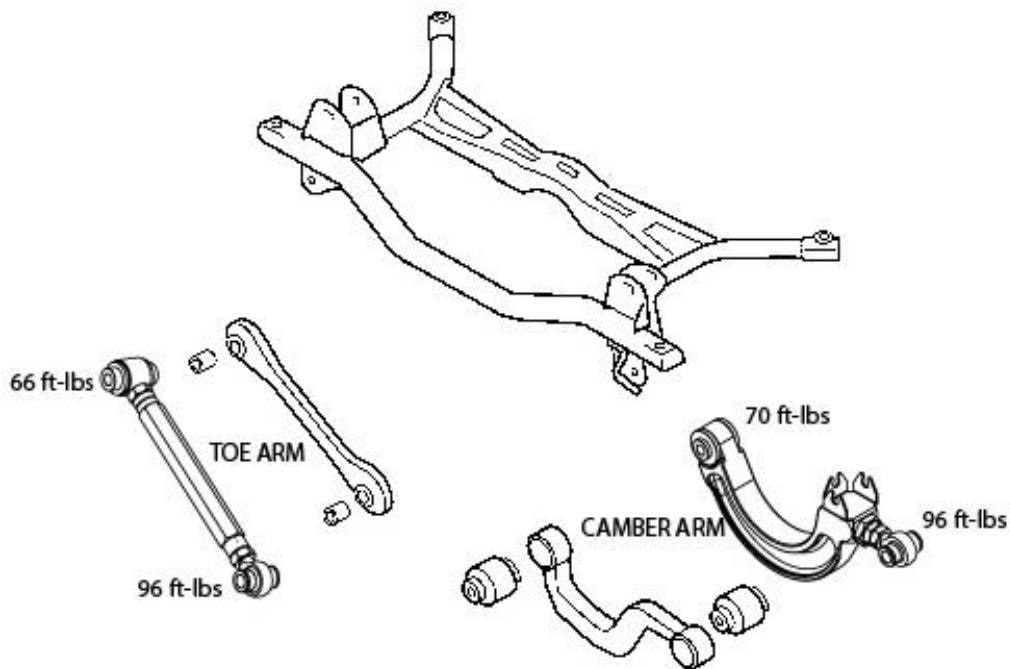
We recommend that installation of all Voodoo13 parts be completed by a professional who is experienced in suspension tuning. With proper installation and maintenance, Voodoo13 suspension products will provide exceptional performance and durability. We thank you for choosing Voodoo13 for your suspension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

## RECOMMENDED TOOLS AND SUPPLIES

- General Mechanics Tool Set
- 18mm and 21mm sockets
- 16mm Open Ended Wrench
- T30 and T50 Inverted Torx

## 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 lower control arm.

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

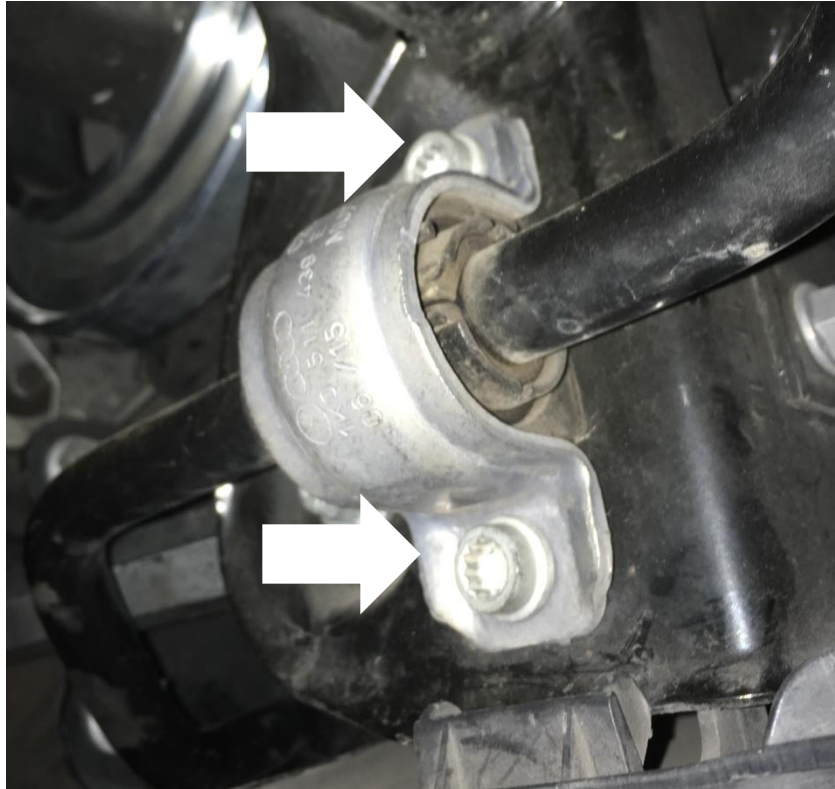


**Step 4:** Remove plastic undertray underneath the rear subframe to gain access to the rear lower control arms. The plastic nuts are a 14mm hex nut.

**Step 5:** Remove the rear endlink bolts that are connected to the rear sway bar. 16mm wrench and a T30 inverted Torx bit is required for removal.



**Step 6:** Remove the bolts from the sway bar brackets for sway bar removal. T50 inverted Torx bit is required for removal.



**Step 7:** Remove the inner bolts on the rear lower control arm since the sway bar is finally out of the way. Bolt and nut head size are 18mm.

**Step 8:** Take the factory arm and the new arm and overlay the new arm on top. Using the factory bolts, adjust the length of the new arm until the bolts can be inserted through both arms. The goal here is to match the factory length as a baseline before an alignment is done.

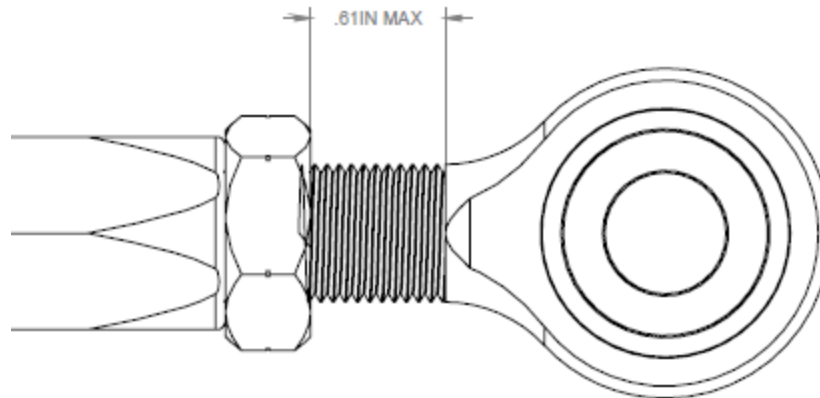
**Step 9:** Install the arm on the inner side, and torque the bolts to **66 ft-lbs and apply additional 90° turn.**

**Step 10:** Install the arm on the outer side, and torque the bolts to **96 ft-lbs and apply additional 90° turn.**

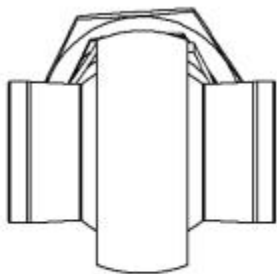
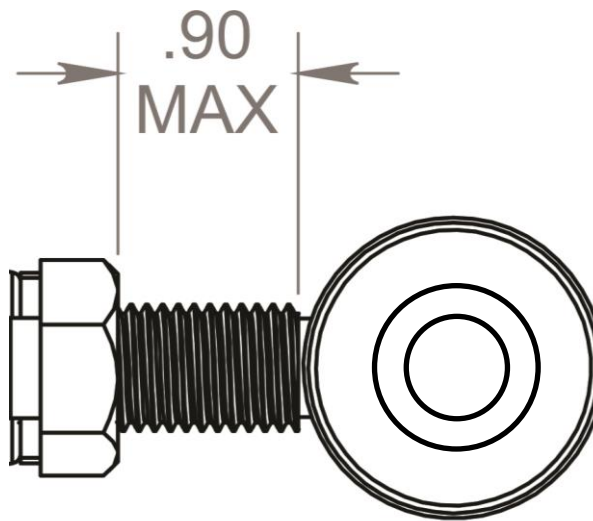
**Step 11:** Reinstall the sway bar by bolting up the sway bar brackets back onto the rear subframe, **torque to 20 ft-lbs.** Then bolt up the endlinks back onto the sway bar ends, **torque to 25 ft-lbs.** Reinstall the plastic undertray. Tighten the jam nuts to set the length of the arms, blue thread locker may be used.

## ROD END ADJUSTMENT GUIDELINES

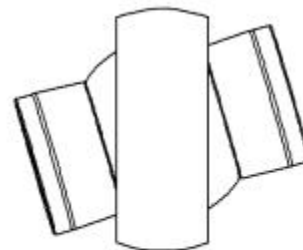
When adjusting rod end to desired position, adjust so that the rod end and adjuster have approximately the same amount of thread showing. Always use the jam nuts to secure the rod end and adjuster. Never tighten the rod end into the adjuster or the adjuster in the lower control arm as a jamming mechanism.



CORRECTLY ADJUSTED



CORRECTLY POSITIONED



INCORRECTLY POSITIONED  
TOO MUCH STATIC ROD END MISALIGNMENT