

**B9 Front Upper Control Arm Rebuild Kit****034 MOTOR SPORT**

034Motorsport's B9 Adjustable Front Upper Control Arm Rebuild Kit will allow you to refresh the hardware of your billet control arms to get you back on the road in full force. These parts are a direct replacement for the bushings, rod ends, and dust boots that are supplied with brand new arms.

**Installation Spiciness Rating: MILD**

Completion of your B9 Front Upper Control Arm Rebuild kit is a straightforward process that should take approximately 1 hour to finish.

**Supplied Parts:**

- (4x) 034 Front Upper Control Arm Bushings
- (4x) Spherical Heim Joints with Jam nuts
- (4x) High Mis-Alignment Pins
- (4x) High Mis-Alignment Washers
- (4x) M10 Bolts
- (4x) Dust Boots
- (2x) Anti-seize Packets
- (1x) Loctite Packet

**Tools Needed:**

- Hydraulic/Arbor Press
- 24mm/Crescent Wrench
- 33mm Socket
- Small Piece of Tubing

Getting Started

Confirm you have received all the parts included with your purchase by reading the complete guide, if there are missing components, please contact:

[customerservice@034motorsport.com](mailto:customerservice@034motorsport.com)

### About This Guide

This Rebuild Guide documents the process of refreshing the hardware on a 034 Adjustable Billet B5 Audi S4 control arm, but it's generally the same for all the different chassis.

Do your best to emulate the steps shown below. For your safety, make sure you use strong tools that can handle the forces. If done incorrectly, there is a high probability that the arms will get cosmetic damage, but they should still function as needed.

### Rebuild Steps

#### **Step 1**

Find a suitable tube to use as the base. You want the inner diameter to be slightly larger than the bushing, so it can be pressed out.



#### **Step 2**

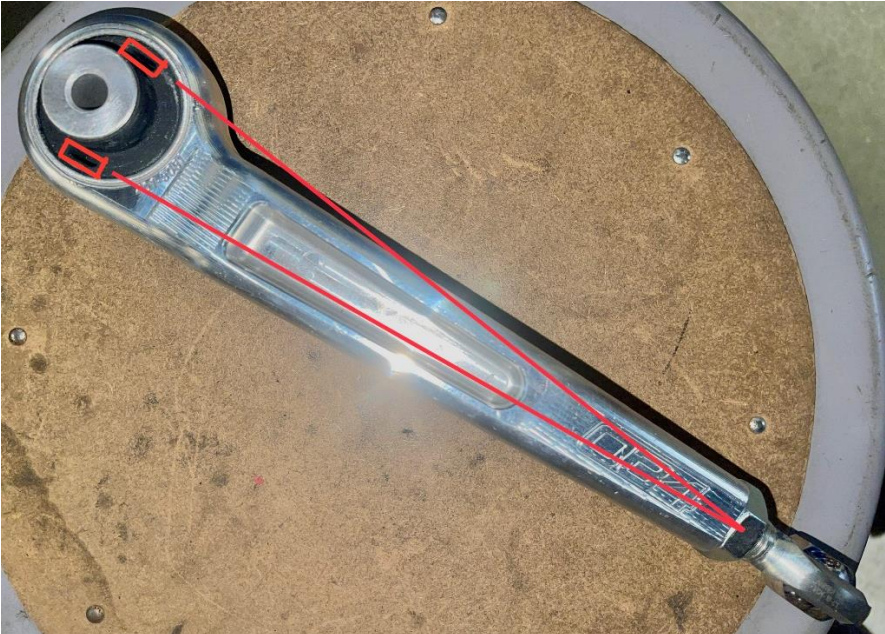
We used a 33mm socket to act as the upper press tool. If you don't have one, find a tube with an outside diameter that is slightly smaller than the bushing. If the outside diameter of the tool is too large, the bushing won't press out, and you'll probably damage the arm. If the outside diameter of the tool is too small, you risk pressing out the rubber portion only, and the metal skirt will remain stuck in the arm.





**Step 3**

With the old bushing removed, you can prep to install the new bushing. Using the two voids in the rubber as a reference, index the bushing such that they make a "V" shape with the spherical bearing.

**Step 4**

Using the same tools from Step 2, install the new bushing into the arm.



**Step 5**

Using a 24mm wrench, remove the old spherical joint, with all the hardware.

**Step 6**

Slide the pin into the spherical joint.

**Step 7**

Install washer onto the back of the pin and secure it with the provided bolt. Do not use Loctite yet.

**Step 8**

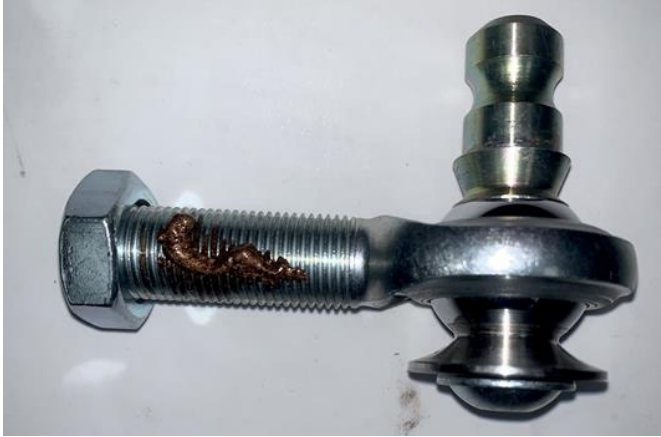
Apply half packet of anti-seize to the threads of each spherical joint.





**Step 9**

Run the jam nut down the shaft to disperse the anti-seize along the entire threaded portion.

**Step 10**

Repeat this process for the remaining arms.

**Step 11**

You are now ready to reinstall your rebuilt control arms.  
Enjoy!

