









# PRObuilt Arm Install

Our goal is to make the install a breeze. Please read the entire guide before beginning. Something NEW for 2020, is the use of Smart Phone integrations by scanning QR codes with your phone's camera or a QR code app. Any time you see a  that tool is available on our [Amazon tool page](#). If a Video tutorial has been created for this product, you will find it [here](#). Photo tutorial is available [here](#). If you have a tech question, you can [text us here](#).

1. Loosen the lug nuts 1/4 turn before jacking the vehicle up.
2. Jack  up the front of the vehicle and place stands  underneath the chassis.
3. Remove the wheels and place under the chassis as a fail safe.
4. Disconnect the battery.
5. Starting on the drivers side, you must first remove the cir clip from the speedometer cable. I like to use a piece of clear tap to save the cir clip from falling in a crack or getting lost. Stick it to your beer.
6. Remove the dust cap, the spindle nuts and slide off the drum. Remove the (3) bolts holding the backing plate onto the spindle and set to the side. Do not break loose any brake lines to avoid having to bleed the brakes afterwards.
7. The outer tie rod ends will need to be removed from the spindle. To do this, loosen the 17 or 19mm nuts on the bottom but do not totally remove them. There are two ways to remove the swedged fit connection here. Utilizing an air hammer , from the bottom, place the air hammer fitting on the stem of the tie rod and force up. This should pop the end out of the spindle. If you don't have an air hammer, you need to loosen the swedge by tapping the side of the spindle with a hammer . I know, I know, NEVER USE A HAMMER ON A VW. I get it. But I am against using a pickle fork or any of those heinous acts. You are going to tap towards the strongest part of the spindle until it pops loose. Then remove the nuts.
8. Now, it's onto the ball joint connections to the spindle. 19mm wrench  is needed here. Remove the nuts and remove the spindle. If it does not come off easily, leave the nuts on partially as you will need to use the same process as above to loosen the swedge.
9. Remove the spindle assembly from the car and repeat on the Passenger side.
10. The factory arms are attached to the torsions springs by 8mm Allen  grub screws and 19mm  jam nuts. Once the grubs

## Tools you need



## Video Tutorials












## Photo Tutorial



## Tech Support



and jam nuts are removed, slide off the arms and wipe off the grease.

11. You need to remove the eccentric off the old ball joints if you didn't purchase new ones. Same time of swedge connection as above.
12. Lubricate  the PRObuilt Arms and slide them into the beam and install the grub screws/jam nuts.
13. Lubricate  all connections that have a swedge fit connection to make it easier to remove and maintain in the future.
14. Install the spindles and leave the upper nut snug, but not tight.
15. Place an angle finder  on to the face of the spindle. You are going to adjust the eccentric on the upper ball joint with a non serrated crescent wrench  and you are trying to achieve 90°. You will need a four wheel alignment after the entire install is done to have the best user experience. Then tighten the upper nut.
16. It is now time to install the tie rod ends.
17. Install your brakes in the reverse order of removal. When tightening the spindle nuts, tighten until the drum no longer spins with force, then back off 1/4 turn.
18. Lube  your speedo cable so it can pass through the spindle and protrudes past the spindle shaft. Place the dust cap over the cable and install the eClip and tap the cap on until it bottoms out. Install your wheels and snug the lug nuts up.
19. Lower the vehicle on the ground.
20. Now it is time to get the alignment close. Adjust the tie rods until the tire look parallel to the fenders on each side. Take a measurement  from the front of the tires from the same place on each tire. Then take a measurement  on the back of the tires from the same tread you measured from on the front. Adjust to make the measurements the same. This is a rough alignment. It is always recommended to have an alignment specialist do a 4 wheel one digitally to ensure your tires will wear evenly and the best user experience is obtained.
21. Once this is done take a grease gun  with a new grease tube  and pump grease into the beam zerks evenly. Remember when taking apart your VW in the first place, your VW was caked with grease. These cars need lube to work properly. Wipe off the excess grease from any area it has secreted from. It is recommended that each time you do a valve adjustment or oil change to pump those zerks with a couple pumps each to ensure that they are properly lubed at all times.

Place your old arms in the same box and stick on the supplied label and drop them off at a FedEx drop off location. Information on the rebate will be on the a separate document.

The PRO's are always updating our install articles with tips, tools and videos that make the installs easier for all parties. If you have a tip or suggestions, please text or use What's App 1-623-518-3537 and let us know, we appreciate it.