

Installation Instructions – Suspension Lowering Kit – Mechanical

Audi A8 (4E)



Overview

This article is intended to provide a step-by-step installation guide for enthusiasts wanting to lower their Phaeton, Audi A8/S8, Bentley Continental or Flying Spur without the cost and complexity of the electronic packages available on the market.

Parts Required for Installation

- [Suspension Lowering Kit – Mechanical](#)

Tools Required for Installation

- Pliers
- Small standard screwdriver
- Large standard screwdriver
- 14 or 15mm combinations wrench (optional)
- Vehicle Hoist (recommended), or
- Jack (3-ton) and 4 jack stands

Installation

Phase One: Vehicle Preparation

1.1 Before you start this DIY, you'll want to get a "baseline" height determined for the vehicle. The most accurate way to do this is to measure from the ground to the lip of the fender in front of each wheel. You should only need to do one side, as left and right side are the same. If the left and right sides are NOT the same, stop this installation and take the car to your dealer or mechanic to determine & fix the problem.



1.2 Once you have the height recorded, set the vehicle in the highest possible suspension setting. This is normally transport, lift, etc. and varies by vehicle. Our goal is maximum clearance underneath, which is important later. Also, roll down the drivers' window.

1.3 Place the vehicle on a hoist or lift and raise it until you can walk underneath. We assume you know how to do this, so we won't go into details. If you don't have a hoist, you'll need to jack the vehicle up with a floor jack and secure it with four jack stands. We don't recommend this option due to the fact that you may need to raise and lower the vehicle more than once.

1.4 Removing the wheels is not required when using a hoist, but may be needed if using jack stands. Again, we'll assume you know how to do this if necessary. The rest of this DIY assumes that a hoist is used.

1.5 Remove the suspension links from the packaging and inspect them to ensure they are ready for installation. The rears (shorter set) should be identical in length and orientation. The front set should also be of identical length, but will have a left and right version with different orientation of the attachment points. They are not marked, but which one is which will become obvious during

Phase Two: Rear Installation

2.1 Since the rear is slightly easier than the front, we'll start there. Looking at the lower control arm, you'll see a grey plastic rod about 3" long that connects to leveling sensor. Note the orientation of the arm on the sensor, which should be pointing toward the outside of the vehicle.



2.2 Using the large regular screwdriver, gently pry the lower end of the rod away from the bracket that attaches it to the lower control arm. It will fight back a little bit, but should "pop" loose with some consistent pressure.



2.3 Once the lower end is released, the leveling sensor and connecting rod will rotate freely. Stabilize the sensor arm with a pair of pliers, grasp the connecting arm with another pair (or your hand) and gently twist until the rod can be removed. Set the arm aside in case you need to install the original arms in the future.



2.4 The new connecting rod will attach to the leveling sensor and the lower control arm with gently pressure. We recommend attaching the arm to the lower control arm first, then the leveling sensor, keeping in mind the orientation of the adjuster arm on the sensor. Gently squeezing them on with the pliers may be needed. If you don't remember which way they are pointing, check the other side for reference.

Link shown is front, but process is identical.

(2.4 cont.)

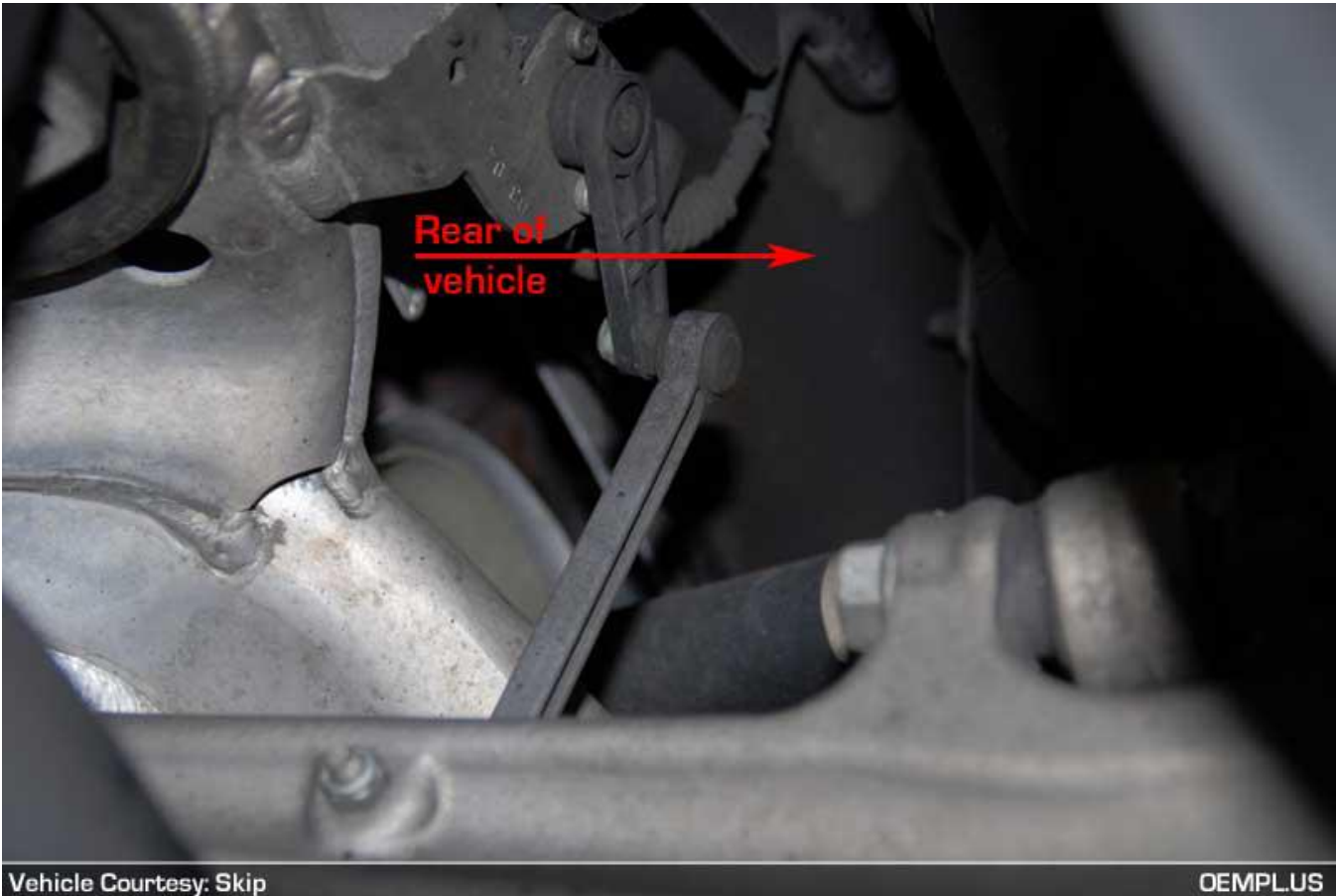
Upper end of link is obscured, but remember that the leveling arm points toward the center of the car!



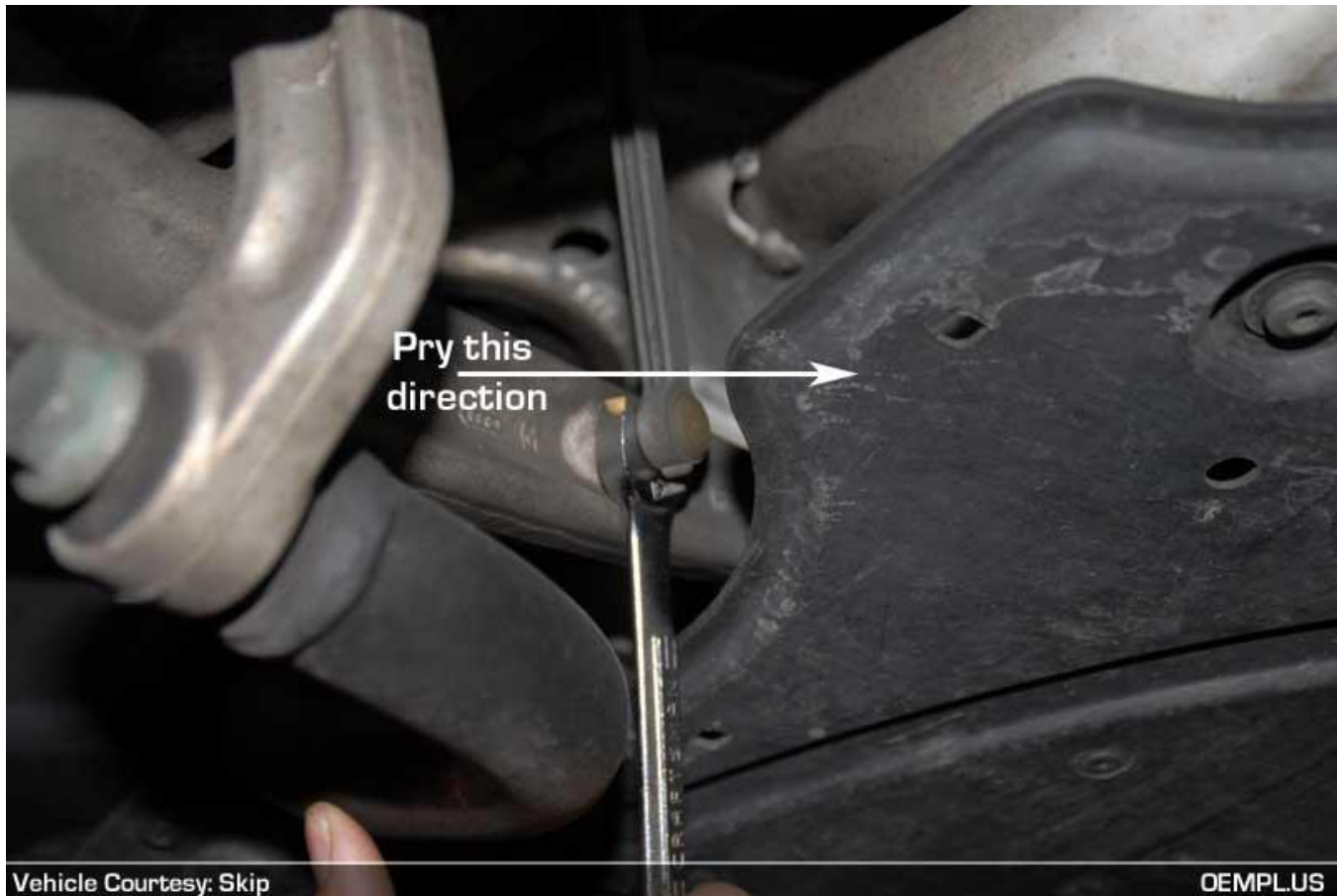
2.5 Repeat with the other side, remembering the orientation of the leveling sensor arm.

Phase Three: Front installation

3.1 Similar to the rear, look at the lower control arm and find the grey plastic rod about 6" long that connects to leveling sensor.



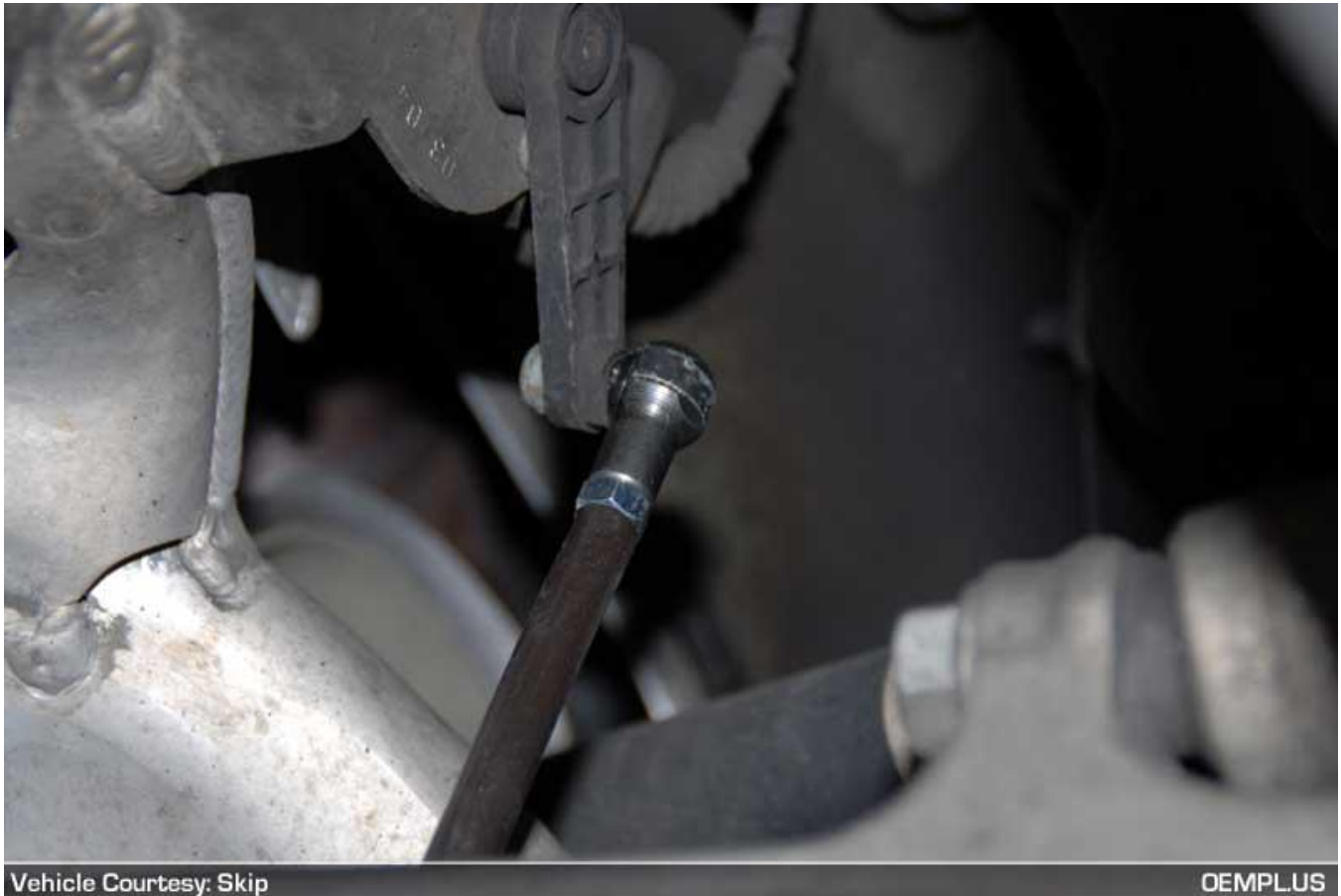
3.2 The lower end of the front connecting rod can be removed by prying gently around the end. We used a combination wrench, but you can use the large regular screwdriver as well. Like the rear, it will fight back a little before "popping" off.



3.3 Take care that the plastic leveling sensor arm is not bent excessively while removing the connecting rod by holding it with the pliers while you twist or pull the rod off.



3.4 Make sure to note the orientation of the leveling sensor arms, which should point toward the rear of the vehicle when you are finished (to the right in this photo).



Phase Four: Inspection

4.1 If you removed the wheels in Phase 1, you'll want to install them again now. Torque settings vary by vehicle and we assume you know the correct settings for yours. Consult the manual if there is any confusion.

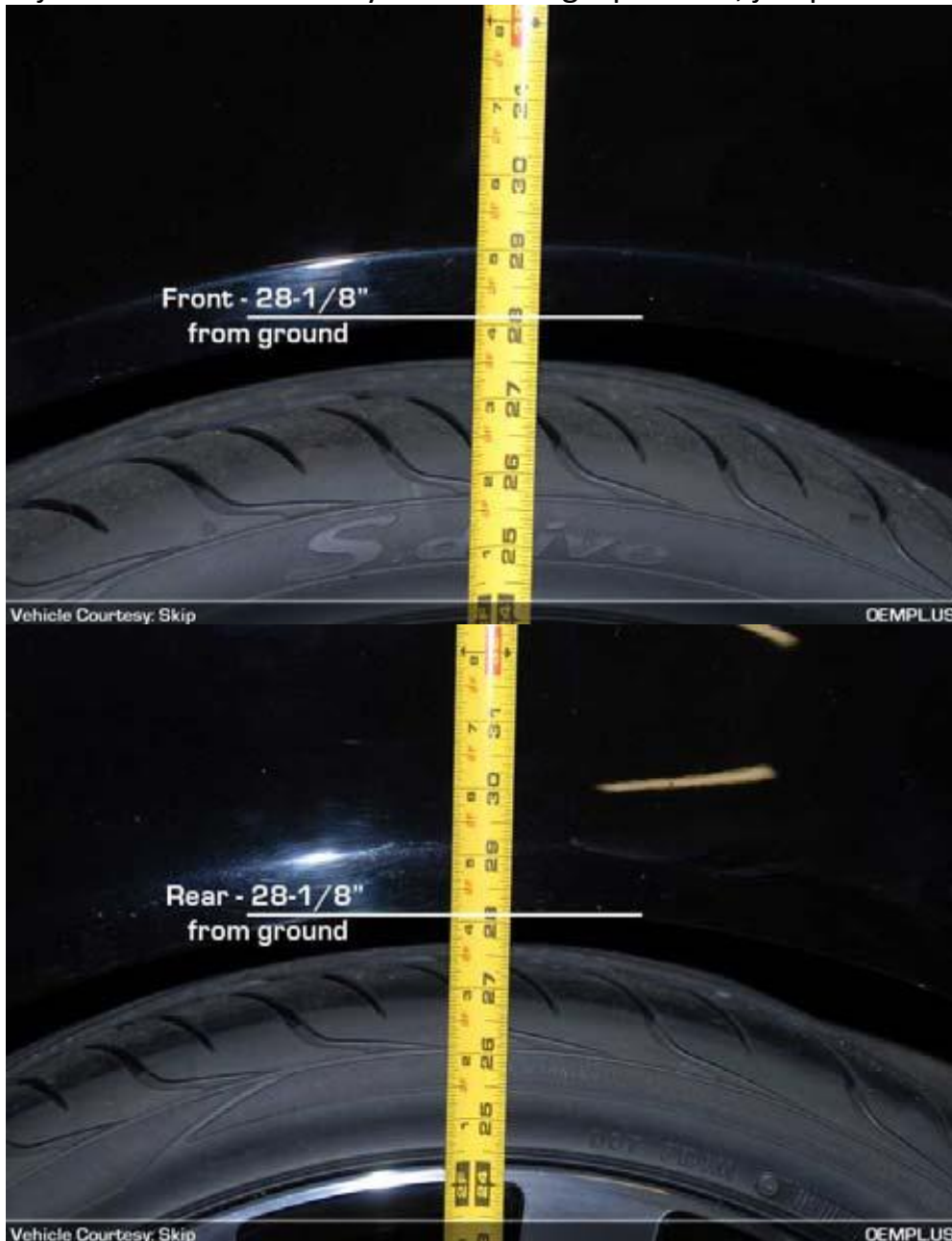
4.2 Lower the vehicle onto the ground. Whether on a lift or jack stands, this is a critical step. Keeping in mind that you've just lowered the vehicle ~40mm, it may settle down to the point that you cannot get it off the jack or lift. Do not be alarmed.

4.3 If you are not able to get it "loose", CAREFULLY reach through the drivers' window and start the vehicle. If you are not able to do this safely, secure the vehicle and then do so. The vehicle will adjust itself and should lift up enough to remove any lifting equipment.

4.4 Once the vehicle is free, roll it forward or backward to allow for the tires and suspension to orient themselves again. Reset the vehicle to normal driving mode and take a look at the finished product.

4.5 Measure the fender height at each corner again. There should be a consistent drop in the front and rear of the vehicle. The rear may appear lower than the front, which is

normally due to most vehicles having a shorter fender cutout in the rear. If you feel that adjustment is needed or you are having a problem, jump to Phase 5.



4.6 We recommend that you have the vehicle aligned. After that, enjoy!

Phase Five: Adjustment & Troubleshooting

5.1 If the vehicle is "laying down" with the suspension completely compressed at either end, this is due to the orientation of the arms on the leveling sensors. Raise the vehicle and double-check the arms to confirm they did not get reversed. If so, simply rotate them around and all should be well. The connecting rod does not normally require removal for this.

5.2 All of our kits are pre-set at a level we find to be optimal, but slight variations occur based on vehicle models. If you would like to adjust the vehicle up or down from the default setting, you'll need to lift the vehicle again.

5.3 With the vehicle elevated, disconnect the arms one corner at a time. On the Phaeton, the new arms come off much like the original version. On the Audi and Bentley models, insert a small regular screwdriver under the spring band on the connector and pry gently to release it.

5.4 Once the end is disconnected, loosen the capture nut at the end until the connector can be rotated freely. Making the rod longer will make the vehicle taller and making it shorter will lower it. A little bit goes a long way, so we recommend one rotation (360°) increments.

5.5 Once adjusted, retighten the capture nut and reattach the rod to the vehicle. Return to Phase 4 to lower the vehicle and repeat as needed.