

Instructions

Front Roll Centre Kit

N.B: This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

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Roll Centre adjust kit - is designed to raise front roll-centre geometry on vehicles with lowered ride height measurements over OE by using specifically engineered ball-joints.

Application - VW Golf - MK5/6/7
- Audi A3 (MQB platform)
(Refer current catalogue for complete listing)

Changing front suspension geometry by raising roll-centre, results in substantial increase to roll resistance and significant reduction of suspension compression of outside front wheel during cornering through improved weight transfer distribution.

Content - 2x Engineered Ball Joints with stud plates.
- Large upper nyloc nuts supplied for base models with steel hubs only

During cornering, this leads to significantly reduced under-steer through reduced front wheel compression, as well as improved steering feel and precision and vehicle stability.

- Raise vehicle evenly and safely support. *Never rely on a Jack only.*
- Proceed to remove front wheels.
- Loosen main upper nut (but do not remove yet) Strike hub until Ball Joint dislodges.
- Remove OE ball joint and proceed to install new performance ball joint.

Image of vehicle with smaller steel hub

(use new supplied nyloc nut here only) - discard nut on vehicles with aluminium hubs)



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- Note slotted ball joint housing.

This feature provides small camber adjustment and the potential to even out camber from LH to RH sides, providing a more balanced chassis. Range is approx. 0.5 degrees.

- For increased negative camber, slide ball joint housing outwards - towards tyre.

- **IMPORTANT** - for vehicles with aluminium hubs, re-use the original VW wide-flange nuts.

- **Note** - check clearance between ball joint and after-market large disc rotors

- **Image of vehicle equipped with OE steel arm.**

Note aluminium hub - re-use original wide-flange nut.

- A wheel alignment is required immediately after install - due to a significant change in Toe setting.

- Road test, and re-check all nuts are tight - this is critical post install to confirm no potential movement.

- **Image of vehicle equipped with performance aluminium arm.**

Note aluminium hub - re-use original wide-flange nut.



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