



Instructions Front Roll Centre and Camber Kit

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WHITELINE Roll Centre correction 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/S3
- Skoda Leon/Octavia

(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.

Contents - 2x Engineered Ball Joints with stud plates and camber adjustment.

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.

- Large upper nyloc nuts supplied for base models with steel hubs only

- 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.

OE wide flanged nut will be re-used.

- Remove OE ball joint and proceed to install new performance ball joint.



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It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.



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- **Note the 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 OE WIDE-FLANGED UPPER NUT.**

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

Ball Joint torque spec:

Upper nut : 60Nm/44ft-lbs

Lower nuts: 45Nm + 45 degrees

Tip - a small amount of Loctite is recommended on all nuts

- **Note** - the removal of brake/dust shields will expose more heat to ball joints and may reduce ball joint life.

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

- Road test vehicle.
Re-check all nuts after 300miles/500kms.

This is critical post install for this application in a high performance vehicle.



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