

Roll Centre Correction Specifically Engineered Ball Joints

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

Important - this kit is to suit lowered vehicles only.
The OE upper ball joint nut will be re-used.

Page 1 of 4

Application - Hyundai i30N
- Hyundai Elantra GT

Always refer complete catalogue listing

Contents - 2x specifically engineered
Ball Joints
- 3x aluminium spacers.

WHITELINE Roll Centre adjust kit - is designed to raise front roll-centre geometry by using new specifically engineered ball-joints, also maintaining factory Bump-steer with specific Steering Rack spacers.

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.

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.

- Start by removing front wheels.
- Proceed to un-bolt ball joint from control arm.

Note - the ball joint studs are splined and so will need force from a mallet to dislodge.

OE Ball Joint



N.B: 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.



Roll Centre Correction Specifically Engineered Ball Joints

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

The OE upper ball joint nut will be re-used

Continued - page 2 of 4

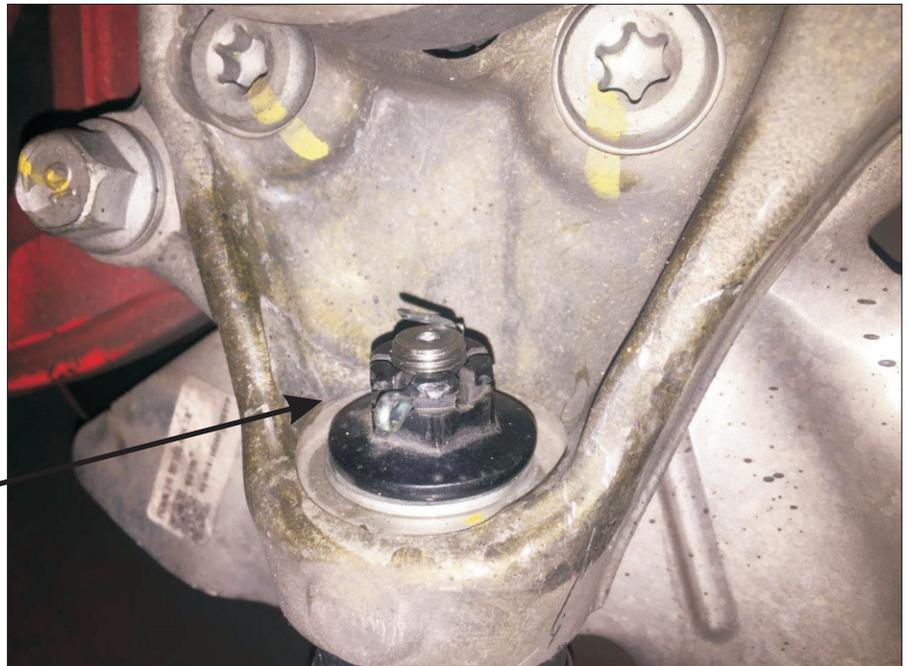
- Once original ball joint is removed - bolt up new WHITELINE ball joint. Bolt to control arm with original nuts and bolts.

Note - the ball joints are LH and RH. When installed, the ball joints should tilt towards rear of car.

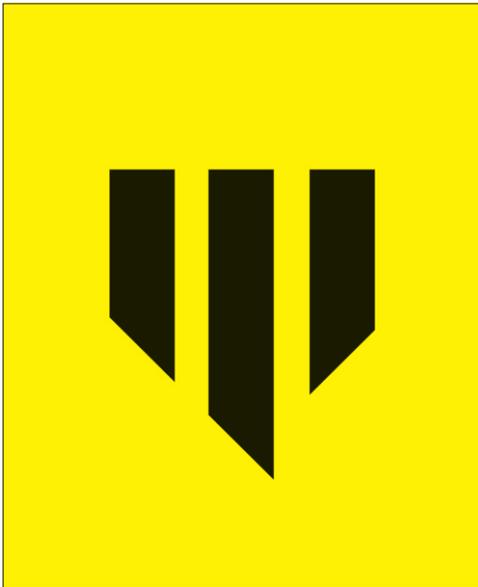
- Careful to not damage boot when installing.

Re-use OE Flange
Castle nut

Replace split pin



N.B: 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.



Roll Centre Correction Specifically Engineered Ball Joints

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

Continued - page 3 of 4

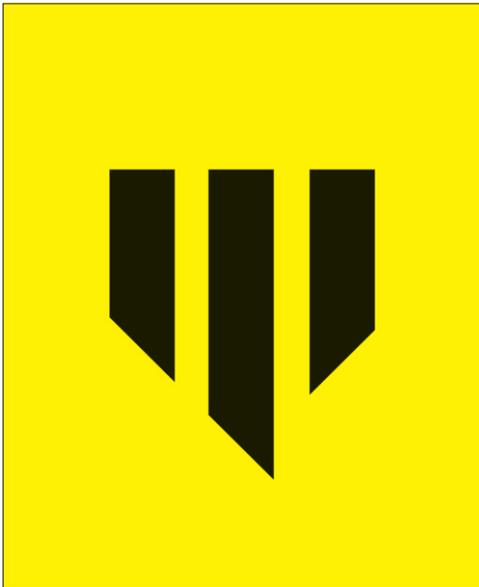
- To complete the install, proceed to lower the cradle down - just enough to un-bolt and lift the steering rack up an inch.

- Start by removing rear bracing.
- Remove engine Pitch-stop also.
- Support Cradle with a stand or Jack.
- Slowly lower cradle.

Continue to page 4;



N.B: 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.



Roll Centre Correction Specifically Engineered Ball Joints

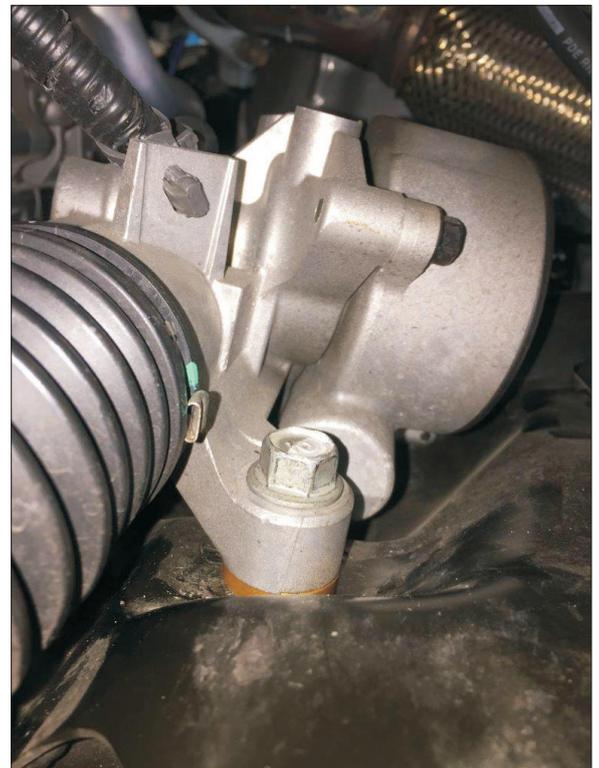
N.B: This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Continued - page 4 of 4

- Un-bolt and lift Steering Rack Slightly.
- Place supplied spacers under Steering Rack
- Refer images below.



- Re-use original bolts.
- Re-fit Cradle to vehicle.
- A wheel alignment will be required immediately after install.
- Re-check all bolts after 100kms



N.B: 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.