

MQB Camber Adding Ball Joint Kit

**034 MOTORSPORT**

034Motorsports' camber adding Ball Joint Kit adds approximately 1.2° of negative camber and adjusts roll center by 10mm. This direct bolt-in replacement is finished in a corrosion resistant nickel-zinc coating that will stand up to harsh road conditions.

Installation Spiciness Rating: MILD



Installation of your 034Motorsport Camber Adding Ball Joint Kit is a straightforward process that will take approximately 1 hour to complete. (Required alignment not included.)

Supplied Parts:

- (1x) 034 Left-side Ball Joint (401-4011)
- (1x) 034 Right-side Ball Joint (401-4012)
- (2x) M12 Flanged Nuts
- (6x) M10 Flanged Nuts
- (2x) M12 Steel Washers

Tools Needed:

- 16mm Socket
- 15mm Socket
- 18mm Wrench
- 7mm Allen bit
- T40 Torx bit
- Torque Wrench w/ 18mm open ended bit
- Ball Joint Removal Tools

Getting Started

Confirm you have received all the parts included with your purchase by reading the complete guide, if there are missing components, please contact:

customerservice@034motorsport.com

About This Guide

This Install Guide documents the installation process on a MK7 VW GTI and 8V.5 A3. There may be minor differences depending on specific vehicle, market, options, etc.

NOTE: If you have a big brake kit, double check ball joint clearance to rotor before finalizing installation.

Install Steps

Step 1

Lift the car to access the front suspension.



Step 2

Remove the front wheels.



Step 3

Using a 16mm wrench, remove the nuts securing the ball joints to the lower control arms.



Step 4

Separate the ball joint and the control arm.

**Step 5**

Using an 18mm wrench, loosen the top nut on the ball joint.



*To prevent the ball joint stud from spinning, use a 7mm Allen on the top of the stud. This will require moving the axle out of the way. Alternatively, you can loosen the nut with the wheels still on, and under load.

Step 6

Use a ball joint removal tool to separate the ball joint from the upright. Be careful, these things pop!

**Step 7**

Remove the stock ball joint from the knuckle and insert the 034 ball joint in the stock location.

Step 8

Before adding the top nut to secure the ball joint to the knuckle, install the M12 washer.

Step 9

Using an 18mm wrench, tighten the top nut on the ball joint.



*If you moved the axle out of the way, a T40 Torx will fit into the end of the stud to keep it from spinning.

Step 10

Position the lower control arm to engage with the studs on the ball joint.



Step 11

Using a 15mm socket, secure the ball joints to the lower control arms with the provided M10 flanged nuts.



Step 12

Put the wheels back on the car.



Step 13

Tighten the upper nut with the car under load to prevent the ball joint studs from spinning.

Step 14

After performing an alignment, torque the upper ball joint nut to **60Nm**. Torque the 3 lower nuts to **45Nm +45°**.

Step 15

You are done. Dial in your stance with all that new camber and send it.

