

Installation Guide

Front Roll Center & Bump Correction Kit

Z5350

PAGE 1

(Always refer to the current catalogue for complete application listings)

N.B: This installation guide should be used in conjunction with the workshop manual.

Application:

Scion FR-S
Subaru BRZ
Toyota 86

Always refer to current online catalogue for complete application listings.

The Roll Center/bump steer kit is designed to normalize the unwanted effects of vehicle lowering by allowing correction to the front suspension geometry roll centre and bump steer.

Due to the varying nature of vehicle setups the roll centre correction and bump steer normalization will vary from vehicle to vehicle and thus the outcome will differ slightly.

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

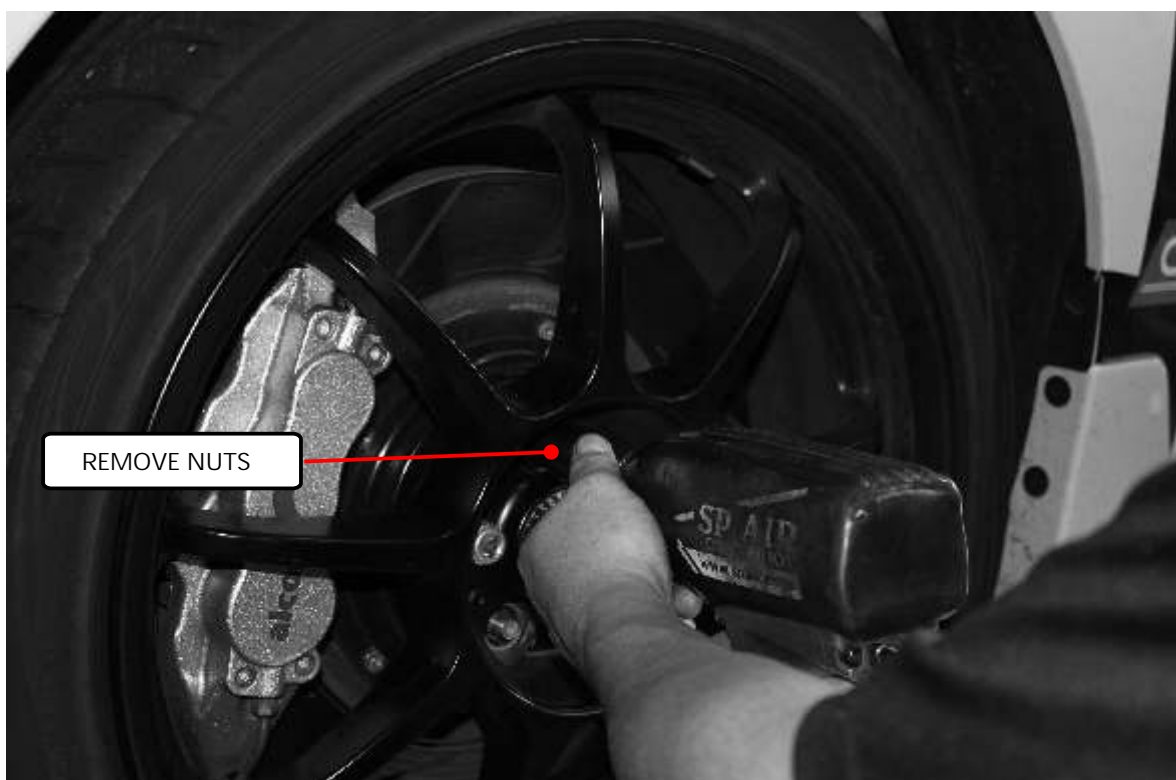
During cornering, this leads to significantly reduced understeer through reduced front wheel compression, as well as improved steering feel, precision and vehicle stability.

Contents:

-2 x ball-joints
-2 x tie-rod ends

FIGURE 1

- ✍️ Raise the vehicle and support on suitable chassis stands or a lift.
- ✍️ Remove the front road wheels



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FIGURE 2

✍ Remove lower arm bolts

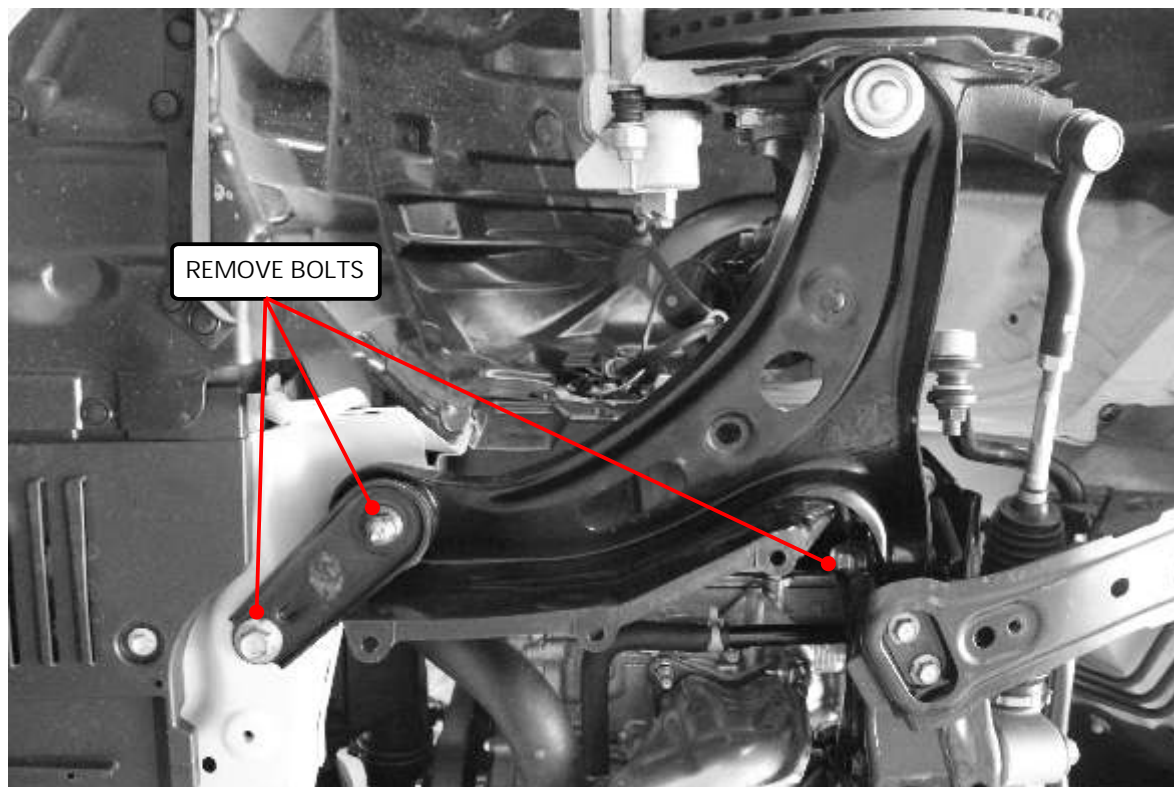
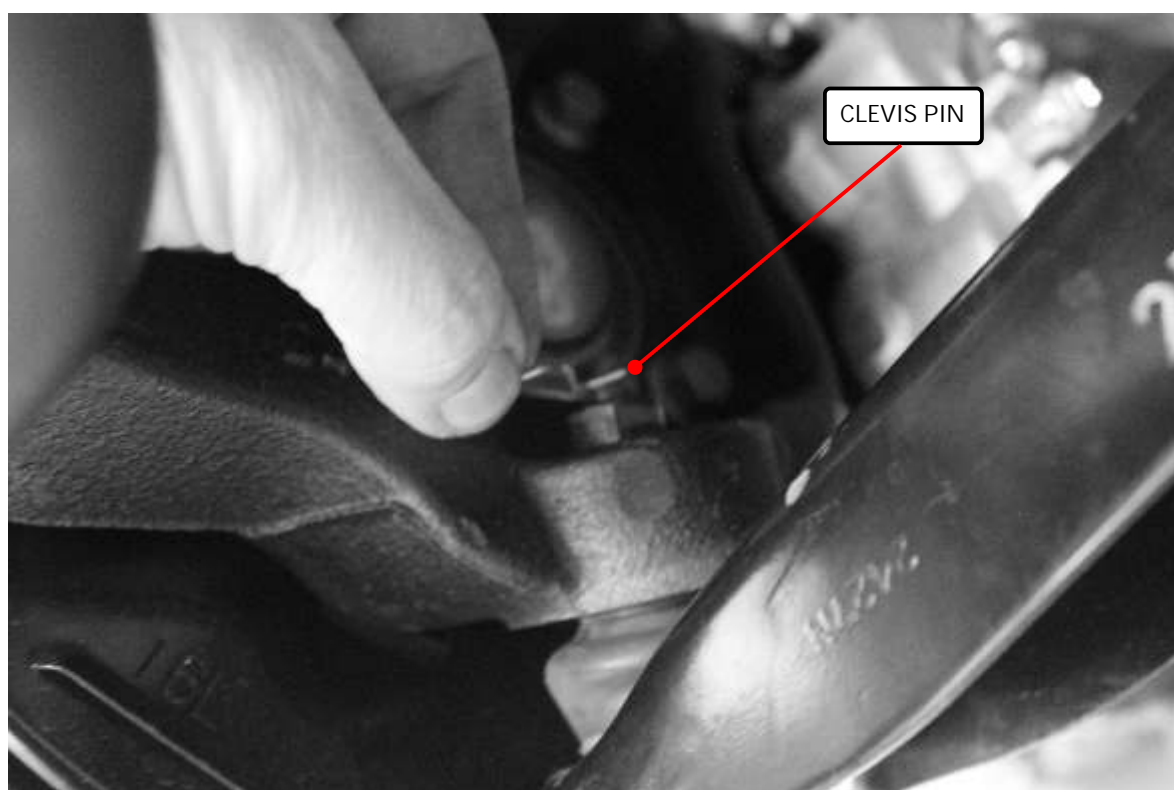


FIGURE 3

✍ Remove the lower control arm clevis pin



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FIGURE 4

Remove the ball joint nut and using a soft faced copper hammer or suitable ball joint puller strike the face of the hub to release the interference taper fit of the ball joint.

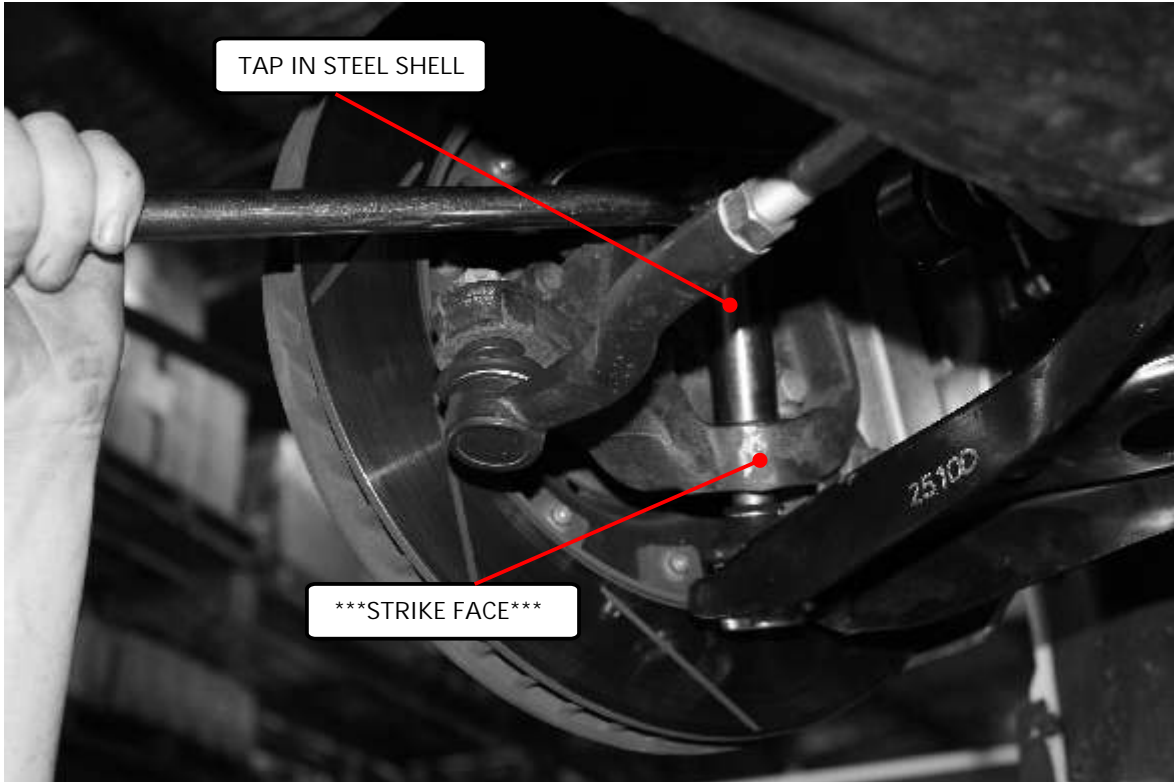
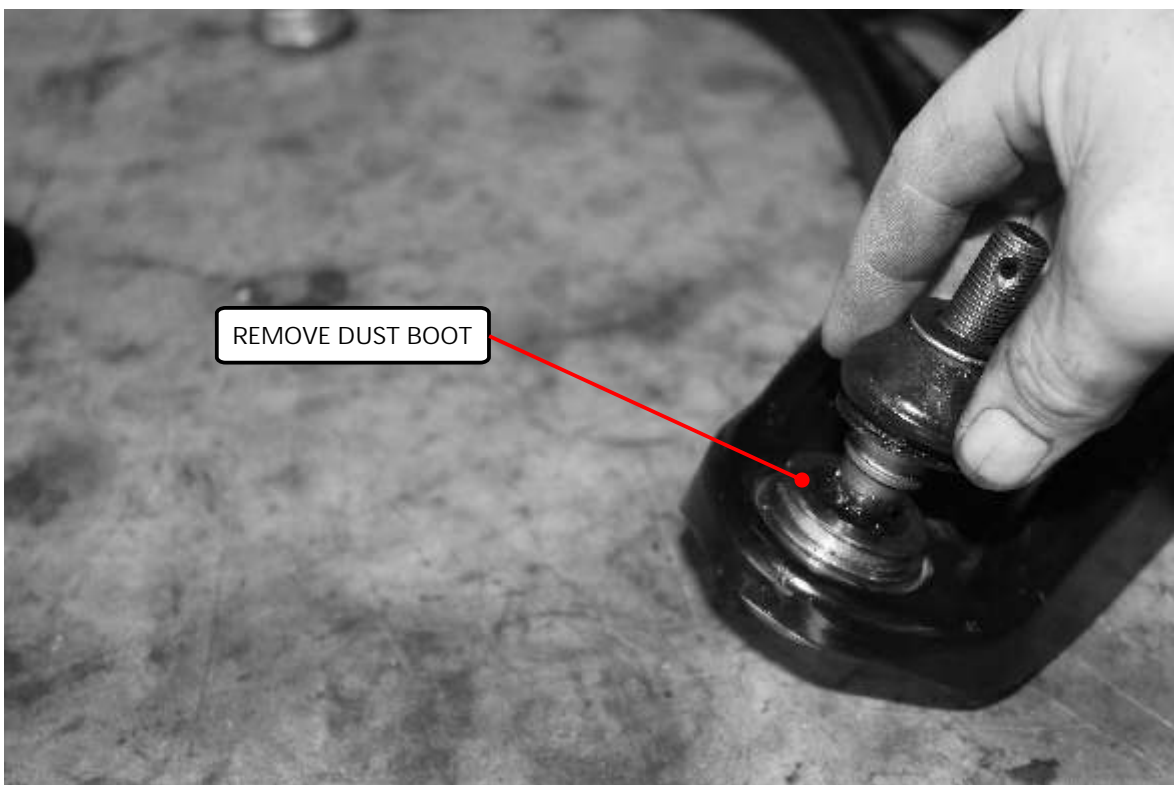


FIGURE 5

For ease of removal it is recommended to remove the dust boot first from the ball joint.



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FIGURE 6

Use a suitable piece of pipe seated into the base of the arm

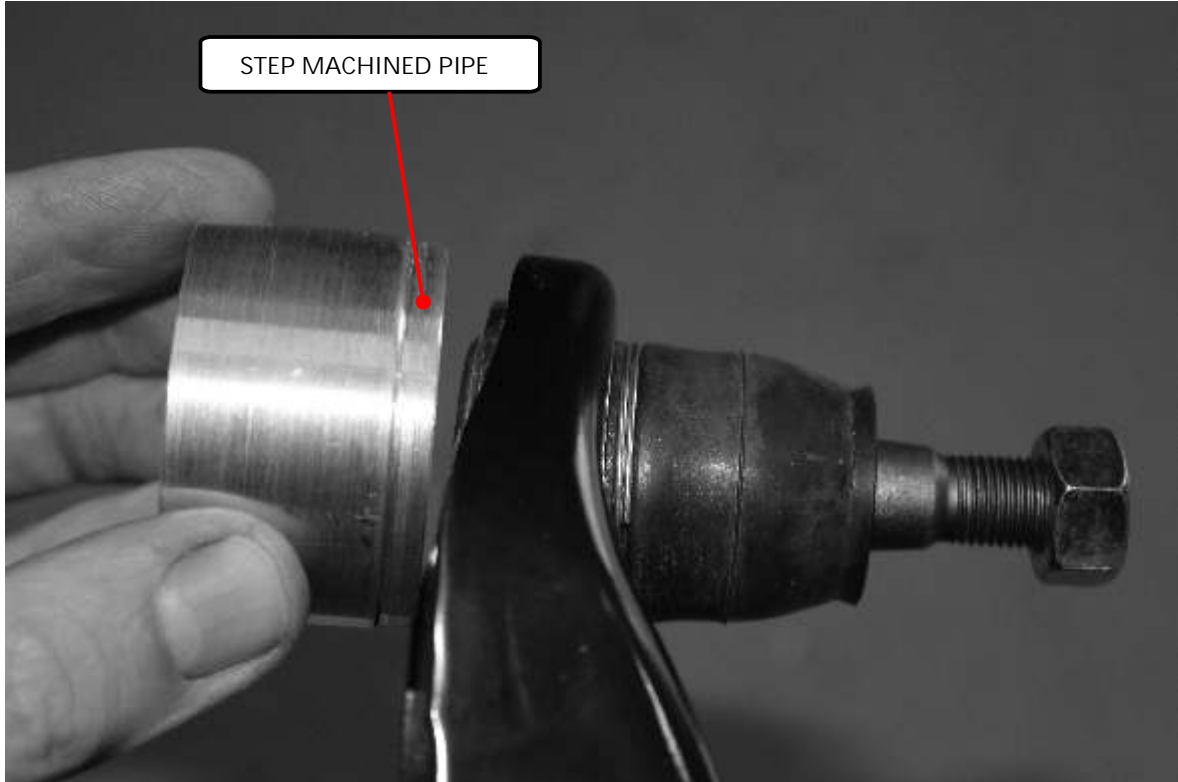
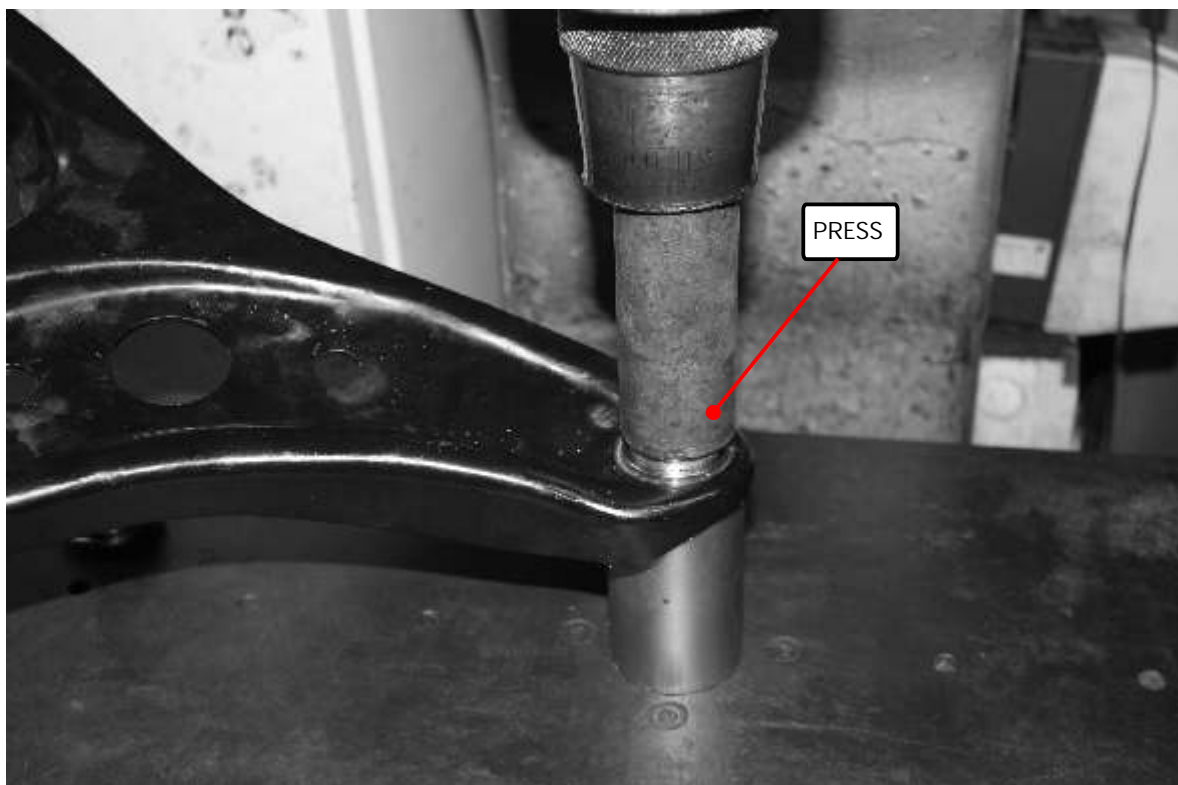


FIGURE 7

Press the ball joint on the top face whilst supporting the base of the control arm



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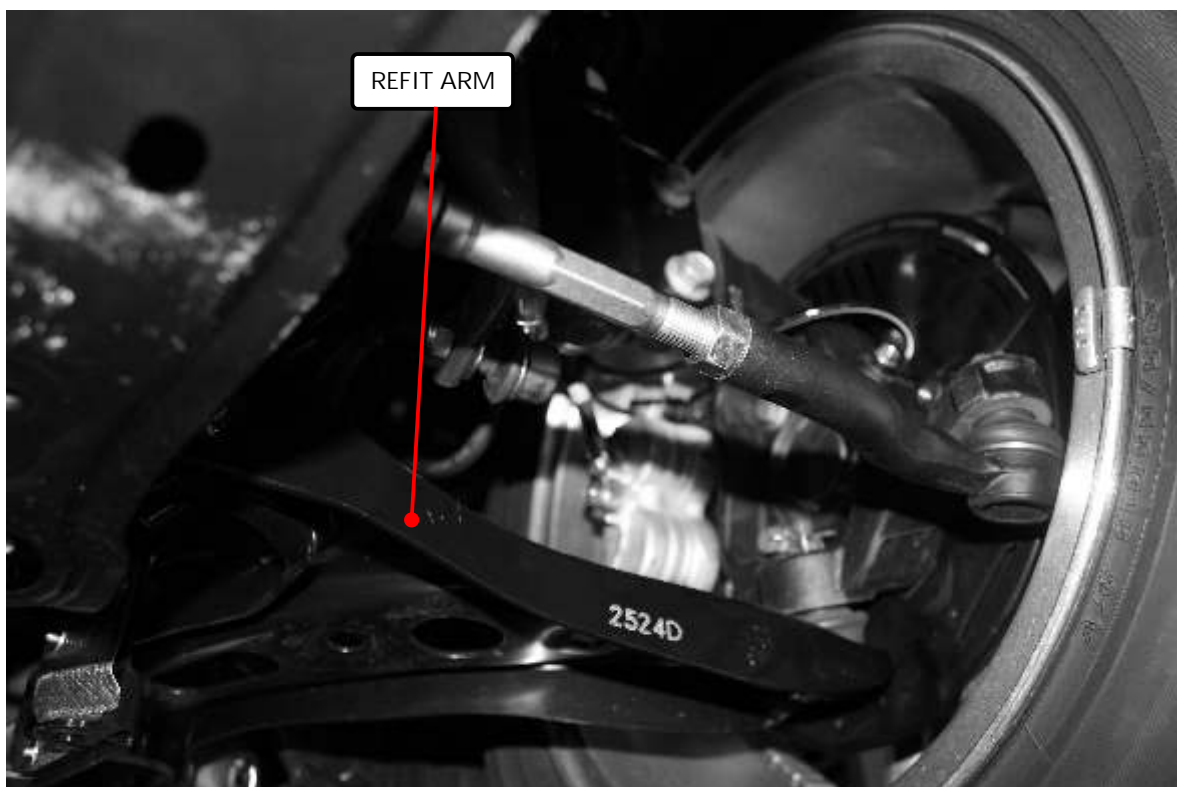
FIGURE 8

✍ Press supplied ball joint into the arm ensuring the arm is properly supported.



FIGURE 9

✍ Re-install the control arms into the vehicle ensuring all the bolts are re-torqued to manufacturers torque specifications.



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FIGURE 10

Loosen rod end steering arm lock nut. Remove clevis pin and rod end nut. Strike face of hub with a soft faced hammer to release interference taper. Count the number of turns to remove the rod end.

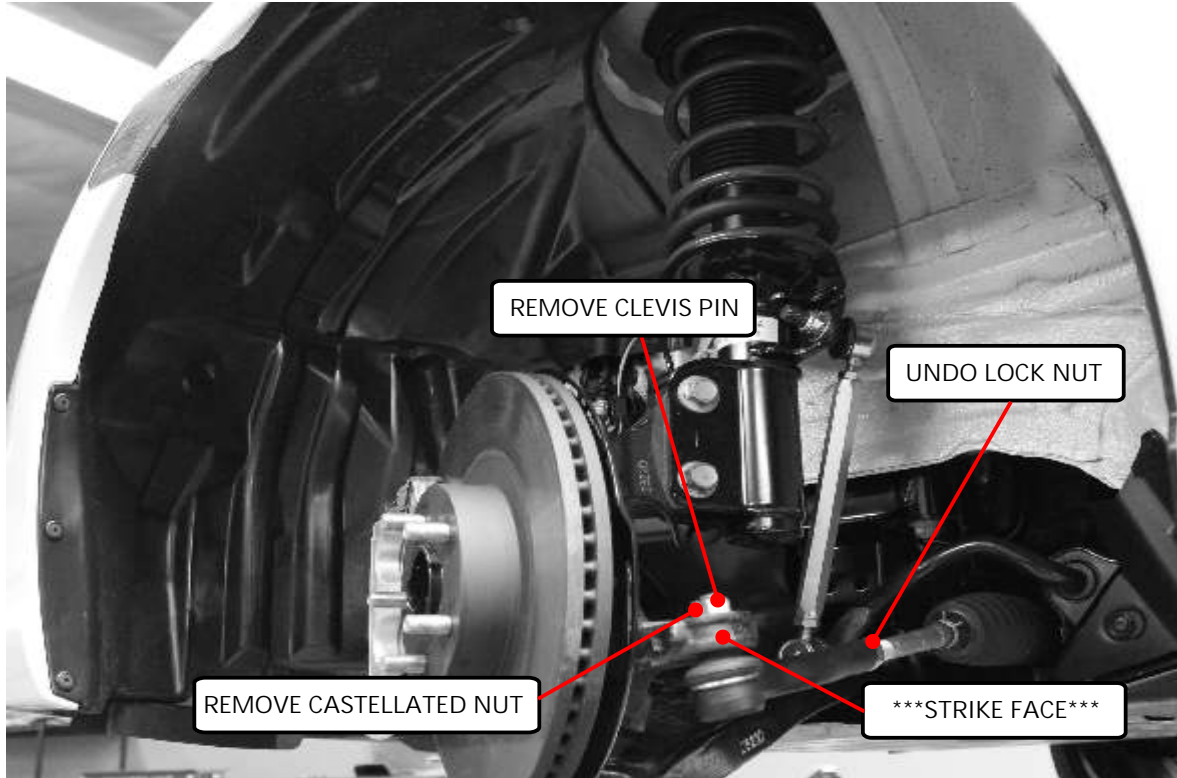


FIGURE 11

Install the supplied rod ends to the vehicle counting the number of turns when re-fitting. Torque all fasteners to manufacturers specifications and re-fit road wheels and carry out a wheel alignment. It is recommended that the fasteners be re-checked that they are secure within 100 Miles.

