



RACINGLINE

Front Drop Links

Golf 7 & 7.5 / Audi S3

VWR420000/420001

FITTING INSTRUCTIONS



WHAT'S IN THE KIT?

- ▷ 2 x RacingLine Centre
- ▷ 4 x Ball Joint Ends
- ▷ 4 x M12 Flange Nut
- ▷ 2 x M12 Left Hand Thread Thin Nut
- ▷ 2 x M12 Right Hand Thread Thin Nut

REQUIRED TOOLS AND PARTS

- ▷ 6 mm Allen
- ▷ M6 Spline
- ▷ 17, 18 & 19mm Spanner

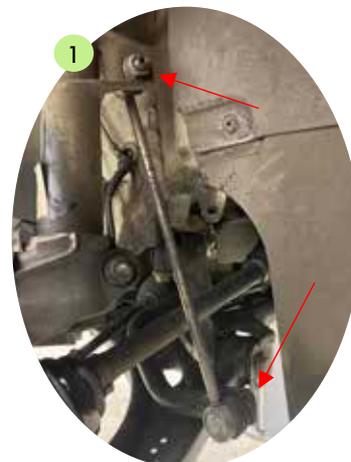
FITTING NOTES

- ▷ It is recommended that these drop links are fitted by persons possessing the necessary expertise i.e. a trained vehicle technician.
- ▷ Set drop links to OEM length and adjust once mounted.
- ▷ Check steering from lock to lock to ensure no contact points.



Step 1:

Car Preparation and OEM Drop Link Removal – Safely lift the car (axle stands or car lift) and remove front wheels, once removed use a M6 spline to stop ball joint from rotating while using a 19mm spanner to remove each end one after the next (Ensure steering wheel is straight, to remove any load/misalignment in the drop link). Do this on both sides of the vehicle. Please be aware OEM droplinks occasionally round off internally and are difficult to remove. You may need a cutting tool to remove the original droplinks.



Step 2: Install of RacingLine Drop Links:

VWR42000 (250mm Drop Link) – Lay both OEM and RacingLine drop links side by side and adjust RacingLine drop link to the same length and orientation as OEM (Ensuring the ball joints are equal lengths into the aluminium centre). Offer drop link into place and tightened using a 6m allen and 17mm spanner, in the revise method of removal of OEM drop link.

VWR42001 (200mm Drop Link) – Offer drop link into place on the vehicle (Ensuring the ball joints are equal lengths into the aluminium centre) and tightened using a 6m allen and 17mm spanner, in the revise method of removal of OEM drop link.

Step 3:

Drop Link Length Set Up – Once both ends are in place, adjust centre aluminium section to suit suspension requirements. (For lowered/modified vehicles ensure drop link is suitable length to avoid the anti-roll bar contacting other vehicle components under dynamic conditions). Once the length has been set use an 18mm & 19mm spanner to torque M12 nuts down against the aluminium centre, as shown in figure 3. The optimal set up is to make the anti roll bar rotate in the original operating angle. This is to remove any anti roll bar preload created when you lower your vehicle. Please retorque the adjusting nuts after first 50 miles of use. Note* Please inform your suspension alignment technician you have this product installed as it will give the technician more options on road/Track set ups.



Step 4:

Wheel Refit – Place wheel on hub, insert wheel bolts and Torque wheel bolts to 120N/m.