

**MK1 R8 Camber Shims****034 MOTOR SPORT**

Camber shims help the car achieve higher camber values without overly tweaking the lower control arms by spacing out the lower control arms front and rear. Each shim adds about  $-0.7^\circ$  in the front and  $-0.5^\circ$  in the rear.

**Installation Spiciness Rating: MILD**

Installation of your 034 Camber Shim Kit is a straightforward process that will take approximately 2-3 hours to complete.

**Supplied Parts:**

- (8x-32x) 034 Stainless steel camber shims

**Tools Needed:**

- T30 Torx Driver
- 18mm wrench
- 18mm socket
- 10mm triple-square socket
- Torque wrench

[About This Guide](#)

This Install Guide documents the installation process on a MK1 Audi . There may be minor differences depending on specific vehicle, market, options, etc.

[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:

### Install Steps

#### Step 1

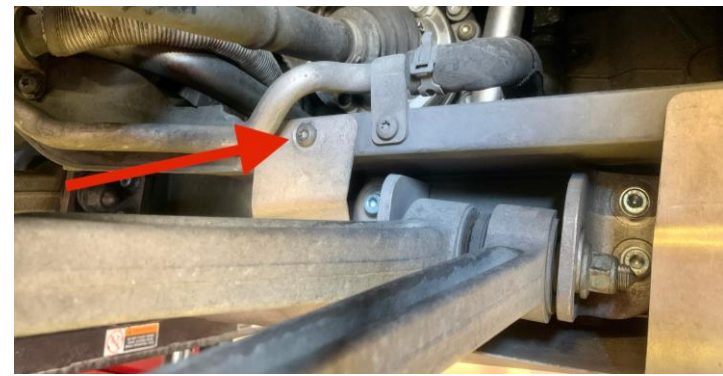
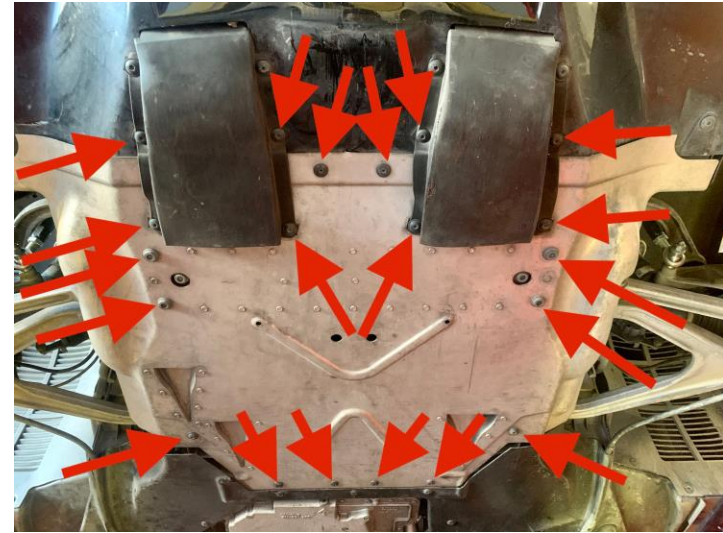
Raise the vehicle securely on jack stands, or a lift, to gain access to the rear suspension.



#### Step 2

Using a T30 Torx and a 10mm triple-square, remove the hardware from the under-body air ducts and the rear underbody tray. One screw is hidden near the wishbone mount. Another screw is inside the rear wheel arch.

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**Step 3**

Use the 10mm triple-square to remove the factory hardware from the rear lower control arm mounts.

**Step 4**

Remove the lower control arm bracket bolts using a 10mm triple-square and slide in the desired number of shims. To ease installation, we found it best to only remove one bolt at a time when installing the shims.



With 6mm Allen, lightly snug the new hardware. The supplied bolts are good for 1-2 shims, so you will need to source longer hardware if using more than 2 shims.



**Step 4 cont.**

In some cases, you will need to remove the lower control arm bolt (18mm wrench and socket) to get enough clearance to remove the factory bolts.

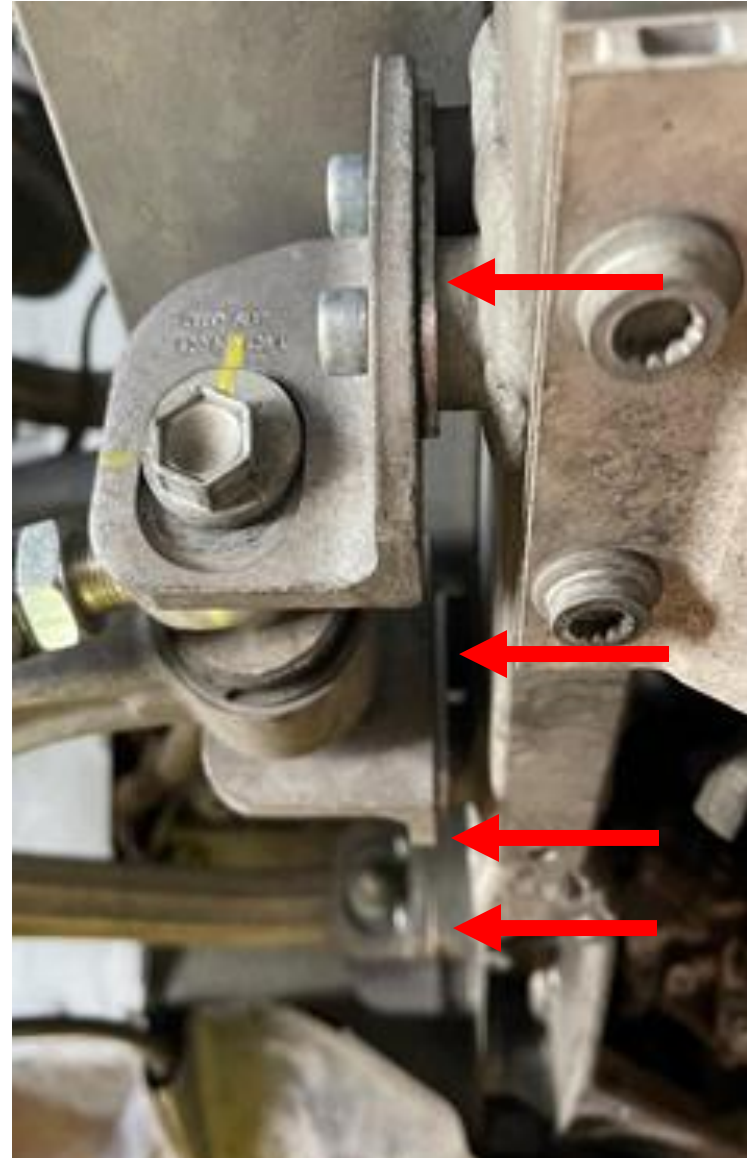
Make sure the lower control arm bolt is tight before torquing the bracket bolts to **30Nm**. This ensures the brackets remain parallel. We also used a dab of blue loctite on the bracket bolts, but this is optional.

**Step 5**

The process is the same for front and rear lower control arm brackets, repeat where desired. We didn't see any alignment benefit to staggering the shim count on a single arm.

**Step 6**

Align the car to your desired specification and make sure all lower control arm bolts are torqued to **120Nm**.



**Step 7**

Repeat this process for all the remaining mounting points and enjoy your new camber!

