



Proform MegaWRX.

As far as suspension kits go, Whiteline lead the world as they can tell you exactly what you can expect to achieve or gain with each of their products, sometimes down to the 10th of a second! That may not seem relevant on the road but with a car like MegaWRX, you know that the suspension mods have been tested on the track yet still deliver exceptional road performance. Having already sampled this package in an earlier issue we basically knew what to expect and some of the detail here came from that article.

Whiteline have always used a kit approach with a choice of Handling, Sport and Works packages available for a tuned outcome. The Handling pack is the first stage and is designed to deliver the best possible handling “bang-for-the-buck” improvement. Again, contrary to what most think, this does NOT include springs and shocks. That’s not to say that they don’t improve handling, it’s just that there’s a whole heap of other items that are cheaper and deliver less of a ride compromise for a great performance result.

Kit # KSUB03H is the correct Handling Pack part number for the sedan and was used in MegaWRX. These kits include front and rear adjustable heavy duty swaybars, new generation anti-lift kit and a set of rear camber adjusters. The front of the vehicle has camber adjustment provided from the factory but the rear is set and really needs some more sympathetic sports settings to perform well, hence the need for a kit.

As with all their kits, Whiteline include a table of suggested alignment settings to make the most of the parts. These aren’t necessarily gospel as there’s no such thing as THE perfect set of numbers for everyone but they make a very good starting point for sporting use. The lucky winner of MegaWRX has the option of seeing Whiteline or one of its dealers for a follow up wheel alignment after taking delivery to make sure that everything is spot on and tuned for the winners needs.

The car was not driven with the Handling Pack alone but we know what to expect from Whiteline from the previous model. We also know that it makes for a great package for the street and track with out any change to ride height and the compromises it forces on the driver. Apart from that, they also tested this kit alone and found a minimum 1 second improvement at Oran Park South. The normal retail price of the kit at time of writing was \$749 and Whiteline will fit that for \$170 which includes a 4 wheel alignment. That’s a total of \$919 fitted.

The next logical step in the process is the Sport. A lot of effort has gone into creating something that performs as a complete package and Whiteline have again delivered using modified sport rated Koni inserts matched to lowered springs. Kit number KSUB03S suits the sedan and was used on MegaWRX. But the hatch back or wagon is also covered and part number KSUB04S is the one to choose. These kits are designed around Whitelines Control series of lowered springs which are the preferred



option for performance use however there are further options using springs from the Flatout series. The later are more design for race track or cosmetic use as they lower further but provide less suspension travel

The price of the kits are \$1779 plus \$250 fitting and that includes a lot of work due to the insert conversion process required. The shocks are rebound adjustable and are the same style as used in the original P-Rex project car. We know that this combination works and is ideal for street and occasional track use. The ride is compliant yet controlled with shock adjustment available for super sprint setup as well as simply tailoring the balance to suit yourself. Jim Gurieff from Whiteline explained that this is only possible due to the mods they do to the shocks whereby they add an extra 15-20 mm of bump travel over standard. After lowering, your still left with that much more suspension travel than any other solution using factory style shocks.

The final package is The Works and as the name implies, includes all the components from both the Handling & Sports packs. That's pretty much what was fitted to MegaWRX and there's a special price offered as well that is much cheaper than the sum of the parts. Both sedan and wagon kits sell for \$2395 plus \$400 fitting, which represents excellent value for money. Sedan part # KSUB03X is different to the wagon part # KSUB04X due to different bars and springs required for the wagon.

As comprehensive as these kits are, they are only the beginning as Whiteline, being the world WRX handling experts, offer a huge range of other options to tailor the handling performance. They have a detailed fact sheet on their web site you can download showing what's available but it includes a range of fixed heavy duty swaybars, swaybar link and mount kits, rear diff and cradle locks, strut braces, special low compliance steering rack mounts and height and rate adjustable coil-overs. They even have a range of race-only products under their XRD (Xtreme Race Development) brand with a track proven pedigree.

Prior to the fitting session, Whiteline had invited Hot 4's down to Wakefield Park near Goulburn to participate in a suspension tuning drive-day. All the Whiteline project cars were there including P-Rex II, a MY01 WRX used for development. We had many laps of the track with this car and were again impressed with the level of detail and refinement these guys go to get the package right.

The swaybars and other mods delivered the neutral balance that let you drive this WRX on the throttle like no other we've seen. But mid-corner bumps or corrugations just get eaten up even at lunatic speeds (not that we did any of those :-)) with the shocks doing a fantastic job of controlling that extra weight. It's the attention to small details that make Whiteline so good at this and it shows in the shock valving. The bump rebound combinations used shows what can be done to achieve the conflicting aims of slowing down weight transfer while still providing the necessary amount of compliance.



Here's a summary of what we talked about:

Kits	Part #	Rec Retail	Fitting*	Total
Handling Pack - Sedan	KSUB03H	\$749.00	\$170.00	\$919.00
Handling Pack – Wagon	KSUB04H	\$749.00	\$170.00	\$919.00
Sports Pack – Sedan	KSUB03S	\$1779.00	\$250.00	\$2029.00
Sports Pack – Wagon	KSUB04S	\$1779.00	\$250.00	\$2029.00
The Works – Sedan	KSUB03X	\$2395.00	\$400.00	\$2795.00
The Works – Wagon	KSUB04X	\$2395.00	\$400.00	\$2795.00
Popular options				
Premium height/rate adjustable coil-over shock spring kit	1K4006	\$3390.00		
Front alloy adjustable strut brace.	KSB554	\$159.00		
Front alloy adjustable strut brace to suit oversize top mount intercooler	KSB599	\$179.00		
Rear alloy adjustable strut brace	KSB511	\$179.00		
Rear alloy adjustable strut brace for the wagon. More direct mount option.	KSB506	\$179.00		
Heavy duty steering rack mount kit	KSR202	\$34.90		
Rear subframe lock kit. (Helps with rear toe problem)	KSB750	\$34.90		
Front of rear diff support lock kit	KSB751	\$39.00		

* Fitting prices are estimates for Whitelines labour charge by if purchasing their kit.

As usual, the information and parts discussed article can be purchased from your local Whiteline Preferred Distributor who can be contacted from anywhere in Australia on free call 1800 040 003. Whiteline still has one of the best performance suspension web sites in the world and up to date details are always available online at <http://www.whiteline.com.au> or you can email on sales@whiteline.com.au.

One thing for certain, the lucky winner of MegaWRX can look forward to a very impressive package. Valued at over \$2029, it's the perfect street race compromise.