



**WHITELINE**  
*Flat out*

[www.whiteline.com.au](http://www.whiteline.com.au)

# WHITELINE

*Flat out*

## MUSTANG

Mustang 05-08 V8 coupe  
incl GT500 Shelby Cobra

# ROCK ROLL CENTRE KIT

ESSENTIAL FOR LOWERED VEHICLES

*Recommended for race use only*

**WHITELINE diagnosed a mediocre MacPherson front suspension with poor roll centre control and excessive bump steer:**

With the Mustang at standard ride height, front roll centre height is 55mm above ground. At even a mild lowering of 20mm front roll centre migrates below ground level.

WHAT DOES THIS MEAN?

Basically it means you need a WHITELINE ROCK

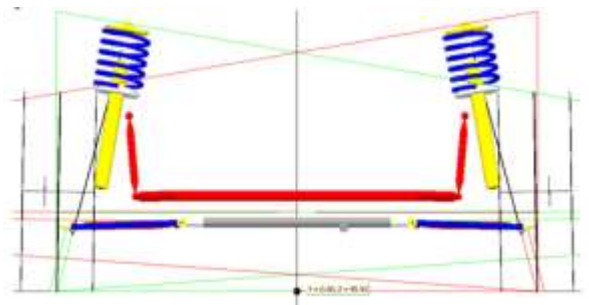
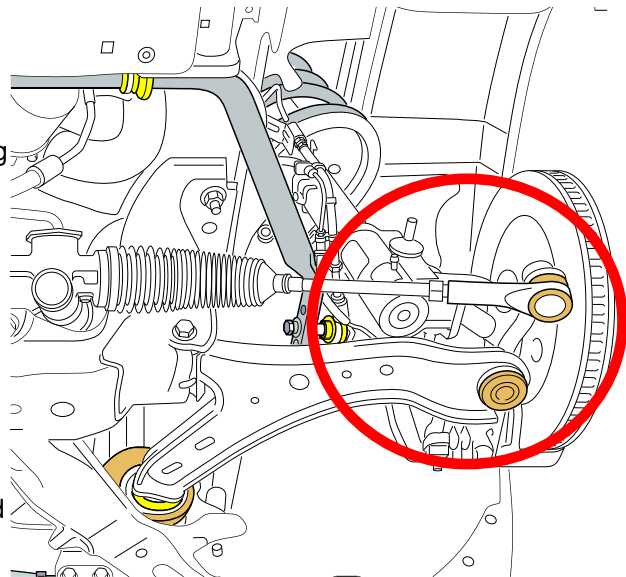
Front roll geometry actually encourages roll the lower you go.

A WHITELINE ROCK is designed to raise the front roll centre geometry by using specially engineered ball-joints and tie rod ends while still maintaining original steering geometry.

Tests on the MUSTANG showed that raising the front roll centre resulted in a substantial increase to front roll resistance and a significant reduction in suspension compression of the outside front wheel during cornering (less roll).

## part # KCA306

The kits also covers bump steer correction with specially engineered tie rod ends. Bump steer is the toe-in or toe-out of the front wheels as the suspension goes from normal ride height through full bump (suspension system moves up) to full droop (suspension system moves down).



Warning: Please drive carefully while you accustom yourself to the changed vehicle behaviour.

**Global**  
PERFORMANCE PARTS

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# WADK

## WHITELINE ANTI DIVE KIT

From the creators of the infamous anti lift/caster kit for sports compacts comes the latest addition to the programme with the release of the WADK for FORD MUSTANG. The WADK replaces the front lower control arm rear bushing and provides:

Revised Anti-dive geometry to minimise suspension deflection under braking

Static Caster angle increased by 0.75 degree.

2 point caster adjustment

Low compliance polyurethane bush for minimum dynamic caster loss and positive steering feel.

Low rotational resistance.

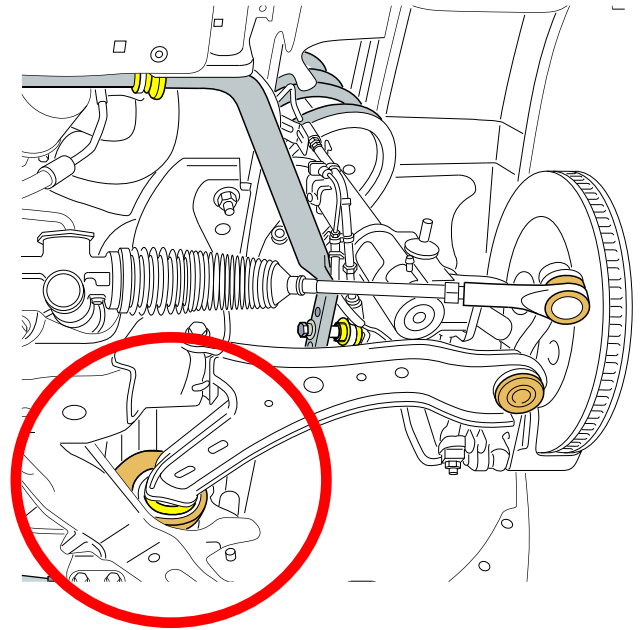
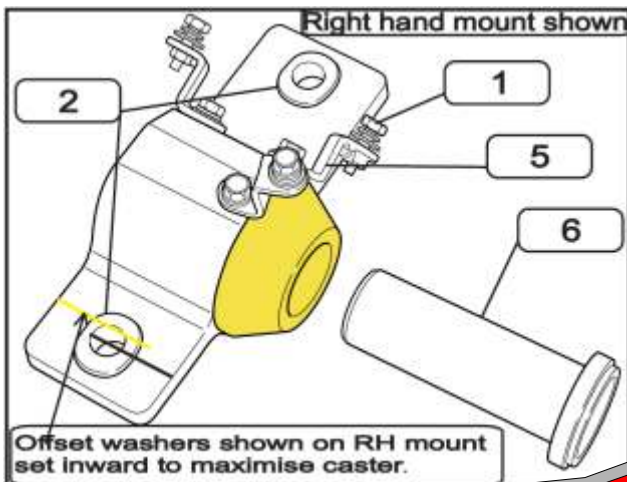
High strength anodised aluminium mounts.

part # **KCA305**



### Contents:

1. 12 x M6 x 10 Bolts
2. 4 x Offset caster washers
3. 1 x Alloy mount LH
4. 1 x Alloy mount RH
5. 6 x Exhaust heat shield brackets
6. 2 x Control arm tubes



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## YOU CAN NEVER HAVE TOO MUCH CHASSIS STIFFNESS!

### STRUT TOWER BRACING

MacPherson Strut integrates the wheels upper link point into the actual strut. Hence a significant proportion of wheel load is located by and dealt with the strut. Vertical loads from the wheel pass through the strut and spring up to the strut top and towers which leads to flex in the sheet metal around the strut tower and inner guard. In fact, we've measured up to 15mm of flex on some cars which translates to up to 1 deg of dynamic camber change. Some vehicles will benefit more than others with age being a factor. But, even the newest vehicles have some rigidity problems due to the method of construction. A strut tower brace is just an additional chassis brace that can be fitted by the owner to further increase chassis rigidity, specifically between the strut towers. It is not designed to pre-load their mounting points, but rather to simply provide extra strength when needed like during fast cornering.



part # KSB636  
Strut tower alloy adjustable



part # KSB726  
Front control arm to swaybar  
Complete with brackets & hardware

part # KSB728  
Front chassis brace lower

### UNDER CAR CHASSIS BRACING

Large amounts of flex was discovered during hard braking at the front lower control arm mounting points on the Mustang. This is quite common as most vehicle bodies are designed to flex to a certain degree thanks to the price and cost compromise, which leads to problems with the suspension. This is one of the reasons behind the ever growing popularity of chassis bracing. Strut and chassis braces also ensure that the camber stays the way you set it while driving hard.

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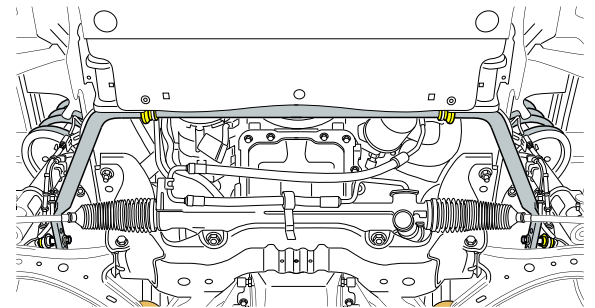
## MUSTANG

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# FRONT ADJ. SWAY BAR

Whiteline Swaybars are at the cutting edge sway bar performance through their close association with motorsport. Whiteline understand the new technologies and design products to put your car at the very front of handling development. Cornering loads are spread more evenly across the tyres delivering more grip and frankly, that's what it's all about. You also get improved tyre wear as your tyres stay flatter and more upright. Comfort improves because your car sits flatter through bends meaning less movement inside the vehicle.

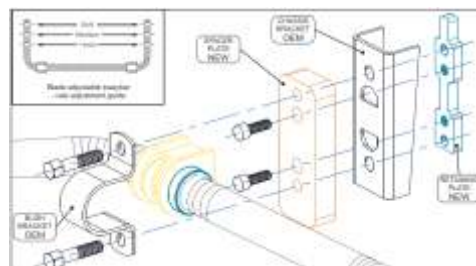
So without reducing comfort, a Whiteline Swaybar will make your suspension system and tyres perform better, making the car more responsive while delivering more grip. Whiteline Swaybars use the finest grade spring steel, are powder coated and supplied with high performance polyurethane mounting bushes and componentry in a DIY kit form, ready to simply bolt on.



part # **BFF24Z**



Heavy duty anodised alloy spacer blocks



4 hole blade adjustment  
Heavy duty spherical sway  
bar links (optional) KLC069

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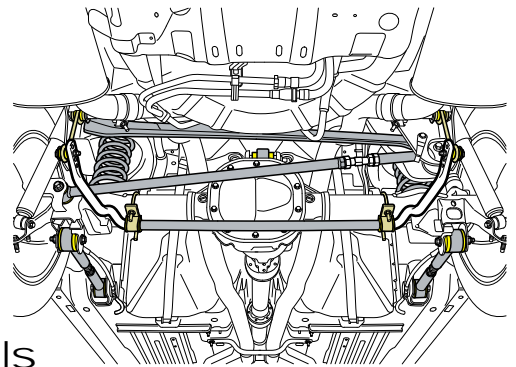
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# REAR ADJ. SWAY BAR

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So without reducing comfort, a Whiteline Swaybar will make your suspension system and tyres perform better, making the car more responsive while delivering more grip. Whiteline Swaybars use the finest grade spring steel, are powder coated and supplied with high performance polyurethane mounting bushes and componentry in a DIY kit form, ready to simply bolt on.



part # **BFR65Z**

suits GT 500 and SHELBY COBRA models



Mounts to  
rear axle

4 hole blade  
adjustment



**BFR64** 24mm sway bar

**BFR64X** 26mm heavy duty sway bar

suits V8 Coupe models only



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# TRACTION CONTROL

### Upper and lower trailing arms

Minimise axle tramp and adjust pinion angle to tailor your desired traction control. Whiteline offers an **adjustable upper bushing kit (part # KDT904)** which provides incremental on car adjustability of your pinion angle. This allows you to dial in more or less traction under heavy acceleration.

Also available are **heavy duty turnbuckle adjustable lower trailing arms (part # KTA130)**, complete with low compliance polyurethane bushings and high tensile on car adjustable turnbuckles. Combine KTA130 and KDT904 to maximise your adjustment and fine tuning of the differential angle to optimise traction. Adjustment out of the lower trailing arms also provides tuning of rear toe geometry.



part # KTA130  
Adj. lower trailing arm

### Panhard rod and chassis bracing

Lowered ride height and heavily laden Mustangs, especially those with widened tyre/wheel options, constantly suffer from tyres fouling the inner guard on one side as the axle travels through the arc during suspension travel. The length of the Whiteline **panhard rod (part # KPR036)** is adjustable, enabling accurate axle location and rear wheel alignment.

You can never have too much chassis stiffness and Whiteline's rear **chassis brace support (part # KSB727)** strengthens chassis rigidity and enhances rear end handling performance

part # KSB727  
Chassis brace support



part # KDT904  
Adj. upper trailing arm bushing  
Positive traction kit



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