

Fitting Instructions KCA356

WHITELINE

Redranger Pty Limited
4 Warringah Close, Somersby, NSW 2250 Australia
Ph: 61 2 4340 2355 Fax: 61 2 4340 2466
E-mail: sales@whiteline.com.au
A.B.N. 99 124 177 297

Flat out

Code: Z331

Front Camber/Caster kit to suit Holden Commodore VB to VP. Always refer to current catalogue for complete application listings.

When replacing the bearing plates, ensure that the lower inner control arm pivot bolts have been loosened. This is to prevent the bush from binding during installation of the bearing plates.

Once the vehicle is back on the ground and the suspension has settled to its normal ride height, then retension the pivot bolts to vehicle manufacturers specifications.

Note: Split in bearing is standard and part of true manufacturing process.

View as mounted on vehicle

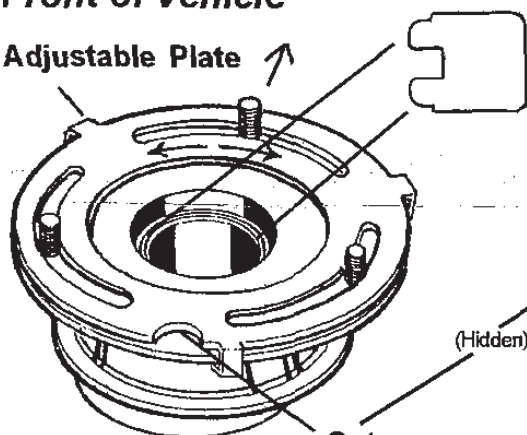
NOTE: Bearing Plate must be installed with arrow towards the front of the vehicle and cut-away towards the rear. Failure to follow these instructions may result in mechanical fitment problems e.g spring fouling inner body member.

Reverse View showing strut support Bearing.

NOTE: The bearing race must be greased before assembly to strut-shaft and fitment to the vehicle. Failure to do this could result in bearing failure and will void warranty on total component.

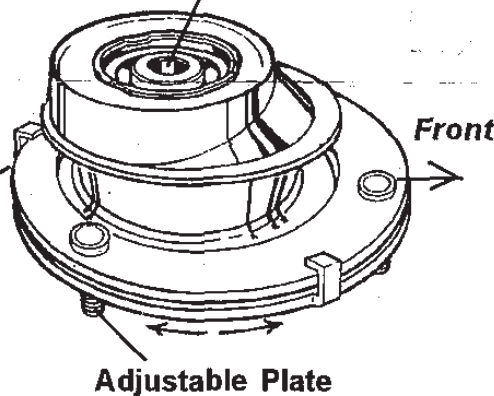
Front of vehicle

Adjustable Plate



Adjustment tool fits slots in upper bearing housing

Grease Bearing Before Assembly

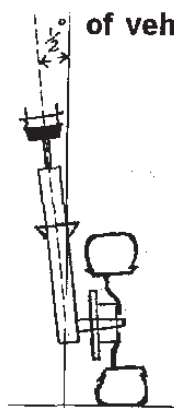


2-1/2

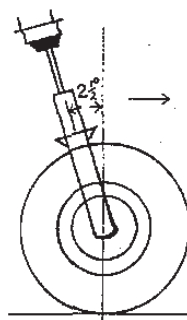
Cut-away faces Rear of vehicle

Adjustable Plate

Bearing Plate is designed to achieve the following alignment settings on a vehicle meeting manufacturers' specifications.



Nominal 2-1/2 Degree NEGATIVE CAMBER



Nominal 2-1/2 Degrees POSITIVE CASTER

NOTE: IT IS RECOMMENDED THAT THE ABOVE PROCEDURE IS CARRIED OUT BY A LICENCED WORKSHOP OR TRADESPERSON

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

Fitting Instruction

When replacing the bearing plate, ensure that the lower control arm pivot bolts have been loosened. This is to prevent the bush from binding during installation of the bearing plates.

Once the vehicle is back on the ground and the suspension has settled to its normal ride height, then retension the pivot bolts to vehicle manufacturers specifications.

Note: Split in bearing is standard and part of natural manufacturing process.