

Fitting instructions for KTA112 & KTA113

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Flat out
Code: Z251

Application:

These adjustable trailing arms are designed to allow camber modification on the rear of Mini Cooper S. Use KTA112 as an economical solution for street cars or use KTA113 as a light-weight alternative (Race applications only). These kits are supplied with 2x adjustable lower arms which are fitted with performance low compliance polyurethane bushes. The result is the ability to change camber to suit performance applications while providing a more direct connection between the chassis and rear suspension delivering more predictable dynamic behaviour.

NOTE: These are “race-style” products designed for off road use. KTA113 is designed purely for off-road or race use. Reduced bush and suspension compliance and range of available adjustment can dramatically change vehicle behaviour and dynamics.

Contents:

KTA112 contains 2x complete steel adjustable lower control arms fitted with low compliance polyurethane bushes

KTA113 (**for race use only**) contains 2x complete alloy adjustable lower control arms fitted with low compliance polyurethane bushes.

Fitting:

Please read all instructions prior to starting.

1. Raise the vehicle and support body on safety chassis stands.
2. Remove both lower control arms.
3. Adjust the length of new control arms to equal the original control arms.
4. Fit new adjustable control arms. Apply grease to all bush to metal surfaces. **DO NOT TENSION** at this point.
5. Lower the vehicle.
6. Tension the control arm mount fittings to manufactures torque specifications and tension lock nuts on adjustable control arm.
7. Test drive the car, check and re-tension control arm mounting fittings.
8. Check and adjust rear camber to desired settings but be very careful to balance the settings on both arms to avoid erratic or unpredictable behaviour.
9. Ensure all turn buckle locking nuts are thoroughly tightened before driving vehicle.
10. Check and re-tension all fittings again after a 100kms but no more than 200kms

WARNING: Extra care and attention must be taken during adjustment of control arms. Excessive adjustment may cause tyre to bodywork interference.



KTA112
View of left side of
rear of vehicle from
below.

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