

Fitting Instructions

KCA319A/319M/361

WHITELINE

PO Box 5666, Minto, NSW, 2566 Australia
Ph: 61 2 9603 0111 Fax: 61 2 9820 2500
E-mail: admin@whiteline.com.au
A.B.N. 68 073 002 034

Flat out

Code: Z179f

Application: KCA319A (SPORT) / KCA319M (RACE) / KCA361 (COMFORT) - Front Caster & anti-lift kit.
Suit Subaru Impreza including WRX and STi, Legacy, Liberty including GT and B4 from 1991-2000.

This kit is designed to add 0.5 deg static positive caster to both front wheels while changing the nature of front anti-dive and lift. The low compliance bush also maintains higher dynamic positive castor. By changing the front control arm geometry, the new alloy mounts coupled with the new low compliance polyurethane bushes change front suspension attitude. This leads to superior traction under power including cornering, dramatically reducing understeer and front wheel spin.

The additional castor coupled with the new firmer bushes supplied serve to dramatically sharpen initial turn-in response, then forcing more consistent alignment angles through the corner due to the reduced bush compliance.

Contents: Kit contains;

1. 2 x Alloy mounts with pre fitted poly bushes and centre tubes. Marked LEFT and RIGHT.
2. 2 x M16 nyloc nut
3. 2 x large chamfered washers
4. 1 x grease satchel

Fitting: (Please read the complete instructions before commencing work).

1. Lift the front of the car with wheels at full droop and support on vehicle safety stands.

Note; Vehicles equipped with manual transmission. For ease of removal and fitment, remove gearbox cross-member.

2. Loosen existing rear lower control arm nut.

3. Remove lower control arm rear bush bracket to chassis bolts.

4. Remove rear control arm-rear mount nut. Slide OE mount off the control arm.(use a lever to pry control arm away from the body).

5. Inspect and clean end of control arm ensuring that there is no residual dirt or rubber bonded to any mounting surface. Clean as necessary. Failure to do so may result in premature wear and bush noise.

6. Select appropriate mount (#1) and lightly grease (#4) all bush to metal surfaces.

NOTE: Vehicles with alloy control arm have a remountable flange face washer that MUST be retained.

7. Reverse the procedure and refit new alloy mount (#1) to control arm. Note the orientation of the mount/bush, large bush flange to face front.

8. Loosely fit new nyloc nut (#2) and new chamfered washer (#3) supplied. Note the orientation of the washer, chamfered side to face bush.

8. Refit OEM mounting bolts, do not tighten at this stage.

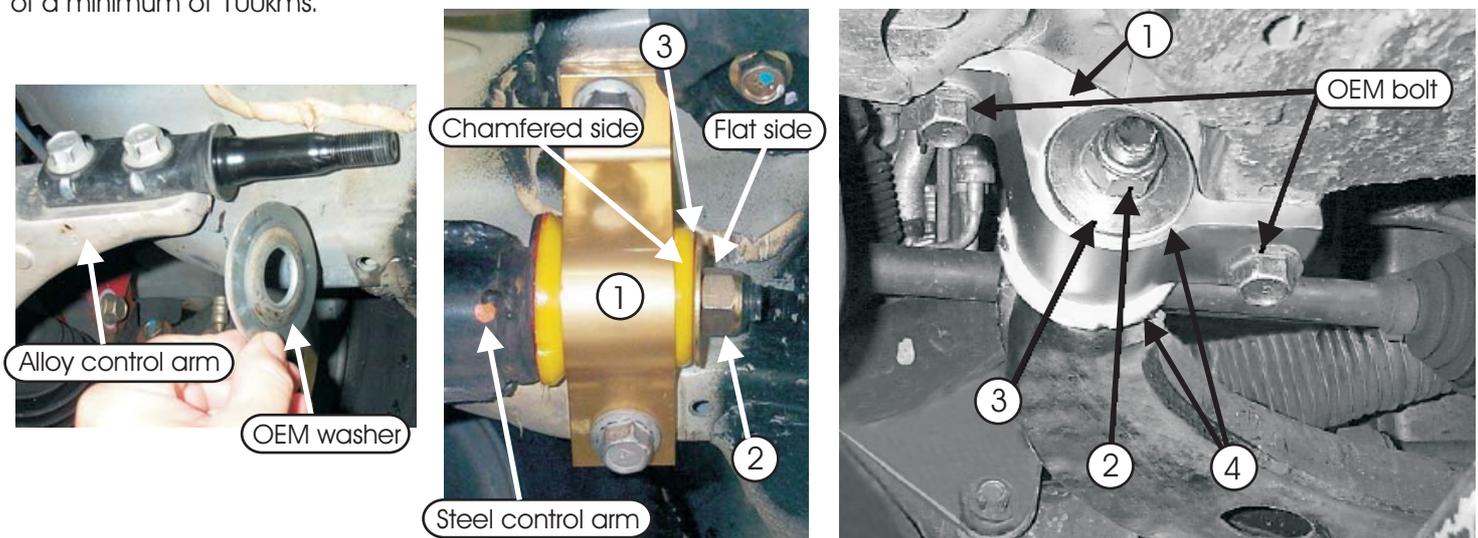
9. Repeat procedure for the other side.

10. Lower the vehicle back to normal ride height and bounce the front of the vehicle. Tighten mount to chassis bolts to 250 Nm (184 ft-lb). Then tighten control arm to rear mount nut to 190 Nm (140 ft-lb).

11. Test drive, and re-tension all fittings.

12. Check wheel alignment, and adjust as required.

13. Whiteline recommends that an inspection and re-tension of all fittings to be carried out after an initial settling in period of a minimum of 100kms.



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