

# Fitting Instructions KRR207

# 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. 93 051 207 535

*Flat out*

Code: Z256

## Application: Holden Commodore VB-VS

This kit contains a newly designed caster correction radius rod to suit all Commodores from VB to VS. Fitment of the rod will add between 0.5 to 2.0 degrees of positive caster at the wheel (worn OE rods stretch and decrease caster so net increase may be more.) Single rod ideal for wheel alignment correction. Extra caster will dramatically improve steering response, stability and cornering through increased dynamic negative camber. It is recommended that a licensed workshop or trades person with wheel alignment facilities carry out the following procedures.

## Contents:

- 1 x replacement radius rod
- 1 x replacement nyloc nuts
- 5 x caster adjustment shims

### Note: Bushes not included.

Order part # W0204 for Whiteline low compliance poly bush alternative.



## Fitting:

1. Check wheel alignment and note existing caster settings to establish which side requires caster correction. Inspect all existing mounting bush and replace if necessary during installation. **Do not use the KRR207 rod with worn components.**

2. Open kit and identify components.

3. Raise the vehicle, support on safety stands and remove front road wheels.

3. Disconnect sway bar link from sway bar. Remove existing radius rod to subframe mount nut.

4. Remove lower control arm inner mounting bolt and allow arm to droop. Remove existing radius rod, clean and inspect existing bushes and washers. Replace if necessary.

5. Fit factory (OE) rear washer to new radius rod, plus extra caster adjustment shims as required, and insert into front mounting bush in the cross-member. Then loosely fit the factory (OE) front washer and new nyloc nut supplied.

**NOTE:** Fitting new radius rod **WITHOUT** any extra caster adjusting shims will add approximately 2.0 degrees of caster (Refer diag 1). Use shims supplied behind the cross-member to reduce caster as required (Refer diag 2). Each caster adjusting shim will reduce caster by approximately 0.3 degree.

Whiteline recommends 0.5 deg caster offset (passenger 0.5 deg more positive than drivers side) to allow for road camber.

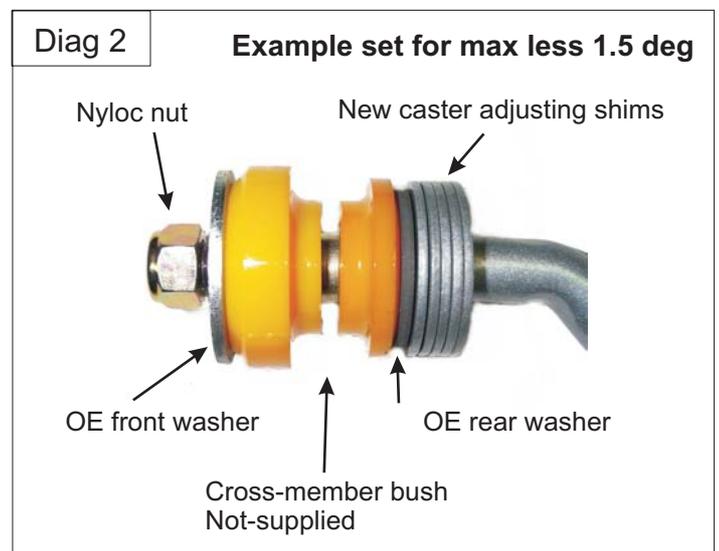
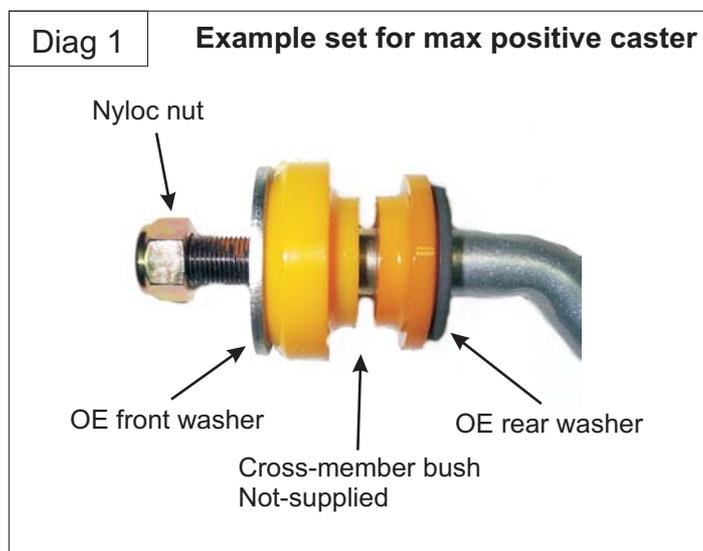
**WARNING:** Check for wheel/tyre to bodywork clearances, add more shims if required.

6. Attach other end to the control arm then refit control arm to cross-member and sway bar link to sway bar.

7. Refit road wheels, lower and bounce the vehicle and tighten all nuts to manufacturer's specifications.

8. Road test, check caster readings and proceed with wheel alignment to adjust camber and toe.

It is recommended that all hardware is rechecked and tightened after 500kms.



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