

# Supplementary Fitting Instructions 1K4004

# WHITELINE

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*Flat out*

Code: Z266

**IMPORTANT:** Whiteline Group 4 shock/strut kits are designed for race or off-road use but may be used on-road depending on specific vehicle registration regulations in your area. Extreme care must be taken when adjusting ride height to ensure correct operation of the suspension and any adjustments are at the owners own risk. It is recommended that installation and adjustment be carried out by qualified suspension and chassis specialists.

**NOTE:** Ride Height denotes adjustment range available only. It is NOT a height setting recommendation.

Part No.	Spec (1) C/D/R/Q	Application				Note	Ride height +/- (2)				Spring Rate				Upper mount (3)	
		Make	Model	Year	Chassis		Front mm	Rear mm	Front inch	Rear inch	Front kg/mm	Rear lbs/in	Front kg/mm	Rear lbs/in	Front	Rear
1K4004C	C	Subaru	Impreza	94-00	GC	incl. Sti	-60	-2.4	-50	-2.0	5.0	280	4.0	224	OEM	OEM
1K4004D	D	Subaru	Impreza	94-00	GC	incl. Sti										
1K4004R	R	Subaru	Impreza	94-00	GC	incl. Sti										
1K4004Q	Q	Subaru	Impreza	94-00	GC	incl. Sti										

- Footnote:**
- 1- C - Circuit race / D - Drift / R - Race / Q - Quatermile or Drag race
  - 2- Range of ride height change. + = Raise / - = Lowering. Eg. -60 equates to 60 mm lowering
  - 3- If OEM use stock or existing strut top.

## Contents:

1. Standard Group 4 kit including standard tool kit
2. Rate adjuster extension pack - use for sedan rear

## Fitting:

### Wagon

1. Install kit as per normal instructions including normal shock rate adjusters front and rear. Discard rate adjuster extensions.

### Sedan

1. Install kit as per normal instructions.
2. Fine tune height and rate adjustment using the adjuster knobs mounted directly to the shock shafts.
3. BEFORE refitting rear seat back rest, fit rate adjuster extensions as per diagram allowing for future in-cockpit adjustment. Extension shaft can be shortened if required.

**WARNING:** Group 4 mount bracket is of an extra heavy duty design however we discourage modification or elongation of clevis bracket mounting holes for camber adjustment. This process will weaken ANY strut mount bracket that can result in adjustment mount slip and premature bracket failure. Use alternate means



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