

Universal fitting instructions for Whiteline Caster Bush Kits.

Whiteline Caster bush kits are designed to improve handling performance, vehicle straight line stability as well as cornering grip through increased dynamic negative camber gain. Low compliance polyurethane bushing also improves steering response and feedback.

Z335 universal instructions to be used for Whiteline Caster bush kits for vehicles with **chassis mounted** lower control arm rear bush.

Whiteline recommends that all work be carried out by a qualified technician. Sound motor vehicle mechanical knowledge is expected. In some countries and states, fitment may only be legally performed by a licenced mechanic. Check the regulations in your area.

Caster Kit components will vary depending on the individual product and application.

Caster Kit fitment and adjustment.

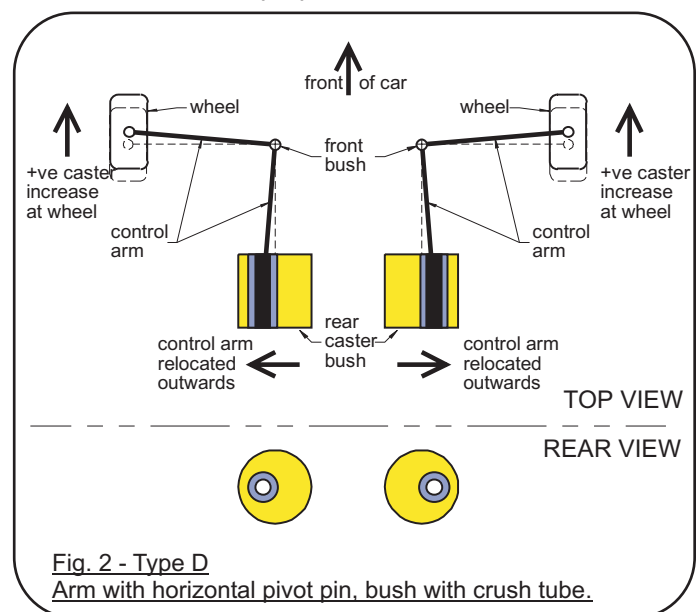
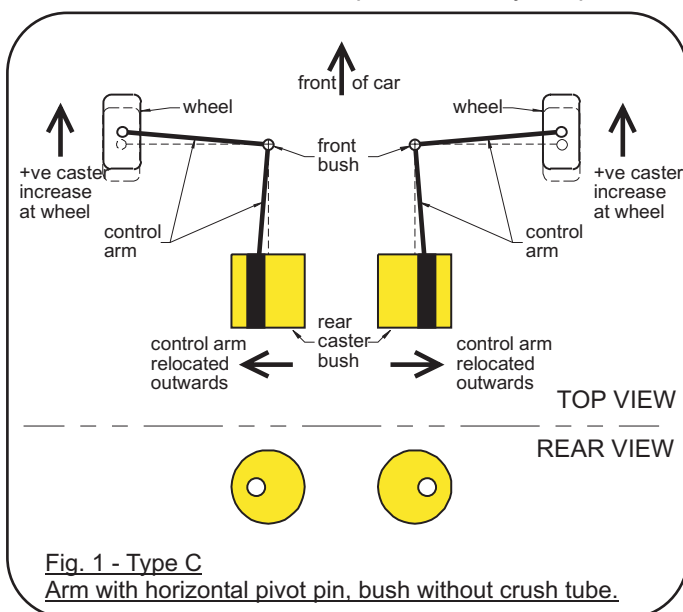
1. Measure wheel alignment settings prior to commencing any work.
2. Raise front of vehicle, support on safety chassis stands or hoist, and remove front wheels.
3. Undo rear bush mounting / retaining bracket bolts, and remove lower control arm rear bush. In some cases, it may be necessary to remove lower control arm and other suspension components.
4. Clean any flaking paint, rubber and dirt from bush housing, smear grease supplied onto the bushes.
5. On vehicles with bushes pressed into a separate mounting bracket, press new Whiteline caster bushes into original brackets and slide the bush onto the control arm rear pin. Refer to Fig. 1 or Fig. 2 for correct alignment of bushes and crush tubes.
6. On vehicles with bush retaining plate, slide new Whiteline caster bush onto the control arm rear pin and secure it to chassis using original retaining plate. Refer to Fig.1 or Fig. 2 for correct alignment of bushes and crush tubes.

Note: While some Whiteline Caster Kit types are pre-set for extra caster (not adjustable) and some types are adjustable, all are designed to improve handling performance by increasing and maximizing caster equally on both sides of the vehicle.

7. Refit lower control arm, and lightly tighten all fittings.
8. Refit wheels, lower the vehicle and settle suspension. DO NOT drive at this stage.
9. With the suspension settled, and the vehicle at normal ride height, tighten all fittings to original manufacturers torque specifications.
10. Test drive the vehicle, and re-check all fittings.
11. Measure new wheel alignment settings, and adjust as required.

Post installation check and maintenance.

- Re-tension all fittings after a settling-in period, but not later than 100kms (60miles) after installation.
- For noise and friction free operation, carry out periodic inspections and maintain proper bush lubrication.



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