

# WHITELINE

*Flat out*

# Max-C

## Maximum caster, maximum camber

The *Max-C* performance adjustable strut top range is named for the ability to achieve Max caster and or Max camber. You run at Max caster position for street and then simply slide to Max camber for track. Street and Motorsport versions are available that are designed to work with stock or coil-over diameter springs. That is, Street kits are limited to stock spring OD clearance while Motorsport suits coil-over or race type springs delivering a lot more adjustment. Adjustment range is only limited by spring clearance.

Specially engineered with extra heavy-duty COM12 type spherical bearings that are 40% higher load rating than other popular options. Fully serviceable and held in by threaded collar so no rattle. Height change minimised with average of +3 mm depending on camber setting. *Max-C* delivers **more by design**.

### KCA251S pictured

Suit Impreza GD series WRX/STi front



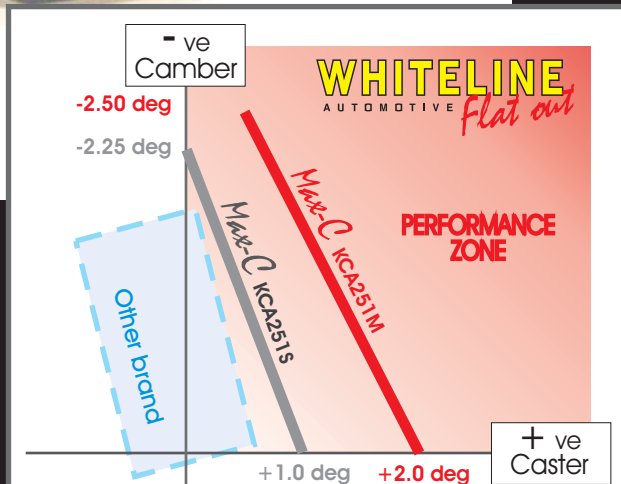
As used on P26 and Project EVO still adjustable after 25,000kms

Can be rotated to deliver up to +2.5 deg extra positive caster



Worldwide patent pending

- Maximum caster, maximum camber adjustment.
- Real world, tested & proven measurements, not claims.
- High strength 6 mm machined alloy top plate & steel base resist bowing.
- Minimum height change. (KCA251S / KCA251M - 7 mm rise at max caster but 2 mm drop at max neg camber)
- Extra heavy duty serviceable COM12 style bearing, 40% higher load rating than others for longer life.
- Threaded spherical bearing retainer nut minimises rattle and noise.
- Simple, light weight design is 10% lighter than stock and 20% lighter than other popular designs. (KCA251S)



\*Values are *not absolute* but indicative of additional adjustment achievable at strut top as measured by Whiteline. Absolute values will vary with height, rake and other geometry changes.

Contact Whiteline for currently available applications.

# Global

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