Fitting instructions for KTA107-8-9

WHITELINE Flat out
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

Code: Z239

Application:

This series of adjustable trailing arms are designed to modify factory camber, toe and track on the rear of Subaru Impreza and Liberty. Use KTA107 as an economical solution for lack of rear toe adjustment particularly on Impreza GD-GH (MY01- on) series. This kit is supplied as 2x adjustable front arms and matching rear arm poly bushes. KTA108 and KTA109 utilise 4 complete adjustable arms with performance low compliance bushes. The result is greater range and more precise adjustment and a more direct connection between body and rear suspension delivering more predictable dynamic behaviour.

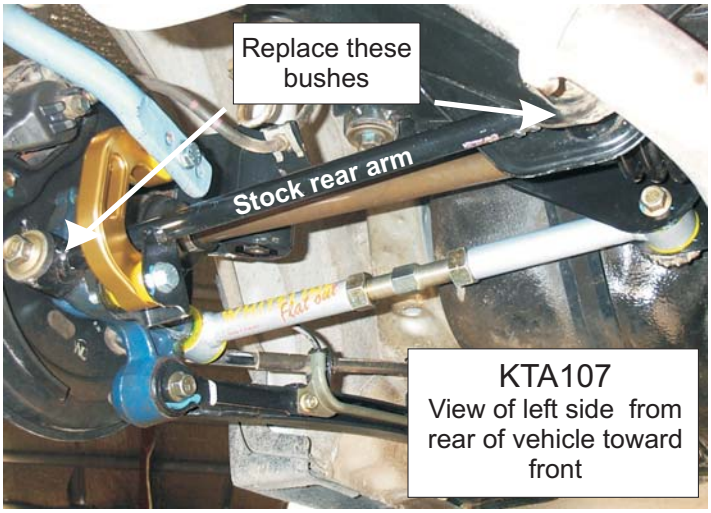
NOTE: These are "race-style" products designed for off road use only. Reduced bush and suspension compliance and range of available adjustment can dramatically change vehicle behaviour and dynamics.

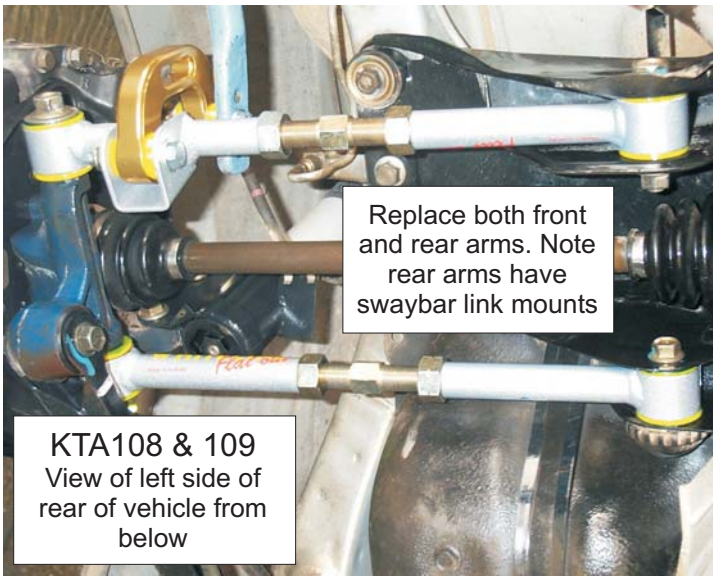
Contents:

KTA107 contains 2x complete adjustable front arms and 4x poly bushes and tubes to replace OE bushes in rear arms.

KTA108 contains 4x complete adjustable arms. Note that KTA108 is shorter to suit narrower track GC (MY94-00) sedan and GD (MY01) wagon.

KTA109 contains 4x complete adjustable arms





Fitting:

Please read all instructions prior to starting.

1. Remove rear sway bar end links.
2. Raise the vehicle and support body on safety chassis stands.
3. Note the position of the original control arms and sway bar end link bracket.
4. Remove all 4 rear control arms.
5. Adjust the length of new control arms to equal the original control arms.
6. (**KTA107 only**: Replace rear of rear control arm original bushes with new low compliance bushes supplied. Clean and grease all bush to metal surfaces with grease supplied.)
7. Fit new adjustable control arms. Note that front control arm inner pivot crush tube inside diameter is smaller at 12 mm. All others have ID of 14 mm. Apply grease to all bush to metal surfaces. DO NOT TENSION at this point.
8. Lower the vehicle.
9. Refit sway bar end links.
10. Tension all fittings to manufactures torque specifications.
11. Test drive the car, check and re-tension all fittings.
12. Check and adjust wheel alignment to desired settings but be very careful to balance the settings on both arms to avoid erratic or unpredictable behaviour.
13. Check and re-tension all fittings again after a 100kms but no more than 200kms

WARNING: Extra care and attention must be taken during adjustment of control arms. Excessive adjustment may cause differential and drive-train damage and tyre to bodywork interference.

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