

# Fitting Instructions KCA251S

# WHITELINE

AUTOMOTIVE *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. 68 073 002 034

Code: Z368

## Application:

Adjustable strut top kit to suit Subaru Impreza GD 01-06 all front. Always refer to current catalogue for complete application listing.

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. KCA251S is a Street kit and limited to stock spring OD clearance while Motorsport suits coil-over or race type springs delivering a lot more adjustment.

## Specifications:

maximum CAMBER adjustment: -2.25deg (P1)

maximum CASTER adjustment: +1.0 deg (P2)

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

## Contents:

KCA251S includes 2 strut top mount assemblies.

Each mount assembly consists of:

- (A) 1 x top plate
- (B) 1 x bearing carrier
- (C) 1 x spherical bearing
- (D) 1 x spherical bearing lock ring
- (E) 1 x spherical bearing adaptor
- (F) 1 x deep nut
- (G) 2 x M8 studs
- (H) 1 x M8 stud with slot
- (I) 3 x M8 flange nuts
- (J) 1 x clamp disc
- (K) 1 x 'O'-ring
- (L) 2 x M8 clamping bolts
- (M) 2 x M8 flat washers
- (N) 2 x M8 spring washers

## Fitting Instructions:

Please read complete fitting instructions and check kit components prior to fitment. Whiteline recommends that all work be carried out by a qualified technician.

1. Measure original wheel alignment settings prior to any disassembly.
2. Raise the vehicle with a hoist / lift or alternatively raise and support on safety chassis stands, and remove front wheels.
3. Disconnect brake and ABS lines from struts, and remove strut assemblies.
4. Using spring compressors, remove original strut top mounts and discard.

**Warning:** Take extra care during disassembly to prevent injury.

5. Remove original tapered washers and discard, as shown in photo 1, and replace with new adaptors as shown in photo 2.
6. Identify the correct left and right hand side Max-C top mount assemblies, fit onto the strut and tighten using new deep nuts, as shown in photo 3.
7. Remove top flange nuts and fit strut assemblies to vehicle as pictured. Replace top flange nuts.
8. Reconnect brake and ABS lines, and tighten strut clevis bolts to manufacturer's torque specifications.
9. Refit wheels and lower the vehicle. Do not drive at this stage.
10. Tighten all hardware to manufacturer's torque specifications.
11. Test drive the vehicle and recheck tension on all fasteners.
12. Measure wheel alignment, and adjust as required. To adjust camber / caster:
  - a) loosen slotted stud and clamping bolts
  - b) slide bearing carrier in the desired direction
  - c) tighten all fasteners
 Refer to figure 1 for adjustment range.
13. Check and re-tension all fittings again after 200km's but no more than 200km's.

Figure 1.

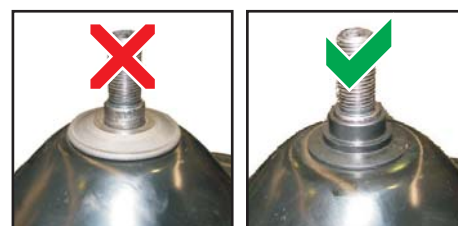
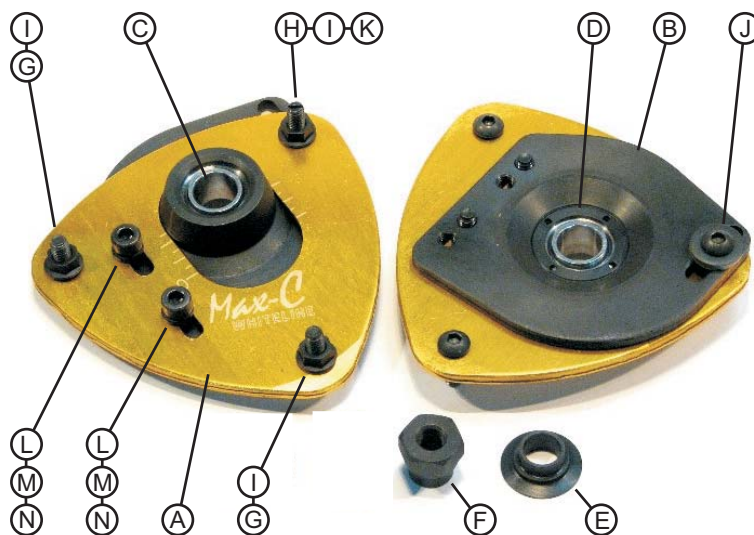
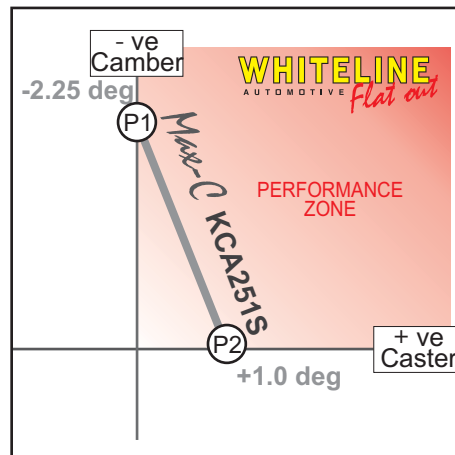


Photo 1.

Photo 2.



Photo 3. Left hand side strut.

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