

# Installation guide KCA255M

# WHITELINE

Redranger Pty Ltd  
 For specialist advise in Australia call **Free call 1800 040 003**  
 Whiteline direct on Ph: +61-2-4340-2355 Fax: +61-2-4340-2466  
 Web: <http://whiteline.com.au> E-mail: [sales@whiteline.com.au](mailto:sales@whiteline.com.au)  
 4 Warringah Close, Somersby NSW 2250 Australia  
 A.B.N. 99 124 177 297

*Flat out*

Code: Z385

## Application:

Adjustable strut top kit to suit **Subaru Impreza GH 10/07-on 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. KCA255M is a Motorsport kit to suit coil-over or race type springs - cannot be used with original type springs.

## Specifications:

KCA255M maximum CAMBER adjustment: -3.25 deg (P1)  
 KCA255M maximum CASTER adjustment: +1.5 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:

KCA255M 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 slotted stud
- (I) 3 x M8 flange nuts
- (J) 1 x clamp
- (K) 1 x 'O'-ring
- (L) 2 x M8 clamping bolts
- (M) 2 x M8 flat washers
- (N) 2 x M8 spring washers

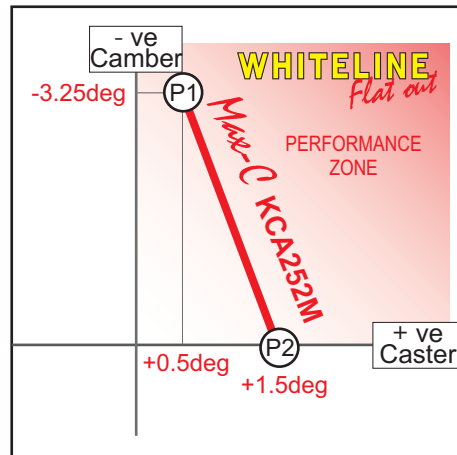
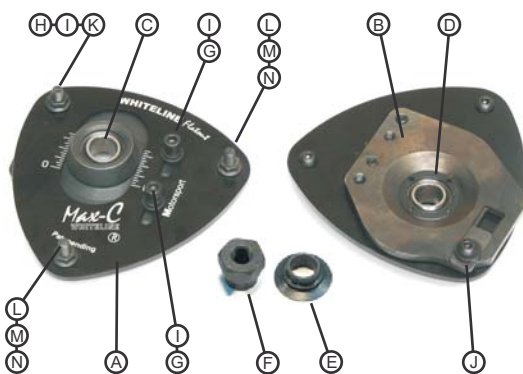


Fig 1.



Fig 2.



Fig 3.

## Installation guide:

Please read complete installation guide and check kit components prior to fitment. These instructions must be used in conjunction with workshop manual, and it is recommended 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. Mark the position of original camber adjusting strut clevis bolt, 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 Fig 2.
6. Fit new adaptor collets (E) onto the spigot of the strut shaft on top of the spring seat, as shown in Fig 3.
7. Identify the correct left and right hand side Max-C top mount assemblies marked by 'L' and 'R', fit onto the corresponding strut and tighten using new deep nuts (F).  
*Warning: Take extra care to make sure the strut top assembly is correctly engaged onto the strut shaft to prevent any damage.*
8. Remove top flange nuts and fit complete strut assemblies to vehicle with the floating stud closest to the centre of the firewall, as pictured. Replace top flange nuts.
9. Reconnect brake and ABS lines, and tighten strut clevis bolts to manufacturer's torque specifications.
10. Refit wheels and lower the vehicle. Do not drive at this stage.
11. Tighten all hardware to manufacturer's torque specifications.
12. Test drive the vehicle and recheck tension on all fasteners.
13. Measure wheel alignment, and adjust as required. To adjust camber / caster:
  - a) loosen slotted stud nut and clamping bolts
  - b) slide bearing carrier to the desired position
  - c) tighten all fasteners
 Refer to Fig 1 for adjustment range.
14. Check and re-tension all fittings again after 100km's but no more then 200km's.

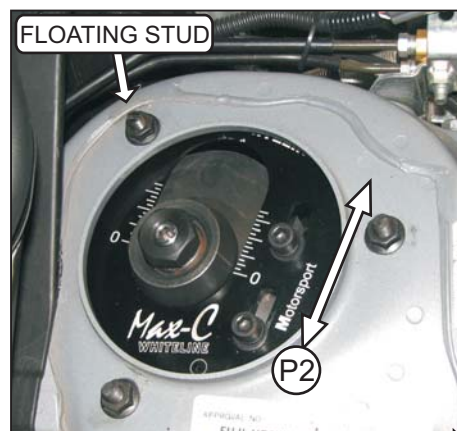


Fig 4 - KCA255M set @ P2.

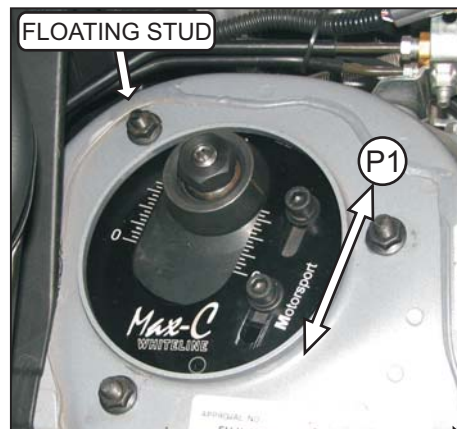


Fig 5 - KCA255M set @ P1.

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