



Instructions

Front Control arm & Radius Arms - Caster Adjustable

This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Application - BMW F Series exc M3

Always refer complete catalogue listing

Contents - 2x Control arms (spherical bearings)
- 2x Radius arms (live adj poly bushing)
- Adjusting spanner
- Grease

WHITELINE performance control arms offer quality replacement arms with low compliance, live adjustable radius bushing giving the ability to easily improve caster settings for disability and/or improved turn in at speed.

WHITELINE recommends confirming wheel alignment settings prior to disassemble.

- Raise vehicle evenly and safely support.

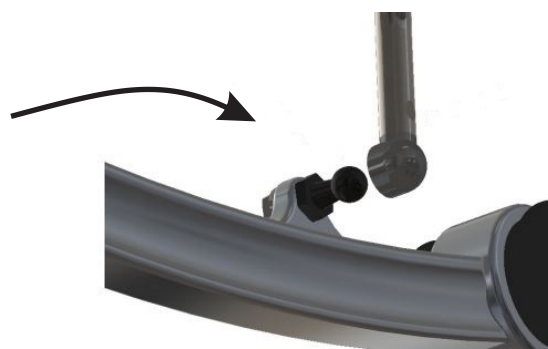
Never rely on a Jack only

- Proceed to un-bolt front wheels.
- Remove inner mounting bolts, followed by ball joint nut.



There should be no need to hit aluminium hub to remove ball joint.

- Take note of arms when removing - they are **LH** and **RH**.
- **Note - some models have head light sensor refer RH image. Be careful not to damage**
- Grease radius bushing face and internal diameter with supplied grease only.



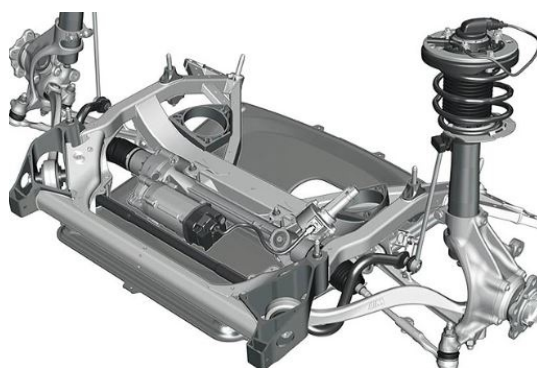
Refer page 2

It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

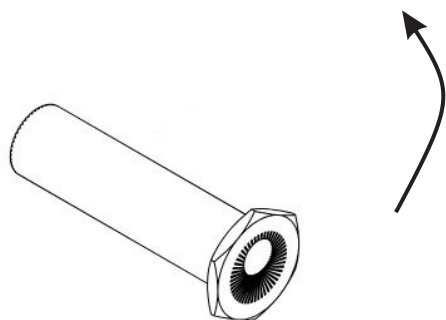


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BMW F Series Front Suspension



- Push in supplied adjusting tube so that the hex is closer to rear of car. Refer LH image.



**Tighten inner front bolt to 75Nm
Tighten ball joint stud to 120Nm**

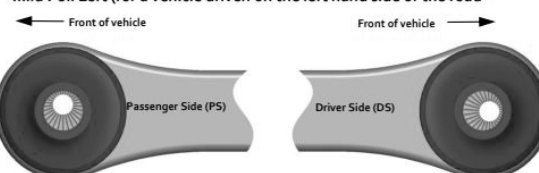
- A wheel alignment is required immediately after install - to correct any Toe issues.

Note RH image for basic caster guidance

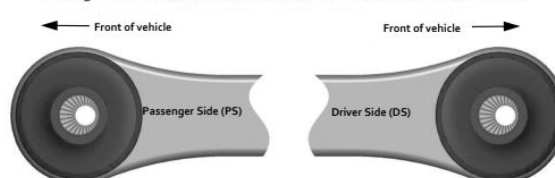
- Re-check all bolts after 500kms

FIG3 (Below) Adjustment Alignment

Mild Pull Left (for a vehicle driven on the left hand side of the road)

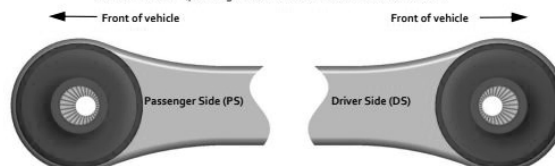


Strong Pull Left (for a vehicle driven on the left hand side of the road)



Performance settings (approx. 1 degree change)

Double Offset - (passenger side increase and driver side increase)



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