



Instructions

Performance Aluminium Front Control Arms

Page 1 of 3

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

Application - Subaru Impreza
- WRX 2007 - on
- STi 2007-on

(Always refer complete catalogue listing)

Contents - 2x Aluminium Arms
- complete with low-compliance performance bushings.
- 6x spacers 5mm
- 2x spacers 11mm
- 2x spacers 16mm
- 2x M14x120mm bolts
- 2x 32x14x3 washers



For 2011-on Sti and 2014-on WRX refer supplied supplement install guide **Z5579**

WHITELINE Aluminium Arms offer key performance improvements - including "Offset" low compliance bushings, incorporating a sealed "race style" bearing. The sealed bearing provides excellent vehicle turn-in capabilities and steering feedback - with excellent reliability. In addition 0.5 degree increase in positive caster - for improved high-speed stability.

The light-weight rigid aluminium arms provide a significant improvement to WRX/Impreza models with steel arms.

WHITELINE suggest noting wheel alignment figures prior to install. During final alignment after install, it is important to fine-tune CAMBER setting with OE eccentric strut bolt.

Install guide -

- Start by raising vehicle evenly and safely support. - *Never rely on a Jack only* .

Refer Page 2 -

N.B: 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.



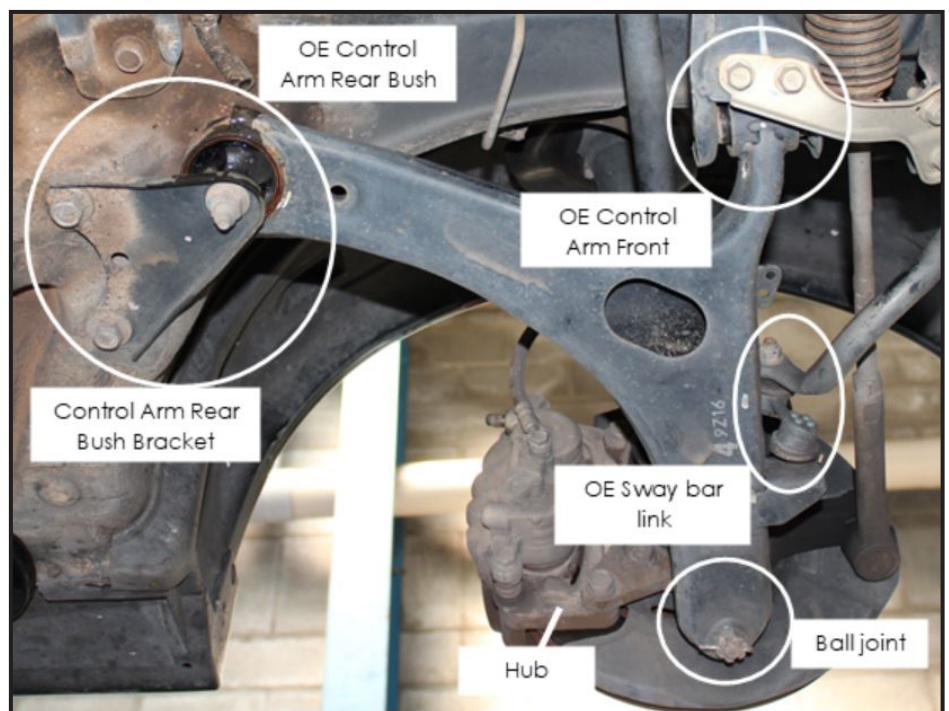
Instructions

Performance Aluminium Front Control Arms

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

- Note key items before removing original control arms.
- It is recommended to lubricate all bolts prior disassemble.



- Proceed to unbolt from vehicle

Refer Page 3 -

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IMPORTANT - for vehicles equipped with a stud (as per RH image), remove from floor - this is to be replaced with supplied M14 bolt and washer.

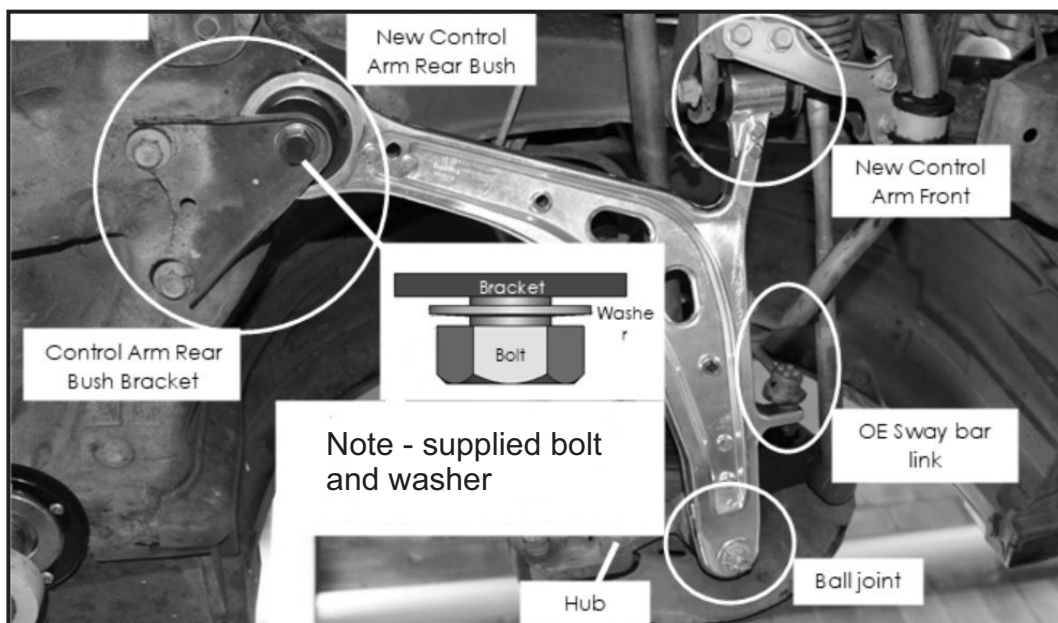


For vehicles with OE M14 bolt, this is to be replaced with new bolt also

This bolt is to be torqued to 200Nm.



Vehicles with OE stud - use 1x 5mm gold spacer on top or rear bushing. Refer Z5579 for other vehicles



- Bolt arm in position as per LH image.
- Grease front bushing side faces.
- A wheel alignment will be required immediately after install.

Re-check all bolts after 100kms

N.B: 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.

Fitting Instructions

Code: Z5579

Application:

My11-14 Subaru Impreza STi

My15-On Subaru Impreza WRX and STi

Always refer to current catalogues for complete application listing.

Specifications:

Replacement caster offset low compliance bushing incorporating Adjustable Anti-Lift & Anti-Dive Customization.

Critical Installation Notes:

Due to the difference between the Anti lift geometry built into the My11-14 & My15 - Onward it must be observed that the overall OEM bearing heights differ so there will be the need to omit the usage of one set of the 5mm long spacers on the My11-14 models. As the My11-14 mounting bolt length is shorter than the My15-On this may lead to bolt shear if used due to improper engagement into the threaded mounting hole.

My11-14 Sti have an approximate OEM bearing height of 69.70mm (2-3/4")

My15-On WRX/Sti have an approximate OEM bearing height of 79.70mm (3-1/8")

Contents:

2 x Low compliance caster bushings.

2 x 16mm alloy spacers.

2 x 11mm alloy spacers.

6 x 5mm alloy spacers.

Fitting Instructions:

1. Raise the vehicle off the ground and support on suitable chassis stands.
2. Remove both road wheels from the vehicle and remove the anti roll bar link nuts.
3. Remove the ball joint retaining bolt & front lower control arm front bolt.
4. Remove the OEM rear chassis support braces and the rear bushing bolt.
5. Remove the lower control arms from the vehicle.
6. Using a suitable press, push out the rear bushing. Ensure the eyelet is clean and free of any aluminum burrs.
7. Carefully press the new 68646 bushing into the alloy control arm ensuring that the bearing retaining C clip faces upward and the orientation of the offset within the bushing is correct as per figure 1 & 2.

For maximum caster place the offset as per below

8. Now the arms are ready to be re-installed into the vehicle, Re install arms, loosely bolting arms back into the car.
9. Determine in what sequence the spacers are to be placed either side of the 68646 bushing to suit the required amount of Anti-lift or Anti dive. (See accompanying pages for spacer stack height and configuration detail)
10. Once you have your desired setting tighten all nuts and bolts to manufacturers specification. Re check after 100km.



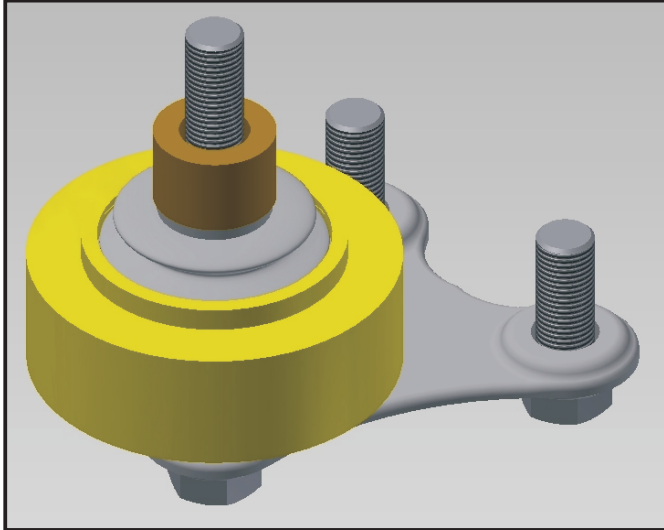
Warning: Please drive carefully while you accustom yourself to the changed vehicle behaviour.

Fitting Instructions

Code: Z5579

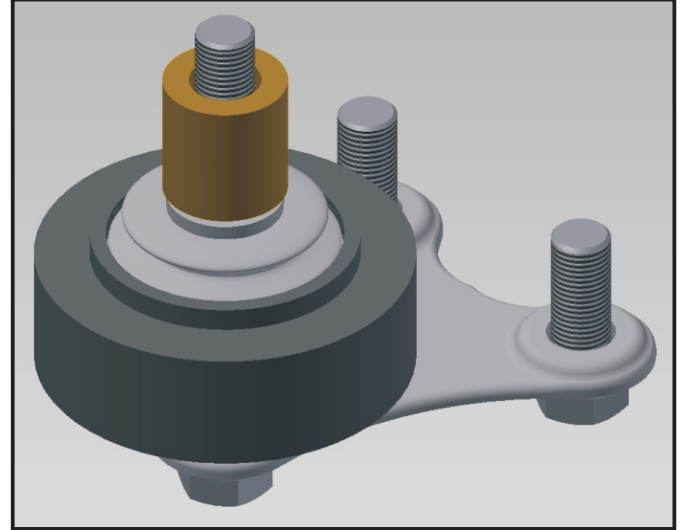
My 11- 14 Sti Only

OEM Bushing Shown

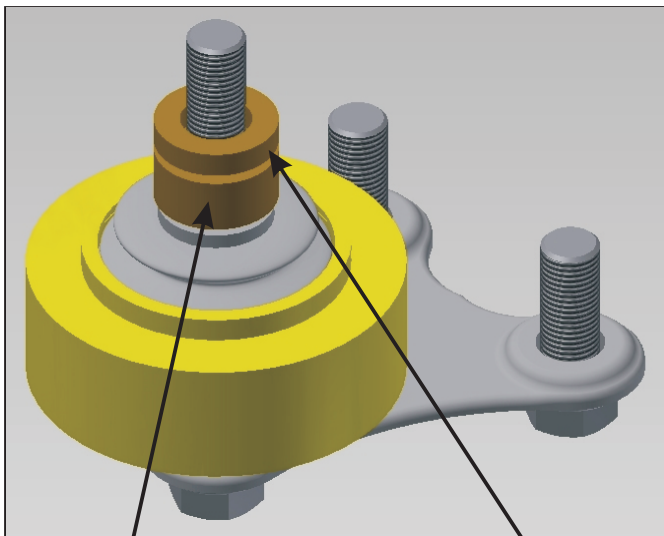


My 15- Onward WRX and Sti

OEM Bushing Shown



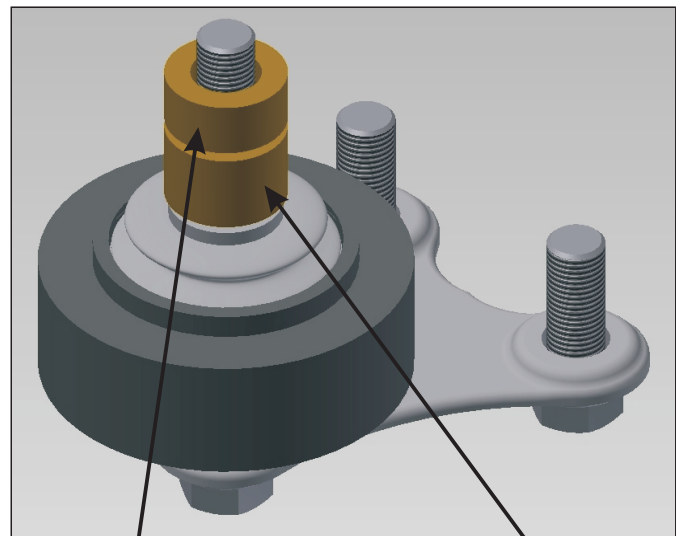
KCA425 Shown in OEM position with spacer stack



11mm spacer
supplied

5mm spacer
supplied

KCA425 Shown in OEM position with spacer stack



11mm spacer
supplied

16mm spacer
supplied

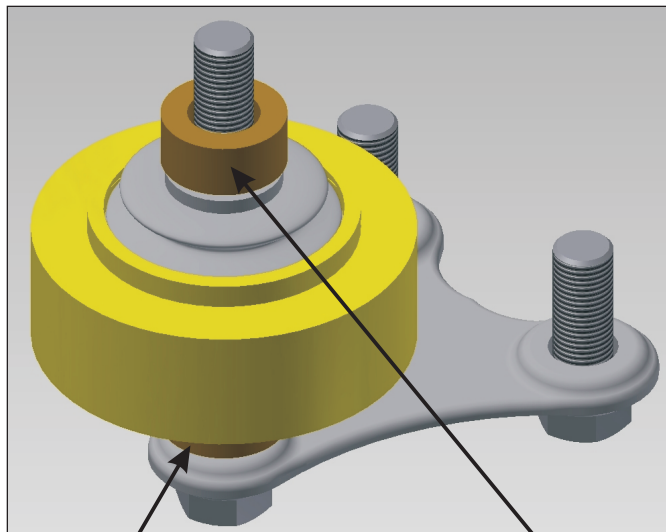
Warning: Please drive carefully while you accustom yourself to the changed vehicle behaviour.

Fitting Instructions

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My 11- 14 Sti Only

KCA425 Adjusted for Anti-Dive

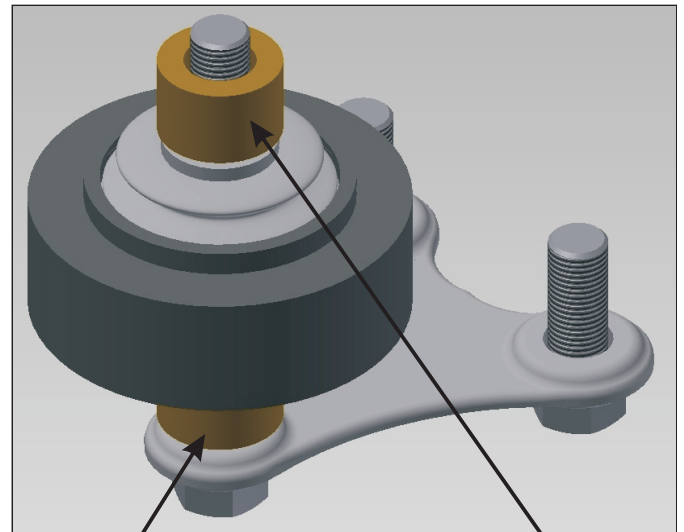


5mm spacer
supplied

11mm spacer
supplied

My 15- Onward WRX and Sti

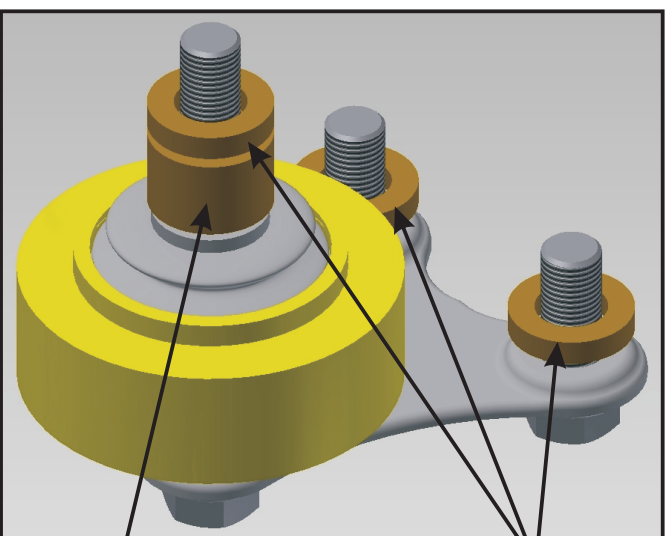
KCA425 Adjusted for Anti-Dive.
Note: This position is equivalent to the My 11-14 model OEM setting from Factory.



11mm spacer
supplied

16mm spacer
supplied

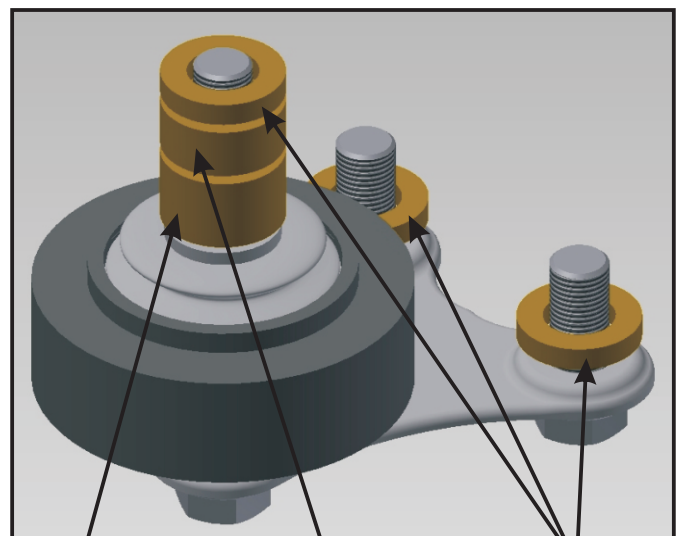
KCA425 Shown for maximum Anti-Lift



11mm spacer
supplied

5mm spacer
supplied

KCA425 Shown for maximum Anti-Lift



16mm spacer
supplied

11mm spacer
supplied

5mm spacer
supplied

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