WHITE Lign

ALIGNMENT PRODUCTS

Instruction Sheet

1. Observe front tyre wear, road test car, note owners comments and take the castor readings.

2. Support vehicle with the suspension at normal ride height and remove the bolts holding the two piece front lower control arms together marked “A” & “B” in the fig.A

3. Remove the rear most section of the front lower control arms. Press out the original captive bolts “B” and replace them with the Whitelign high tensile bolts supplied. Note that the Whitelign bolts are of a slightly smaller diameter and longer to enable the insertion of the adjustment shims. Ensure that the bolts are inserted from rear & the nuts are located at the front, as per illustration.

4. Replace the rear sections and insert the shims supplied between the two sections of the front lower control arms to achieve the required castor settings. Please find a table below which may assist in the selection of the appropriate shims to use. Using the original bolt in the inner hole and the Whitelign bolt together with the nyloc nut in the outer hole, firmly attach the two sections together. One Whitelign high tensile shim should be used as a washer under the head of the replacement bolt and the nyloc nut respectively.

5. Bounce the front of the vehicle to settle the suspension, check the camber and castor readings and then proceed with toe settings to complete alignment.

Notes:

A. It is recommended that the above procedures are carried out by a licensed workshop or tradesperson.

B. Only Whitelign high tensile shims should be used in this kit, do not substitute with washers.

Caster Change Table

Caster change in degrees positive	3.1mm thick Inner Shims	2 mm thick Outer Shims
extra 0.30 degrees	0	1
extra 0.60 degrees	1	2
extra 0.95 degrees	1	3
extra 1.25 degrees	2	4
extra 1.60 degrees	2	5 #
extra 1.90 degrees	2	6
extra 2.20 degrees	3	7 □
extra 2.50 degrees	3	8 □

□ Check clearance to outer bolt head for wheel offset first

\# Suggested starting point

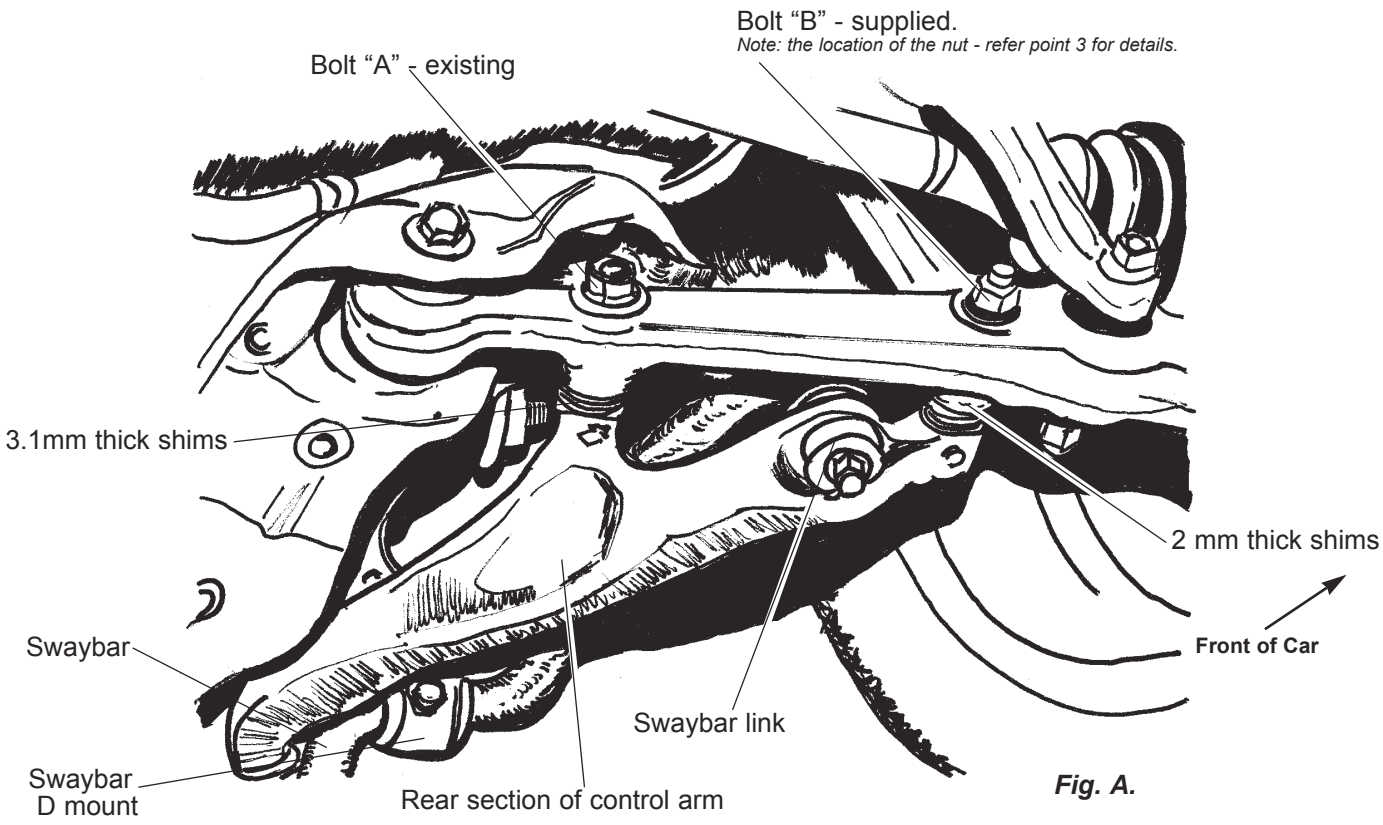

Fig. A.