

# Performance Front Control Arm - Rear Bushing

## Supplement Install guide for Control Arm Kits KTA289 and KTA290

This product is designed to add 0.5 deg static positive caster and front anti-lift (Impreza only). The low compliance bushing also maintains higher dynamic positive castor. The new alloy mounts, coupled with the new low compliance bushes leads to superior traction under power including cornering, dramatically reducing under-steer and front wheel spin. Overall result is sharp turn in at speed.

### Contents:

1. 2 x Alloy mounts. Marked LEFT and RIGHT.
2. 2 x polyurethane bushings
3. 2 x M16 nyloc nut & 2 x large chamfered washers
4. 1 x grease satchel
5. 2 x M10 80mm long bolts
6. 2 x M10 45mm long bolts
7. 2 x large flat washers
8. 2 x small flat washers
9. 2 x spacer disc 4.5mm thick [no grooves]
10. 2 x spacer disc 9mm thick [1 groove]
11. 4 x spacer disc 11mm thick [2 grooves]
- (Note; MY01-MY04 WRX and MY01-MY03 STi use 2 spacers, MY04 STi use 4 spacers)
12. 2 x spacer disc 15mm thick [3 grooves]
13. 2 x rectangular spacer block
14. 2 x tapered steel tubes

Z7080  
Page 1 of 2

### Note for Subaru Forester Vehicles:

This alloy mount does not change Anti-geomtry.  
The spacers mentioned on page 2 are not required.  
These control arms do not facilitate HID level sensor.

1. Lift the front of the car with wheels at full droop and support on vehicle safety stands.

Note; Vehicles equipped with manual transmission. For ease of removal and fitment, remove gearbox cross-member .

2. Remove front plastic under-car splash guard and U-shaped OEM steel brace.

3. Loosen existing rear lower control arm nut.

4. Remove lower control arm rear bush bracket to chassis bolts.

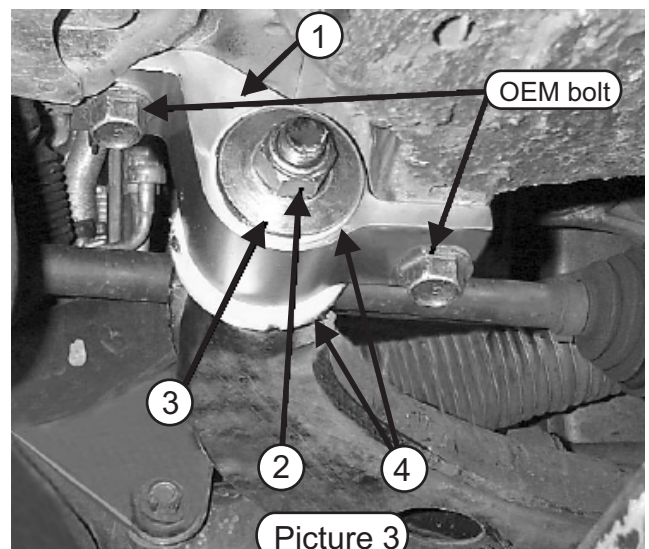
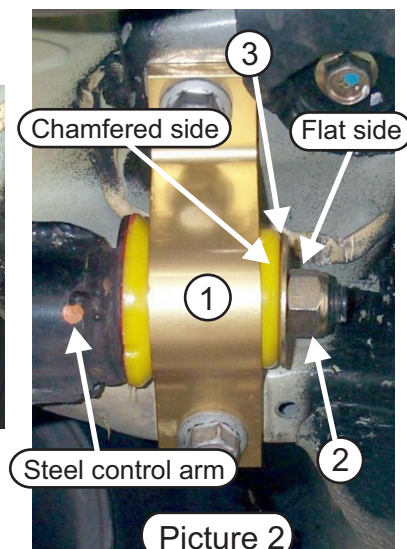
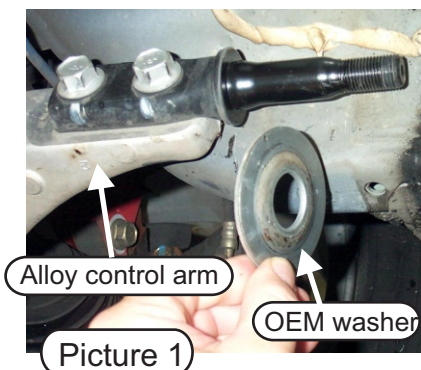
5. Remove rear control arm-rear mount nut. Slide OE mount off the control arm.(use a lever to pry control arm away f from the body).

6. Inspect and clean end of control arm ensuring that there is no residual dirt or rubber bonded to any mounting surface.

Clean as necessary. Failure to do so may result in premature wear and bush noise.

7. Select appropriate mount (#1) and lightly grease (#4) all bush to metal surfaces and inside diameter of bush. Press the supplied steel tube into the bush with the **flared end** of the tube facing forward.

NOTE: Vehicles with alloy control arm have a remountable flange face washer that **MUST** be retained.(refer Picture 1)



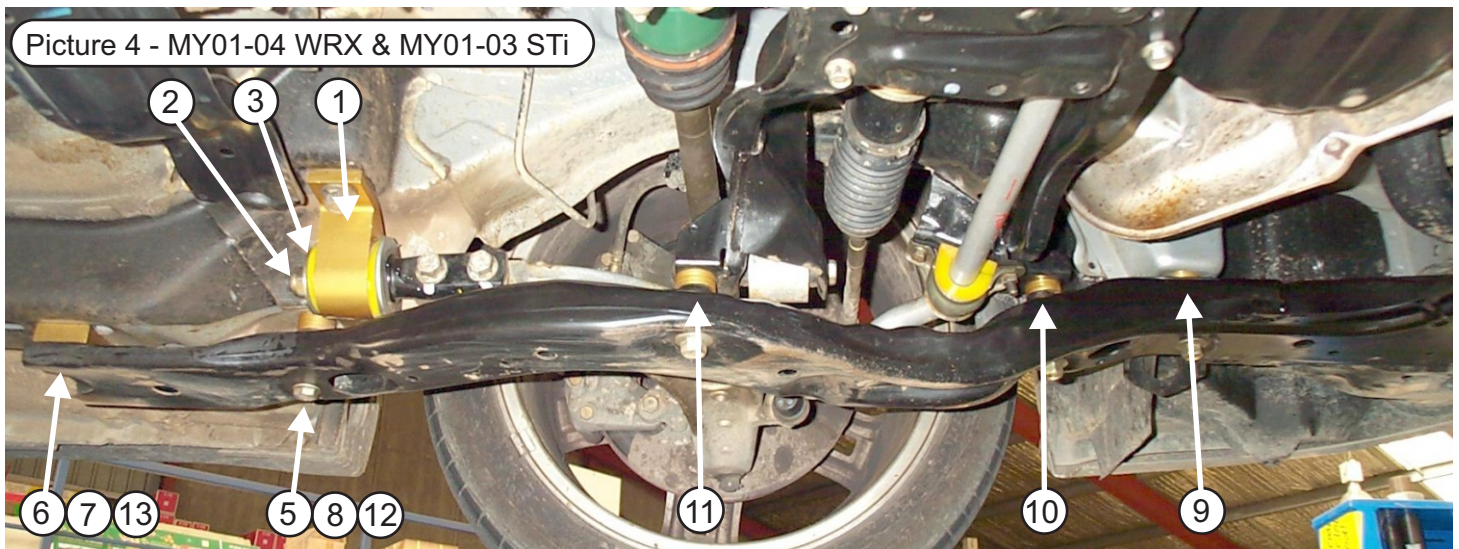
Please drive carefully while you accustom yourself to the changed vehicle behaviour.

# Front Control Arm - Rear Bushing

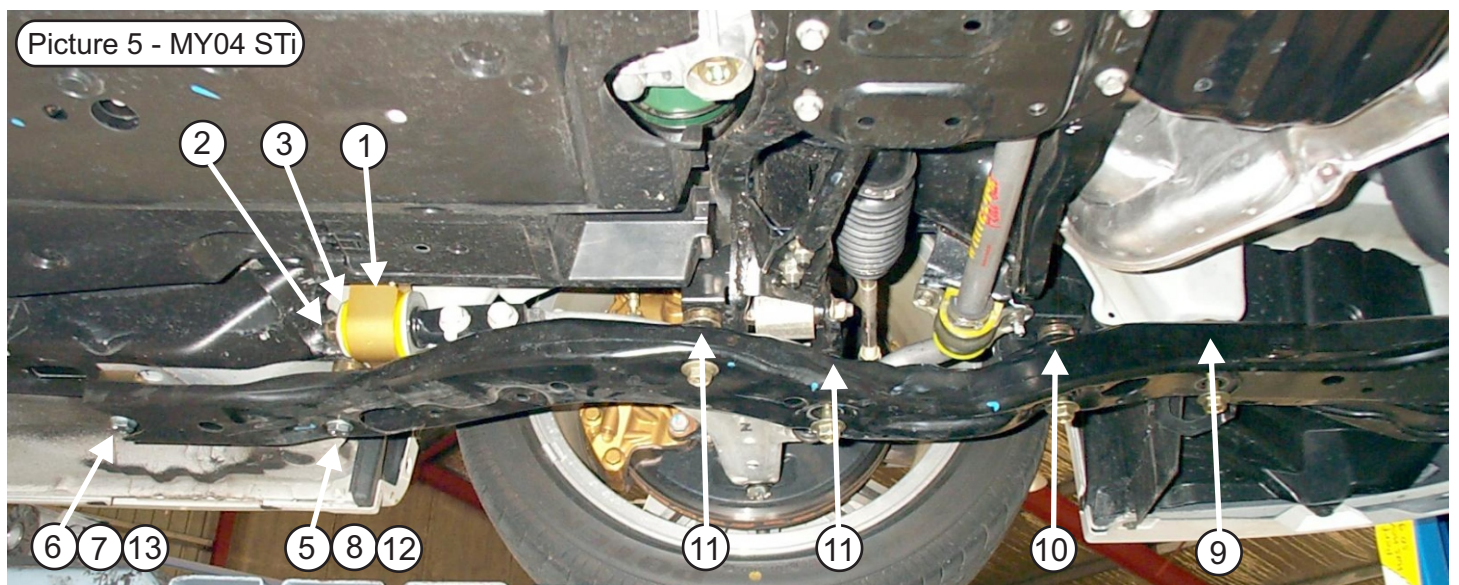
7. Reverse the procedure and refit new alloy mount (#1) to control arm.  
**Note the orientation of the mount/bushing, large bush flange to face front (refer Picture 2 & 3).**
8. Loosely fit new nyloc nut (#2) and new chamfered washer (#3) supplied.  
**Note the orientation of the washer, chamfered side to face bushing.**
8. Refit OEM mounting bolts, do not tighten at this stage.
9. Lower the vehicle back to normal ride height and bounce the front of the vehicle.  
Tighten mount to chassis bolts to 250 Nm (184 ft-lb). Then tighten control arm to rear mount nut to 190 Nm (140 ft-lb).
11. Replace front undercar U-shape brace using spacers and bolts with washers supplied.



For Subaru Impreza MY01-MY04 WRX and MY04 STi, refer Picture 4 for spacers placement details.



For Subaru Impreza MY04 STi, refer Picture 5 for spacer placement details.



**Note - the reuse of OEM bolts in some locations and the varying lengths of new bolts supplied.**

12. Replace front undercar plastic splash guard.
13. Test drive, and re-tension all fittings.
14. Check wheel alignment, and adjust as required.
15. Whiteline recommends that an inspection and re-tension of all fittings to be carried out after 500kms

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