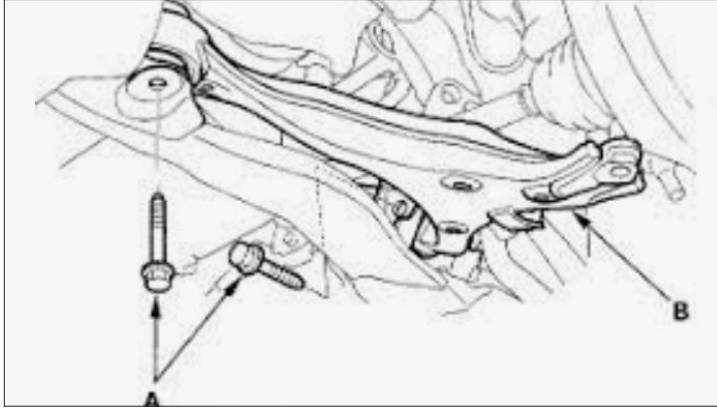


Front Control Arm Bushings

- offset - caster increase



A = bushing bolts B = front control arm

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

Application - Honda Civic 2000-2005
- Honda CRV 2001-2006
- Honda Integra 2001-2007

(Always refer complete catalogue listing)

Contents - 2x Vertical Axis bushings
(double bonded offset)

Kits with rear bushing supplied also -

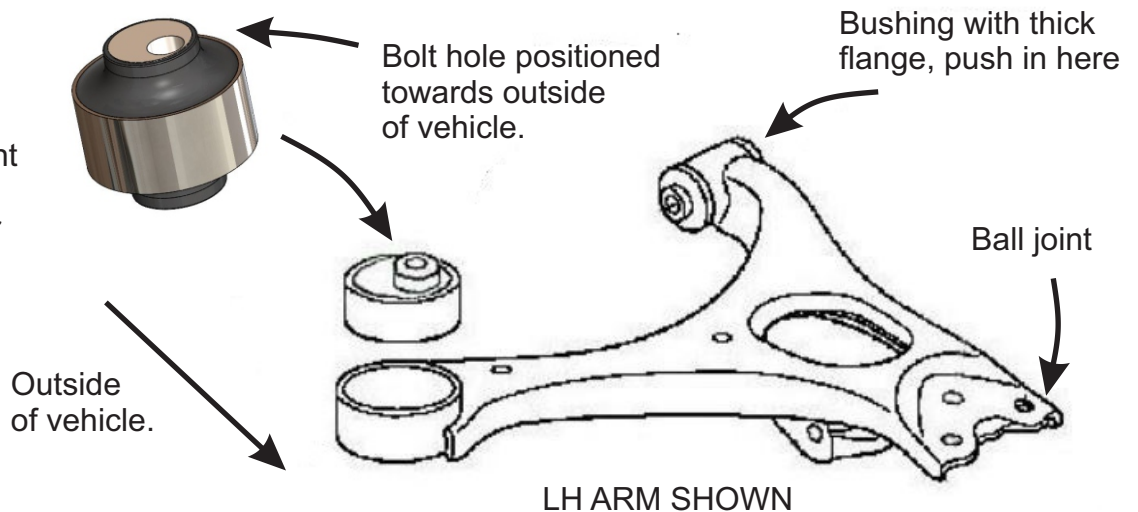
- Bushing 67502 x2
- Bushing 67503 x2
- Steel tube - 25.4x14.3x63 x2
- grease

- Raise vehicle evenly and safely support.

Never rely on a Jack only.

- Proceed to remove front wheels. Followed by un-bolting front control arms.
- Using a hydraulic Press, press out the large bushing including the steel outer shell.
- If replacing the smaller rear bushing also, this best removed by drilling hole in bushing and cutting outer steel shell.
- Press in new large shell bushing. Note the bolt hole is off-set - to increase caster.
Aim to press bushing in with bolt hole offset towards the outside of vehicle.
- If replacing smaller rear bushing - grease bushing internal diameter and side face with supplied grease.

- Re-fit arms to vehicle.
- A wheel alignment will be required immediately after install.



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

Front Camber Kit

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

Application - Honda Integra DC-5 inc Type R
 - Honda Civic EP and FD
 - Honda CR-V RD

Always refer complete catalogue listing

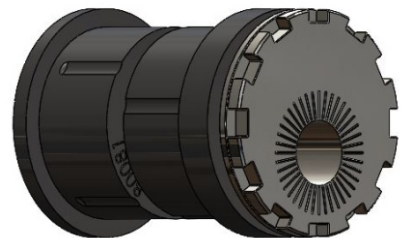
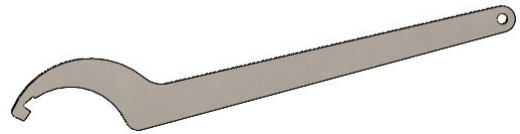
WHITELINE's Camber kit offers +/- 0.5 degrees of camber change. This kit is live-adjustable - offering fine on-car adjustment. Also the ability to even out LH verse RH values - or simply push for max negative camber. The low compliance bushing material offers improved vehicle turn-in at high speed and precise driver feedback.

Contents - 2x 80081 bushings
 - 2x 80082 bushings
 - 2x offset tubes
 - 2x flat washers
 - 1x adj spanner
 - grease

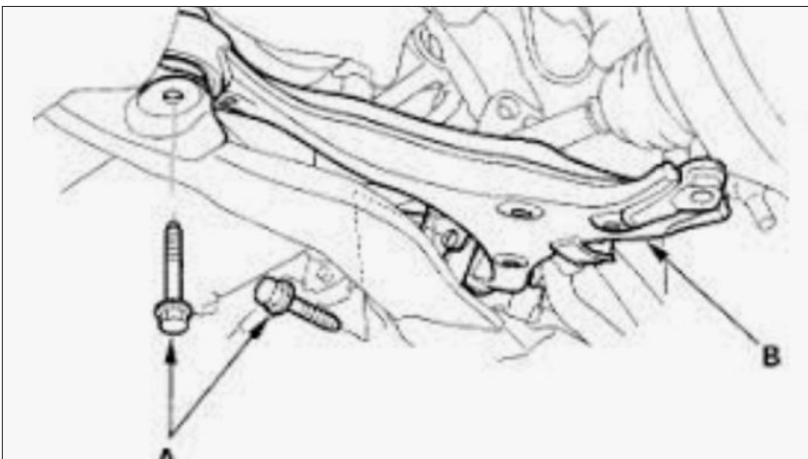
- Raise vehicle evenly and safely support.

Never rely on a jack only

- Proceed to remove front wheels.
- Next, un-bolt both front control arms. Spaying your preferred lube on the nuts and bolts first will assist significantly.



- Refer LH image.
 A = bushing bolts
 B = control arm
 Do not discard bolts.
- Remove the original bushings from the control arm. A threaded puller can be used - refer WHITELINE part number WTK001 in catalogue.



Refer page 2

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

Instructions Front Camber Kit

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

Continued - Page 2 of 2

- Once bushing is removed, clean the control arm eye of any grease, oil or dirt.
- Pop new bushings 80081 and 80082 into clean eye ring.

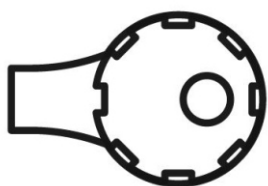
IMPORTANT - note front and rear labelled on each bushing flange.

- Grease bushing internal diameter and flange face's with supplied grease only.
- Note steel offset tube and flat steel washer. Slide flat washer over steel tube.

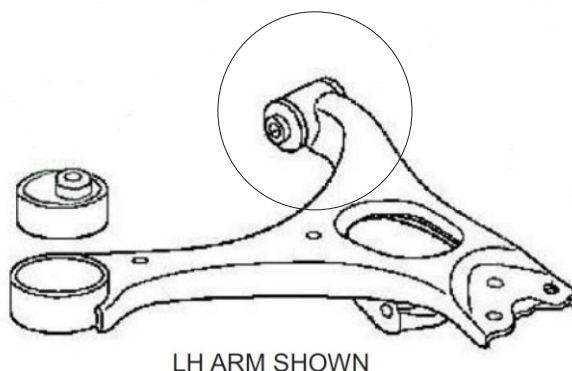
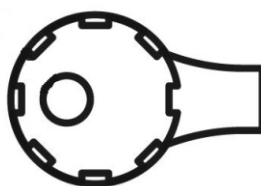
Set offset tube at 6/12 o'clock as per RH image.

- Bolt arms back in vehicle.

IMPORTANT - a wheel alignment will be required soon after install

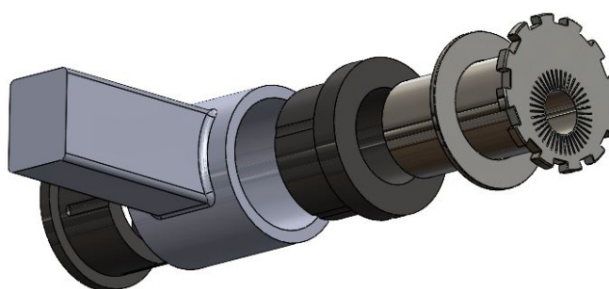


Rear view - image represents max negative camber



LH ARM SHOWN

← **Front Of Car**



- Use the supplied spanner to adjust camber in vehicle.
- Road test vehicle.
- Re-check all bolts after 500 Miles/kms

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