



Instructions

Front Control Arms

- Geometry Improvement

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

Application - Subaru WRX VB, VN
- 2022-on

(Refer current catalogue for complete listing)

Contents - 2x aluminium control arms (with low compliance bushings) - plus extended ball joints.
- 2x tie rods (extended length)
- 6x 5mm spacers
- 2x 16mm spacers
- grease

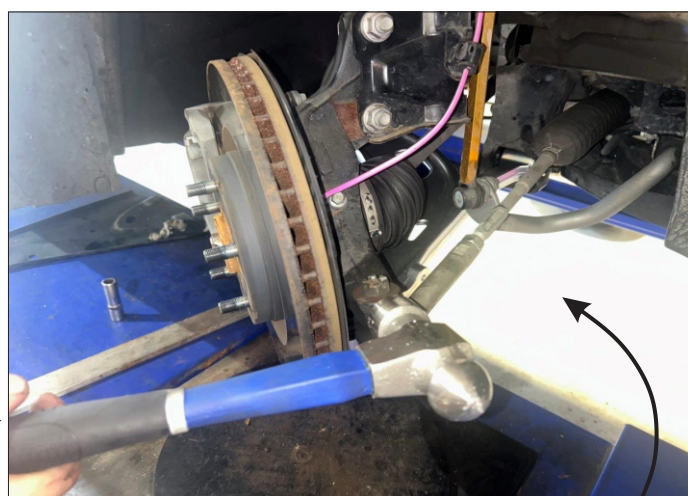
WHITELINE recommends noting current wheel alignment values before dismantling.

WHITELINE performance Subaru control arms provide significant geometry improvements. This includes 0.5 degrees positive caster, 0.5 degrees more negative camber. In addition, roll centre & bump-steer correction (extended ball joints) for lowered vehicles. These enhancements coupled with Whiteline's low compliance vertical bushing provides sharp turn-in at speed plus improved braking.

- Raise vehicle evenly and safely support with a lift or ramps.

Never rely on a Jack only

- Start by removing the front wheels.
- Remove tie rod split pin, then loosen the castle nut. Before removing the nut, use a hammer to break the taper.



- Crack the tie rod lock nut, then un-wind the tie rod from the rack.

Tip - count the number of revolutions to remove from the steering rack.

- Bolt up new **WHITELINE** tie rod as per LH image. use new supplied split pin. Do not tighten steering rack lock nut yet.

Refer page 2 -



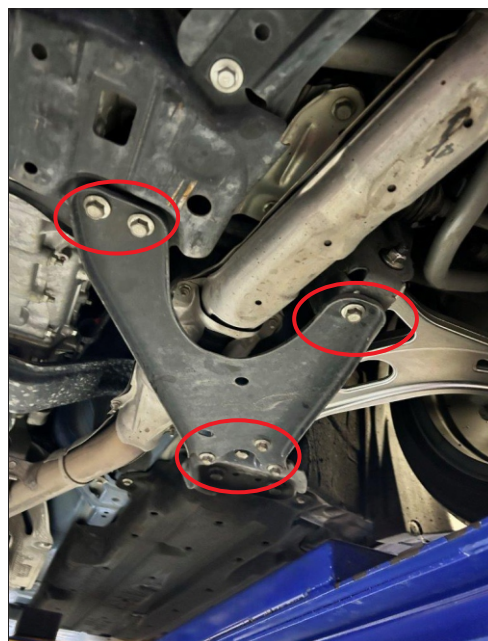
Note: It is recommended that a licenced workshop or trades-person carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

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- Next, proceed to un-bolt both front control arms. Start with the steel brace - refer RH image.



- Remove the lower ball joint by loosening and removing the OE M14 nut and bolt.

Tip - use your favourite lube to help dislodge.

- Loosen and remove the front horizontal bushing bolt, followed by the rear vertical bolt.

Remove the rear brace bracket also.

Refer RH image



Refer page 3 -

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- Proceed to bolt up new control arms using original bolts. Grease front bushing side faces with supplied grease. Start all bolts loosely before tightening.

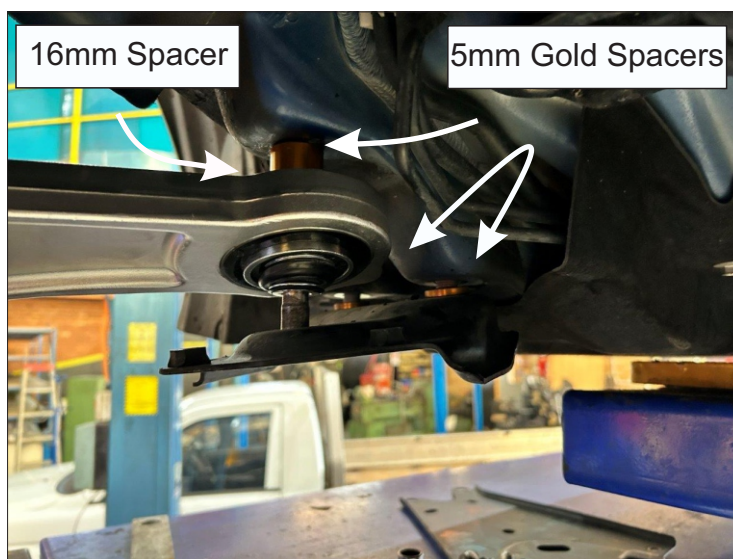
Note Gold Spacer Install:

For normal bolt up, add 1x16mm spacer above the bearing.

For Ant-lift, also add 3x 5mm spacers -

- 1x on top of the 16mm spacer and
- 2x for the lower bracket.

Refer RH image for Ant-lift.



- Tighten the rear M14 bolts to 120Nm/85ft.lbs



- Bolt up the extended ball joint using original bolts.

Tip - use lube to help position the ball joint stem in the hub.

- Tighten the front bushing bolt to 85Nm/65ft.lbs.3
- Re-fit wheels and carry out a wheel alignment immediately after install.
- Road test vehicle.
- Re-check all bolts after 500kms/mls

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