

Front Roll Centre Kit

Application:

Subaru - various platforms

Always refer to current catalogue for complete application listing.

Contents:

2x Engineered Ball-joints with boots

2x Engineered Tie-rods with boots

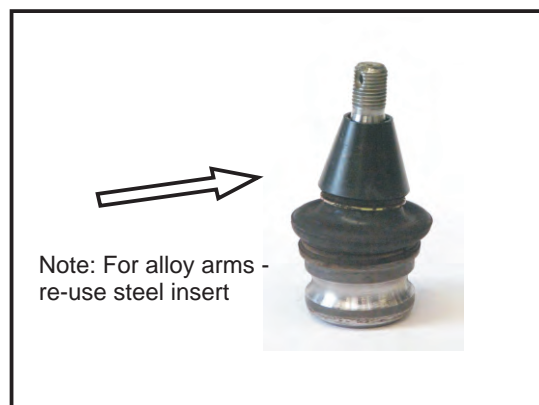
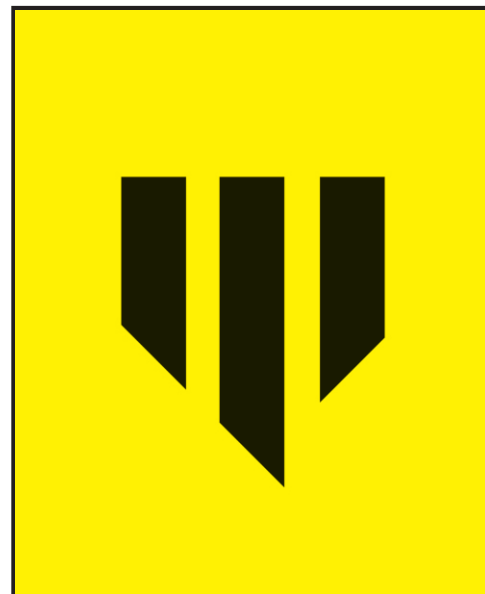
WHITELINE Roll Centre adjust kit - is designed to raise front roll-centre geometry by using new special ball-joints, also improving original bump-steer by using new tie-rod ends.

Changing front suspension geometry by raising roll-centre, results in substantial increase to roll resistance and significant reduction of suspension compression of outside front wheel during cornering through improved weight transfer distribution. During cornering, this leads to significantly reduced understeer through reduced front wheel compression, as well as improved steering feel and precision and vehicle stability.

Fitting Instructions:

Please carefully read and follow complete fitting instructions and check kit components prior to fitment. Whiteline recommends that all work be carried out by a qualified technician.

1. It is recommended to measure wheel alignment settings prior to fitment.
2. Raise the vehicle with a hoist / lift or alternatively raise, support on safety stands and remove front wheels.
3. Disconnect front swaybar endlinks off lower control arms.
4. Remove ball-joint pin to control arms split-pins, undo retaining nut, and using a suitable tool separate the ball-joint from the control arm.
Warning: Do not strike any parts with a hammer as this could result in permanent damage. Always use appropriate ball-joint separator tool.
5. Undo ball-joint housing to hub retaining nut and remove through bolt.
6. Lever the control arm down, remove original ball-joint from the hub, and replace with new Whiteline ball-joint.
Note: On vehicles equipped with alloy control arms, ensure that the original steel tapered insert/reducer is removed off the original ball-joint and re-used with Whiteline ball-joint. Refer image.
7. Refit ball-joint to hub retaining bolt and tighten to manufacturer's torque setting.
8. Connect the control arm to ball-joint, and secure with new nut. Tighten to manufacturer's torque setting. Secure with new split-pins supplied.
9. Reconnect swaybar endlinks, and tighten all hardware to manufacturers torque settings.
10. Remove tie-rod end safety split-pins, and loosen tie-rod end to steering arm and hub lock nuts.
11. Using a ball-joint separator tool, loosen original outer tie-rod ends in the hub. Completely remove top nut, remove tie-rod ends from the hub, and undo from steering arms.
Warning: Do not strike any parts with a hammer as this could result in permanent damage. Always use appropriate ball-joint separator tool.
12. Fit new outer tie-rod ends and tighten with new nuts supplied and original steering arm lock-nuts. Tighten to manufacturer's torque setting. Secure with new split-pins supplied.
13. Refit front wheels, and lower the vehicle.
14. Test drive the vehicle, and check tension on all fasteners.



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