

# Fitting Instructions KCA375

**WHITELINE**  
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*Flat out*

**Code: 253**

Application: Subaru Impreza, Legacy, Liberty, Forrester, Outback, STi & WRX from 1991- 2006

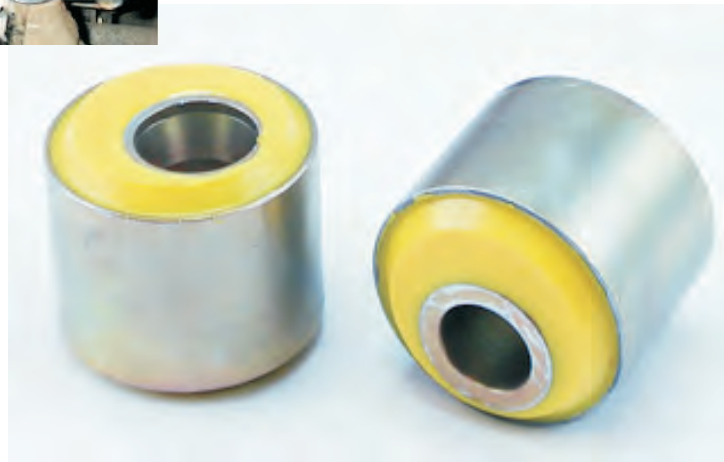
KCA375 - Caster kit consists of 2 low compliance polyurethane bushes with offset centres, designed to allow adjustment of factory castor settings.

This kit is designed to add +/- 0.5 degree static caster to both front wheels. The special low compliance bushes reduce caster wind-back and maintain tighter tolerances between static and dynamic alignment settings. The additional caster coupled with the firmer bushes serve to dramatically sharpen initial turn-in response, then forcing more consistent alignment angles through the corner due to the reduced bush compliance .

This kit should be fitted with the vehicle at normal ride height. That is, using a 4 post hoist or ramps. The vehicle will require minor adjustment to front toe settings after fitting.



View of right hand side of vehicle showing correct maximum positive caster position



Contents: The kit includes:

2 x polyurethane bushes with an offset center.

1 x special grease satchel.

Fitting: Please read the complete instructions before commencing work.

1. Check wheel alignment settings to determine the amount of caster change required.
2. Drive the car onto a 4 post hoist and raise to a working height or alternatively use car ramps. If not available, lift the front of the car with the front wheels at full droop and rest the car on appropriate vehicle support stands.
3. Choose a vehicle side to work on first. (*Note: Vehicles equipped with manual transmission remove gearbox cross member to simplify fitment.*)
4. Loosen existing rear lower control arm mount nut. Remove existing two lower control arm mounting bolts from body letting the existing mount hang free.
5. Remove existing rear lower arm nut. To remove existing mount, use a lever to prys control arm away from body while sliding mount off the end of the control arm.
6. Inspect and clean end of control arm ensuring that there is no residual dirt or rubber bonded to any mounting surfaces. Clean as necessary. Failure to do so may result in premature wear and bush noise.
7. Using a press, remove stock bush from mount, paying particular attention to the direction of the taper inside the crush tube. Press in the new bush with the tapered crush tube pointing in the same direction as the original crush tube. Position the offset of the crush tube to deliver maximum caster. That is, offset should be positioned toward the outside of the vehicle for maximum positive caster.  
(*Note: If moving caster to extreme negative, you may encounter clearance problems with the lower control arm fouling on the chassis rail.*)
8. Lightly grease all visible surfaces with the grease supplied. Re-assemble the mount to the control arm using the original hardware. (*Note: the edges of the large washer may need to be ground down slightly in order to prevent the washer from fouling on the chassis rail if adjusted to maximum positive caster.*)
9. Tighten and tension all mounting hardware to the manufacturers specifications, in the reverse order of steps 1-5.
10. Carry out the same procedure on opposite side.
11. Refit road wheels and lower the vehicle. Road test, check wheel alignment and adjust as necessary. Whiteline recommends that you check and re-tension all fittings after an initial settling in period of a minimum 100kms.

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