

Fitting Instructions

KCA395

WHITELINE

Redranger Pty Limited
4 Warringah Close, Somersby, NSW 2250 Australia
Ph: 61 2 4340 2355 Fax: 61 2 4340 2466
E-mail: sales@whiteline.com.au
A.B.N. 99 124 177 297

Flat out

Code: Z351

Application:

Mitsubishi Lancer EVO 7-8-9-X
suits both left-hand-drive and right-hand-drive models
Always refer to current catalogue for complete application listing.

KCA395 is designed to raise front roll-centre geometry by using new special ball-joints, while maintaining 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.

Contents:

- 2 x ball-joints with dust boots and clips
- 2 x tie-rod ends with dust boots and nuts

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.

Installation of this product is best done with the vehicle on a hoist / lift.

1. It is recommended to measure wheel alignment settings prior to fitment.
2. Raise the vehicle with a hoist / lift or alternatively raise and support on safety chassis stands.
3. Remove front wheels.
4. Disconnect front swaybar endlinks off lower control arm brackets.
5. Remove front lower control arms.
6. Remove original ball-joint clips, and press out original ball-joints.
7. Press new ball-joints into front lower control arms, and press new dust boots onto the new ball-joints, as shown in photos 2 and 3.
8. Refit lower control arms to vehicle.
9. Loosen tie-rod ends to steering arm and hub lock nuts.
10. Using a ball-joint separator tool, loosen original outer tie-rod ends in the hub. Completely remove top nut, lower tie-rod ends from the hub, and undo from steering arms.

Warning: Do not strike any parts with hammer as this could result in permanent damage.

11. Fit new outer tie-rod ends and tighten with new nuts supplied, as shown in photo 4.
12. Reconnect swaybar endlinks, and tighten all hardware to manufacturers torque specifications.
13. Refit front wheels, and lower the vehicle.
14. Test drive the vehicle, and check tension on all fasteners.
15. Measure wheel alignment settings, and adjust as required.
16. Check & re-tension all fittings again after 100km's but no more than 200km's.



Photo 1.



Photo 2.



Photo 3.



Photo 4.

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