



Installation Guide

Performance Adjustable Control Arms

Application - Subaru 2008-on
- Various models

(Always refer current catalogue listings)

Contents - 2x live adjustable control arms.
- with polyurethane bushings

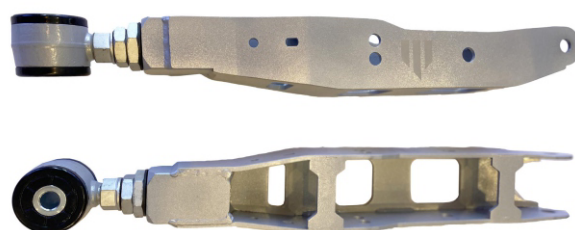
WHITELINE adjustable lower control arms (live adjustable) offer a great amount of camber change and fine tuning, packaged with a heavy duty steel control arm and low compliance bushings - perfect for high-speed cornering with high-grip tyres.

WHITELINE recommends checking current wheel alignment settings prior to dismantling vehicle.

- Raise vehicle evenly and safely support.

Never rely on a Jack only

- Start by removing the rear wheels.



- Proceed to remove rear lower control arms - Disconnect swaybar link and lower shock bolt.

Next remove outer hub bolt, then inner bolt.
Refer LH and RH images

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.



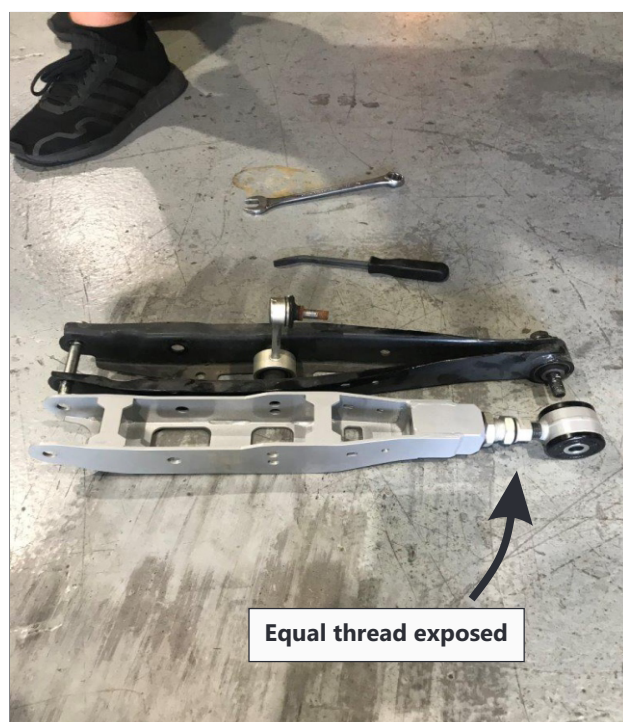
Installation Guide

Performance Adjustable Control Arms

Continued - page 2 -

- Proceed to lay new adjustable arm next to the original arm.
- Use the original arm as a guide to understand the original length.

IMPORTANT - check there is equal length thread exposed on both the small and large thread sections.



- Bolt up new adjustable arms with original bolts.
- Bolt up inner and outer points, followed by swaybar link and lower shock bolt.

Refer LH image

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.



Installation Guide

Performance Adjustable Control Arms

Continued - page 3 -

- Once the new arms are in position, installation should reassemble RH and below images.
- Any rubber mount points, such as lower shock bushing or swaybar link should be tightened at ride height.

Note - check rear tyres are not pointing excessively in or out (Toe in or out). You may need to adjust the small front arm to improve the current Toe setting.



****IMPORTANT - a wheel alignment will be required immediately after install****

- Fine tune camber with the inner turn buckle - refer LH image.
- Road test vehicle once alignment has been completed.
- Re-check all nuts and bolts after 200kms travelled.

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.