

# WHITELINE

*Flat out*

# P-28

current setup



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## WHITELINE P-28 FRONT END

**KCA334 WALK** - Whiteline Anti Lift Kit - Anti geometry percentage was calculated and an improvement to the anti-geometry via re positioning of the rear ward lower control arm suspension mounting height aided in the increase of suspension articulation. A reduction in caster loss during braking was also aided through the low compliance bush and offsetting the bush for increased static caster angle aids in the vehicle straight line stability and reduction in steering effort through increased negative camber angle.



KCA334

**KCA313 ROCK** - Roll Center Kit incorporates 2 x steering arm tie rod ends and 2 x ball joints and is designed to raise front roll-centre geometry after lowering the vehicle with Control springs and also improve on the original bump-steer geometry. 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. Whilst bump steer correction via extended tie rods aids in minimising steering angle input during suspension articulation.



KCA313

**BSF39Z** Being a 2 x hole blade adjustable sway bar allows trimming of oversteer/understeer through varying the sway bars ability to resist weight transfer via increasing or decreasing the effective arm length of the sway bars mounting position. The vehicle in OE trim had significant body roll in the front and rear with the standard 18mm diameter sway bar on the back being too small. This was rectified by fitting a 20mm bar to the rear and 22mm bar to the front.

**KSB568** Strut tower brace alloy, this ties in the tops of the strut towers to reduce strut tower flex and aid in reducing suspension alignment variations during +1g lateral cornering moments.

**KSB723** Brace lower control arm, this like the KSB568 reduces front cross member flex during corner loading reducing alignment angle changes.

**KSR207** Steering rack support kit reduces compliance in the steering rack mounting and aids in reducing suspension toe angle change during hard cornering plus giving a more positive steering wheel input feedback.



KSB723

**KTD901** Heavy duty gearbox mounts, increased positive shift feel through reduction in compliance of the mounting bushes.

**WHITELINE**  
Redranger Pty Ltd *Flat out*

For specialist advice in Australia call **Free call 1800 040 003**  
Whiteline direct on ph: 61-2-4340-2355 Fax: 61-2-4340 2466  
Web Site: <http://www.whiteline.com.au> E-mail: [sales@whiteline.com.au](mailto:sales@whiteline.com.au)  
Snail mail: 4 Warringah Close, Somersby NSW 2250, Australia  
ABN 99 124 177 297

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## WHITELINE P-28 REAR END

**BSR49Z** Rear 20mm heavy duty blade 3 hole adjustable sway bar. The vehicle in OE trim had significant body roll in the front and rear with the standard 18mm diameter sway bar on the back being too small. This was rectified by fitting a 20mm bar to the rear and 22mm bar to the front.



KBR15

**KBR15** Rear sway bar mount support brace are supplied with the Blade adjustable sway bars to increase the stiffness of the rear sway bar mounting bracket and reduce the likelihood of bending or cracking of the OE mount due to the increases loads placed upon it.

**KCA326** Rear Camber adjustment kit – upper control arm offers up low compliance poly urethane bushings with offset pins to allow adjustment of the rear camber alignment angle which isn't possible in OE trim.



KCA326

**W0507** Bush kit lower control arm, replacement lower compliance polyurethane suspension bush kit aids in increased driver feel and reduction in alignment change.

**KDT902** Bush kit sub frame to chassis insert, Due to the heavily void rear suspension sub frame, large cross member misalignment and movement can be noticed and observed during hard constant cornering giving a sensation of the rear end squirming around. Having the large voiding in the rear bush also allows the rear cradle to change the suspension alignment dynamically allowing toe angle changes to the rear suspension during cornering. By fitting inserts into the voiding dramatically reduces the effect of this and allows a more positive feel from the rear end during cornering.



KDT903

**W0568** Bush kit trailing arm front, Low compliance polyurethane bush reduces trailing arm movement during braking keeping a more consistent alignment angle.

**KDT903** Bush kit diff mount inserts Reduces initial torque loss and movement through rear differential mounts during acceleration and deceleration.

**KLC066** Sway bar link kit spherical, Zero compliance link accepts sway bar misalignment and allows removal of any sway bar pre loading by being able to adjust the length of the link.

Note: This is a Motor sport product and due to having rose joint ends will allow some Noise Vehicle Harshness to be generated.

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Whiteline direct on ph: 61-2-4340-2355 Fax: 61-2-4340 2466

Web Site: <http://www.whiteline.com.au> E-mail: [sales@whiteline.com.au](mailto:sales@whiteline.com.au)

Snail mail: 4 Warringah Close, Somersby NSW 2250. Australia

ABN 99 124 177 297