

Fitting Instructions KCA383

WHITELINE

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Flat out

Code: Z338

Application:

Holden/Opel Astra TS Mk4 99-04, rear.

Always refer to current catalogue for complete application listing.

KCA383 is a pre-set dual-angle full contact shim type rear Camber and Toe adjustment kit. It is designed to provide +0.5 deg of camber reduction and 2.5mm of toe-in change per side from base settings. Please note, final outcome may vary slightly due to rear axle flex.

Kit Contents:

2 x Dual-angle shim
1 x Instructions

Fitting:

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

1. Measure wheel alignment settings prior to any disassembly.
2. Raise vehicle, support on safety chassis stands, and remove rear wheels.
3. Disconnect ABS plug off the hub. Refer photo 1.
4. Remove the bolt that holds the brake line bracket to the trailing arm, and pull away from the arm. Refer photo 2.
5. Remove four nuts that hold the hub to the trailing arm. Refer photo 3.
6. Pull the hub out and away from the trailing arm as is photo 4.

***Warning:** Carefully hold and support the hub. Check that all brake and electrical lines are not binding or stretching.*

7. Using a wire brush, clean any dirt, debris and scale off the hub to trailing arm mounting faces. Refer photo 4.
8. Depending on the desired outcome, fit KCA383 shim onto the hub with the small cut-out positioned as follows:

Nominal camber change is 0.5deg reduction.

Nominal toe change is 2.5mm per side.

To reduce toe-in (recommended, refer photo 5):

- shim cut-out positioned towards the rear of the car

To increase toe-in:

- shim cut-out positioned towards the front of the car

9. Reinstall hub to the trailing arm and secure with original nuts.
10. Reconnect brake line bracket line bracket.
11. Reconnect ABS line plug.
12. Reinstall wheels and torque to original manufacturers specifications.
13. Lower the vehicle, test drive and re-check tension on all fittings.
14. Check wheel alignment, and adjust as required.

***Tip:** Although KCA383 shims provide a pre-set amount of camber and toe change, thrust angle can be fine tuned by loosening rear axle chassis mount bracket bolts and rotating the axle to achieve desired toe settings. This must only be done while carrying out a wheel alignment. Torque all bolts to factory specifications.*



Photo 1.



Photo 2.



Photo 3.



Photo 4.



Photo 5.

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