

Application:

- Mitsubishi Lancer EVO10

Always refer to current catalogue for complete application listing.

KTA135 is a complete kit of 2 adjustable control arms fitted with zero compliance bearings designed to modify factory camber and track on the rear of Mitsubishi Lancer EVO10.

The result is greater range and more precise adjustment and a more direct connection between body and rear suspension delivering more predictable dynamic behaviour.

NOTE: These are "race-style" products designed for off-road use only. Reduced suspension compliance and range of available adjustment can dramatically change vehicle behaviour and dynamics.

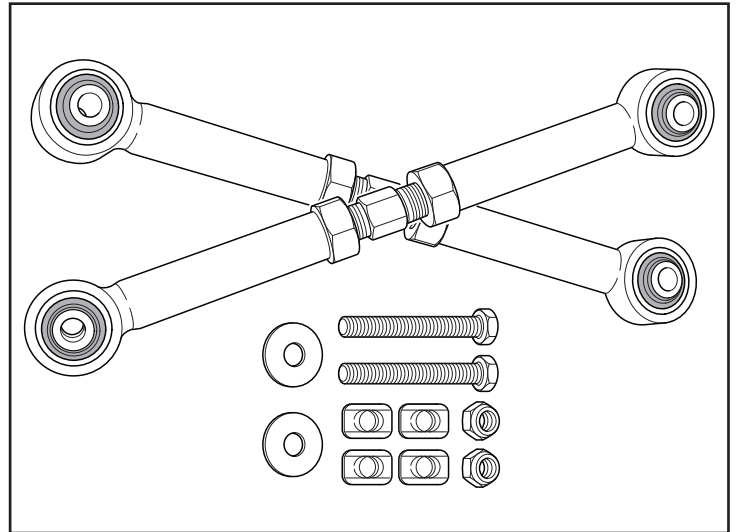


Photo 1 - KTA135 kit contents.

Installation guide:

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

1. Measure original wheel alignment settings prior to any disassembly.
2. Raise the vehicle with a hoist / lift or alternatively raise and support on safety chassis stands, and remove rear wheels.
3. Remove the two rear control arms and discard the oe eccentric camber adjuster, bolt and nut.
4. Adjust the length of new control arms to equal the original control arm length, and lock the adjustment.
5. Hold the new adjustable control arm up in place on the sub frame and using the supplied lock washers install the lock washers into the elongated hole on both sides, along with the bolt and nut.

Note: control arm inner bearing pivot is 49.9 mm wide and the outer bearing is 42.4mm

6. Install the adjustable control arm outer pivot to the wheel hub along with the supplied washers (**refer Photo 2 for washer installation**)
7. Lower the vehicle.
8. Tension all fittings to manufactures' torque specifications.
9. Test drive the car, check and re-tension all fittings..
10. Check and adjust wheel alignment to desired settings but be very careful to balance the settings on both arms to avoid erratic or unpredictable behaviour.
11. Check and re-tension all fittings again after a 100kms but no more than 200kms.

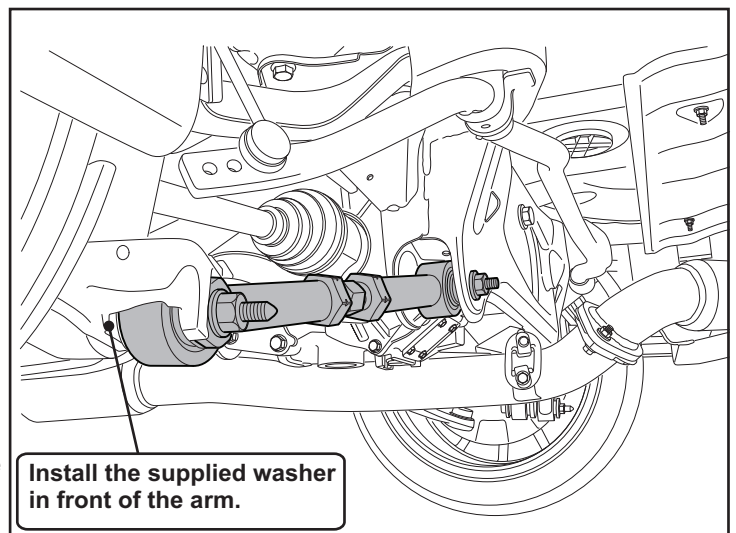


Photo 2 - rear view of left-hand side.

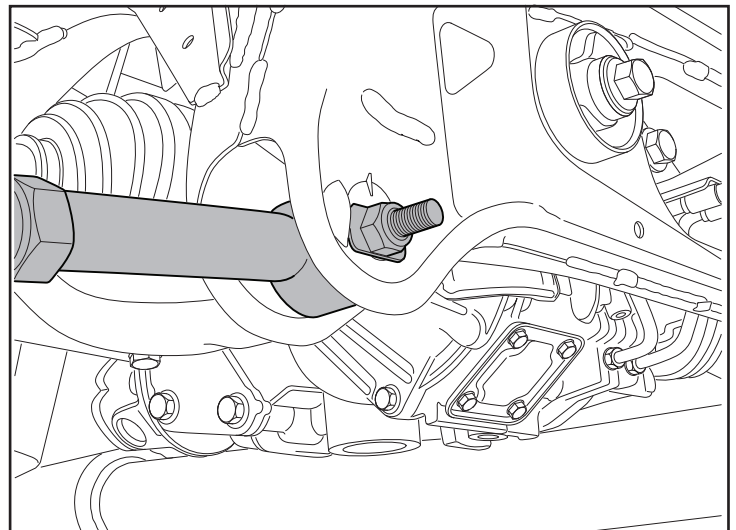


Photo 3 - rear view of right-hand side.

WARNING: Extra care and attention must be taken during adjustment of control arms. Excessive adjustment may cause differential and drive-train damage and tyre to bodywork interference.

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