


Car Kit - Nissan 200SX S14/S15

Includes S14 Silvia and 240SX coupe 94-00 and S15 '00 onward.

WHITELINE

Flat out

ABN 93 051 207 535

Kit contents and pricing details				Handling Pack	Sports Pack	Sports Pack	The Works	The Works
Use WebStore to check latest prices www.whiteline.com.au/store								
 Rec. retail excluding freight(2) Fitting and labour estimate(3) Total				All KNIS08H	S14 KNIS08S	S15 KNIS09S	S14 KNIS08X	S15 KNIS09X
				\$ 695.00	\$ 1,295.00	\$ 1,295.00	\$ 1,879.00	\$ 1,879.00
				\$ 250.00	\$ 250.00	\$ 250.00	\$ 475.00	\$ 475.00
				\$ 945.00	\$ 1,545.00	\$ 1,545.00	\$ 2,354.00	\$ 2,354.00
Product	Loc.	Description	Qty / kit					
Springs(1)	Front	S14 low - 355mm	1		70055		70055	
		S15 low - 355mm	1			73153		73153
	Rear	S14 low - 335mm	1		70054		70054	
		S15 low - 345mm	1			73154		73154
Shocks(5)	Front	Sport rated ext adj. gas insert conversion	2		1300412	1300412	1300412	1300412
	Rear	Sport rated adj.gas strut	2		1300512	1300512	1300512	1300512
Bars	Front	Blade adjustable 27mm	1	BNF19Z			BNF19Z	BNF19Z
	Rear	Blade adjustable 20mm	1	BNR11Z			BNR11Z	BNR11Z
Align	Front	Castor kit - up to 1.5 deg extra + adj(6)	1	KCA331			KCA331	KCA331
		Camber bolt kit	1	KCA414			KCA414	KCA414
	Rear	Camber kit +/- 0.75deg(8)	1	KCA347			KCA347	KCA347
Options (4)				These items not included in package but available as separate item.				
F & R		Whiteline coil-over kit- height/rate adj.(7)	1		1K4007	1K4007	1K4007	1K4007
		DMS 50mm full adjustable race kit			Call	Call	Call	Call
Front		Heavy duty 27mm fixed swaybar	1	BNF19			BNF19	BNF19
		Upper adj. alloy strut brace	1	KSB572			KSB572	KSB572
		Control arm lwr inner bush kit	1	SPF1483K			SPF1483K	SPF1483K
		Radius rod bush kit (no caster adj.)	1	SPF1202K			SPF1202K	SPF1202K
		Swaybar link bush kit	1	W0007			W0007	W0007
Rear		Heavy duty 20mm fixed swaybar	1	BNR11			BNR11	BNR11
		Heavy duty 22mm fixed swaybar	1	BNR11X			BNR11X	BNR11X
		Subframe align and lock kit (9)	1	KCA349			KCA349	KCA349
		Uppr innr & outr control arm bush kit(8)	1	SPF1638K			SPF1638K	SPF1638K
		Uppr innr & outr radius arm bush kit(8)	1	SPF1638K			SPF1638K	SPF1638K
		Swaybar link bush kit	1	SPF903K			SPF903K	SPF903K

Refer next page for recommended wheel alignment specs and foot note details.

See up to date details on the 200SX S15 project page at
www.whiteline.com.au



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Suggested wheel alignment specs			Camber(8)	Caster(6)	Toe
Optimum starting setting designed for use with Whiteline kit.			Deg	Deg	mm/side
Front	Touring		-1.5	L+7.5/R+7.0	0.0
	Sport		-2.0	L+7.5/R+7.0	0.0
Rear	Touring		-1.0	n/a	1mm in
	Sport		-1.25	n/a	0.5mm in

(1)-Height measurement in mm from centre of wheel to guard, +/- 1.5%. Superlow applications with extra rear load can use standard low. Heights only available when using Whiteline specified shock absorbers and may vary with model and options.

(2)-Retail in A\$ includes GST, excl. freight. Special net price for package part number. Valid till 30/6/2001 but subject to change without notice.

(3)-Handling and Works fitting prices include wheel alignment. Fitting and labour prices are meant as suggestions and are only available when purchasing parts kit from same dealer.

(4)-Options: These items not included in package but available as separate item.

(5)-Front insert installation will require cutting of existing strut tube to locate insert, externally sport rated adjustable gas insert. Suit original equipment struts only. Rear is replacement sport rated gas shock with internal adjustment.

(6)-KCA331 replaces front radius rod bush with caster adjustment built in.

(7)-Whiteline coil-over kit featuring adjustable ride height over 60mm, road/race progressive rate springs, large 40mm ID mono tube high pressure gas adjustable shock.

(8)-Rear camber adjustment is particularly inadequate for lowered cars. KCA347 replaces both upper inner control and radius arm bushes using offset tube to deliver +/-0.75 deg change. Use 2x KCA347 kits for both inner and outer for +/-0.5 deg change. Supplied with 8x bush halves and 4x tubes per kit. SPF1638K is non camber adjusting straight replacement.

(9)-Used to incline and/or lock rear subframe. Set for general performance, drag or drift while eliminating subframe walk. Essential for big power conversions.

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