



TECHNICAL UPDATE



SP200

CASTER CORRECTION BUSHINGS

SuperPro has developed and is continually expanding its range of Caster Correction Bushes. Field reports and tests determined that caster correction was needed on many front wheel drive cars. To correct the “pull to one side” steering problem.

OPTIONS AVAILABLE

- OPTION ONE:** To improve control, use the original manufacture settings.
- OPTION TWO:** To counteract a slight pull to the passenger side, we provide an increase of caster to the passenger side and standard setting of caster on the drivers side.
- OPTION THREE:** To counteract a strong pull to the passengers side, we provide an increase of caster to the passenger side and a decrease of caster to the drivers side.
- OPTION FOUR:** To enhance performance, we provide both sides with increased positive caster.

THESE OPTIONS ARE BASED ON BOTH LEFT HAND DRIVE & RIGHT HAND DRIVE VEHICLES.

AN EXAMPLE CAN BE SEEN OVER THE PAGE.

VEHICLES AVAILABLE

A wide-range of different vehicle kits and part #'s are available - for a full listing see our latest SuperPro catalogue.

AS A GENERAL SPECIFICATION THE RANGE CORRECTS CASTER AN AVERAGE .6 TO .8 DEGREES. PER SIDE

SP
200



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CASTER CORRECTION BUSHINGS

**MITSUBISHI LANCER CC & CE & FTO SPORTS COUPE
PROTON SATRIA, PERSONA M21 SPORTS COUPE**

EXAMPLE

When fitted to the rear position of the front lower control arm, this series of bushes change the caster angle of the front suspension approx +/- .8deg by moving the fulcrum point of the control arm either in or out thus moving the lower ball joint position either forward or rearward.

There are 4 kits to choose from for both LHD & RHD vehicles, all giving a different result.

PART #	RIGHT HAND DRIVE VEHICLES	RESULT
SPF1500K	RHS - BUSHING A LHS - BUSHING A	Original setting, but will improve control
SPF1501K	Approx. standard setting on RHS - BUSHING A Approx. +0.8° Caster Adjustment to LHS - BUSHING B	Will counteract a <u>SLIGHT</u> pull to the left
SPF1502K	Approx. -0.8° Caster Adjustment to RHS - BUSHING B Approx. +0.8° Caster Adjustment to LHS - BUSHING B	Will counteract a <u>STRONG</u> pull to the left
SPF1502AK	Approx. +0.8° Caster Adjustment to RHS - BUSHING C Approx. +0.8° Caster Adjustment to LHD - BUSHING B	Will give maximum caster setting to both wheels to give improvement in handling

PART #	LEFT HAND DRIVE VEHICLES	RESULT
SPF1500K	RHS - BUSHING A LHS - BUSHING A	Original setting, but will improve control
SPF1675K	Approx. +0.8° Caster Adjustment to RHS - BUSHING C Approx. standard setting on LHS - BUSHING A	Will counteract a <u>SLIGHT</u> pull to the right
SPF1676K	Approx. +0.8° Caster Adjustment to RHS - BUSHING C Approx. -0.8° Caster Adjustment to LHS - BUSHING C	Will counteract a <u>STRONG</u> pull to the right
SPF1502AK	Approx. +0.8° Caster Adjustment to RHS - BUSHING C Approx. +0.8° Caster Adjustment to LHS - BUSHING B	Will give maximum caster setting to both wheels to give improvement in handling



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