Fitting Instructions
Front Arm Rear Bushing - Anti-lift and Caster

Contents:
1. 2 x High Tensile Alloy Housing (LH & RH)
2. 2 x Low compliance competition bushings-Large
3. 2 x Low compliance competition bushings-Small
4. 4 x High tensile spec mounting bolts
5. 4 x Locking nuts
6. 8 x Flat washers (hardened)
7. 2 x Flat washers-Large
8. 2 x High Tensile alloy-Spacers ***(RS Focus Only)***

Application:
- Ford Focus 2005 - On (including RS Focus)
- Mazda 3 2004-2009 including MPS

(Always refer to current catalogue for complete application listing)

WHITELINE Anti-lift mount is designed to add static caster by 0.5 deg while improving front end geometry. The low compliance bushing eliminates the soft non-responsive feel felt from the OEM fluid filled bushing and maintains positive caster, during hard braking and cornering. The new geometry, additional positive caster coupled with the new firmer bushings supplied, serve to dramatically sharpen initial turn-in response, forcing more consistent alignment angles through the corner due to the reduced bushing compliance.

1. Raise vehicle evenly and safely support. Remove road wheels from the front of the vehicle.
2. Loosen the front lower control arm front & rear bushing bolts. Also, loosen ball joint nut and disconnect from hub

Note: In the case of the Non RS, there may be the need on some models to move the transmission piping to gain access to the removal of the front lower control arm bolt. This can also include the need to jack the engine up to gain sufficient bolt clearance on automatic transmissions.

3. Remove the lower control arm from the vehicle.

4. Using suitable press plates, press the OEM rear housing away from the control arm spigot .

Note: Safety goggles must be worn as there is the possibility of fluid from the OEM bushing leaking out during removal.

5. Install the supplied **Flat Washer-Large** over the end of the control arm spigot. Install the supplied **smalllow compliance bushing-Small** over the end of the control arm spigot.

6. Apply liberal amounts of the supplied grease to the inner bore of the **larger low compliance bushing**

Refer Page 2 For Install Images

<u>Warning:</u> Please drive carefully while you accustom yourself to the changed vehicle behaviour.

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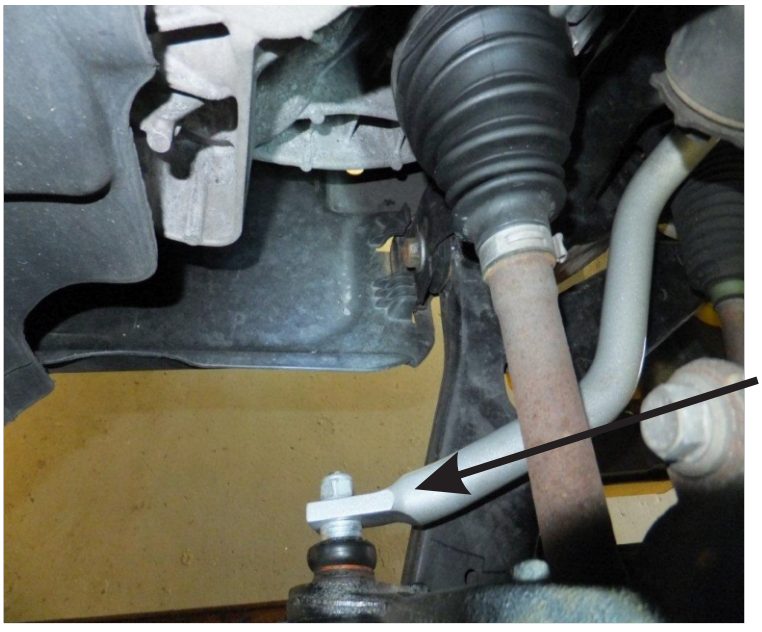
7. Refit the control arm to the vehicle and locate the rear housing over the clevis mounting in the sub-frame. Using the supplied **High Tensile mounting bolts, Flat Washer & Locking Nuts -** place one **Flat washer** underneath each bolt head and install through the housing and sub-frame. Place another **Flat washer** on the top of the **High Tensile Alloy Housing,** and slightly tighten bolts to engage and install front lower control arm front bushings.

Tighten mounting bolts to 110Nm

Please Note: Rear bolt can be installed into the housing upside down to aid in ease of fitment

RS Focus Only.



8. Once **High tensile mounting bolts** are secure, front lower control arm front bushing bolts are ball joint to hub re-installed, housing can be slid forward or backward to engage positive location on the **Flat Washer - Large** that has been installed over the spigot on the control arm. Tighten all removed bolts to manufacturers torque specifications.

Note: RS Focus Only.
Please ensure supplied **High Tensile alloy-spacers** are fitted behind the swaybar blade end, as shown in image below. This aids in returning the Revo-Knuckle closer to it's former position and reduces Camber Loss made from the change in geometry.

9. Test drive and settle vehicle. A wheel alignment is required immediately after install. Re-check all bolts after 100kms.

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