

INSTALLATION INSTRUCTIONS

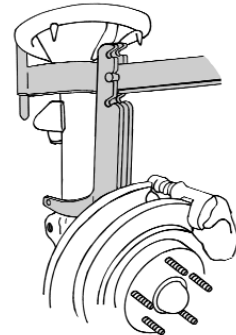
FORD FOCUS FRONT CAMBER PLATES

These plates are designed for positive camber adjustment up to one degree in 1/4 degree increments.

NOTE: To insure accurate camber change, plates must be installed on BOTH sides of the vehicle. Plates are marked with "L" or "R", corresponding to side of car they fit.

- 1) Check vehicle for bent, worn or lose components and repair as necessary.
- 2) Check alignment and determine front camber changes required.
- 3) Lift vehicle so suspension hangs freely. Support safely.
- 4) Remove wheel assembly.
- 5) Remove ABS sensor from steering knuckle. Remove screw for bracket at bottom of strut. Remove ABS wire from clips to strut. Remove brake hose from clip on side of strut.
- 6) Unbolt sway bar link from strut. Use an allen wrench in ball stud to prevent it from spinning.
- 7) Spray penetrant at base of strut. Remove pinch bolt from steering knuckle.
- 8) Remove steering knuckle from bottom of strut. A strut and knuckle separator tool is available that makes this quick and easy (**See Figure No. 1**).
- 9) Unbolt strut from inner fender assembly. Mount in a strut vise with bottom tab away from you. (**See Figure No. 2**).

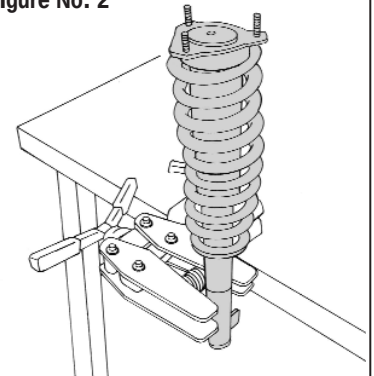
Figure No. 1



FOR POSITIVE 1/4 DEGREE CHANGE ONLY

- 10) Locate camber plate corresponding to side of the vehicle being worked on.
- 11) Placing letter, "L" or "R" toward you, place plate over factory studs in top pivot plate. Verify that letter is directly opposite tab on bottom of strut.
- 12) Reinstall strut in vehicle, with "L" or "R" positioned OUTWARD, toward the tire.
- 13) Apply Loctite to threads of thin METRIC nuts. Use washers and nuts to reinstall strut assembly into fender. Torque to 25 ft. lb. (34 N.m.)
- 14) Proceed to step 23.

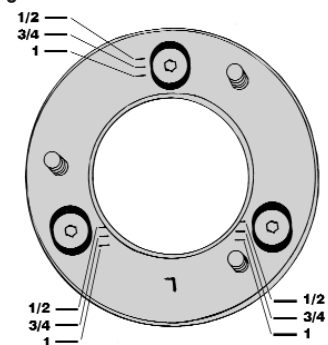
Figure No. 2



FOR POSITIVE 1/2, 3/4, AND 1 DEGREE CHANGE

- 15) Locate camber plate corresponding to side of the vehicle being worked on.
- 16) On factory top pivot plate, remove studs. Recommended procedure is to cut studs flush with top of pivot plate using a cutoff wheel or hacksaw. Then centerpunch the remaining parts of the studs and drill out from the plate.
- 17) Place proper camber plate over top of factory pivot plate, making sure letter is toward you. Install three LONGER bolts upward through round holes in camber plate. Rotate factory pivot plate to align three slotted holes in camber plate with holes in pivot plate. Install three SHORTER bolts downward through slotted holes. Start nuts on these bolts on bottom side of pivot plate.
- 18) Make sure letter on top of camber plate is directly opposite tab on bottom of strut.
- 19) Slide camber plate so bolt heads are referenced to the position for desired camber change, 1/2, 3/4, or 1 degree. (**Refer to Figure No. 3**).
- 20) Torque bolts to 25 ft. lb. (34 N. m.)
- 21) Reinstall strut in vehicle, with "L" or "R" on camber plate positioned OUTWARD, toward the tire.
- 22) Use thicker STANDARD nuts and washers to reinstall strut assembly into fender. Torque to 25 ft. lb. (34 N. m.)

Figure No. 3



COMPLETING INSTALLATION

- 23) Align tab on rear of strut with slot in steering knuckle. Push knuckle up onto base of strut assembly to proper height to install pinch bolt. Use small jack if necessary.
- 24) Coat pinch bolt with Loctite. Install through steering knuckle. Torque to manufacturer's specification.
- 25) Reinstall sway bar link, using allen wrench in ball stud to prevent it from spinning. Torque to manufacturer's specification.
- 26) Reinstall wire bracket, wire and brake hose, as required. Reinstall ABS wire into knuckle as required.
- 27) Repeat procedures on other side of vehicle.
- 28) Reinstall wheels and alignment sensors. Recompensate sensors. Verify camber change.
- 29) Complete alignment and road test vehicle.