

Focus ST/RS/Mazdaspeed 3 Camber Arm Install Guide

Warning: A proper alignment is needed when installing these arms. Failure to do so can and will cause; uneven tire wear, dangerous handling conditions, clunks and rattles, as well as other issues. I will even go one step further and recommend having an alignment shop do the install. Even I have them do my installs, reason being that they have an alignment rack and will get it right.

- 1.) First thing you'll need to do is lift the vehicle off the ground. Do not use ramps, you'll need the wheels off
- 2.) Remove rear wheels from the vehicle
- 3.) Remove the oem camber arm from the knuckle as well as the inside chassis. The knuckle is rather simple to remove while the inner chassis side can be a PITA to get to. Using an extension on an impact made this process a lot easier and quicker.
- 4.) With the oem arm removed, carefully adjust the new camber arms so that they fit your need. Do this by unthreading the heim joints EVENLY on each end. If you are looking for further negative camber, more compressed. If you are looking for more positive camber, further expanded. Either way, you'll want to make sure both heim joints are evenly positioned. Using the oem camber arm as a guide can help a lot with this step.
- 5.) Carefully reinstall the arms and use the provided machined spacers. One spacer goes on either side of the heim joint. These prevent the arms from sliding around on the bolt.
- 6.) Lock the lock nut. Please don't remove this to "get more camber."
- 7.) Reinstall the tires and check your camber with the suspension loaded (off of stands) and make any corrections needed by following the above steps. This will be a trial and error method so some patience will be needed.
- 8.) Once the arms are around where you'd like them, GO TO A GOOD ALIGNMENT SHOP and get a proper alignment. You will never get an accurate alignment by eyeballing this part. They will appreciate you getting it close for them. Look for a shop that specializes in race car alignments. Your standard lube tech will poop his pants trying to figure this out.
- 9.) Do not ask how many threads will make your camber a specific amount, or how to do this install without getting an alignment. The simple answer is that every car is different, your setup won't be identical to the next, and an alignment is the only way to get these to be dead accurate.

Normal wear and tear-Check the heim joints every 6 months or after severe weather to ensure that they are free and able to move. You may want to spray them down with some white lithium grease

occasionally. If the heim is too worn, please purchase replacements. I will sell these on my site or via email.