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Anti Lift Caster Kit

Z5204
Rev A

Application:

-Ford Focus 2005 - On (RS Focus) Anti dive caster kit

Always refer to current catalogue for complete application listing.

This kit is designed to add static caster to both front wheels by 0.5 deg (RS Focus) or 1 deg (Non RS Focus), while changing the nature of front anti dive.

The low compliance bushing eliminates the soft non-responsive feel felt from the OEM fluid filled bushing and maintains more positive caster control during hard braking and cornering.

By changing the front control arm geometry, the new high tensile alloy mounts, coupled with the new low compliance bushings, change front suspension attitude to improve driver feel, feedback and confidence.

The 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.

Contents:

1. 2 x High Tensile Alloy Housing (LH & RH)
2. 2 x Low compliance high durability competition bushings-Large (Pre-installed)
3. 2 x Low compliance high durability competition bushings-Small
4. 2 x Bleed plug, spring washers & allen key
5. 4 x High tensile spec mounting bolts
6. 4 x Locking nuts
7. 8 x Flat washers
8. 2 x Flat washers-Large
9. 2 x High Tensile alloy-Spacers (*use with RS Focus fitted with RevoKnuckle Only*)

Fitting Instructions:

Please read complete fitting instructions and check kit components prior to fitment. These instructions are to be used in conjunction with the workshop manual, and it is recommended that all work be carried out by a qualified technician.

Please note: Installation procedure varies from RS Focus to Non RS Focus, due the addition of the RevoKnuckle type front suspension.

1. Using a suitable jack, raise the front of the vehicle and place on jacking stands. Remove road wheels from the front of the vehicle.
2. Remove any under tray shields that may impede your ability to access any of the lower control arm components.
3. Loosen the front lower control arm front & rear bushing bolts.
4. Remove the ball joint retaining nut &, using a suitable ball joint separator, remove the ball joint stud from the taper within the hub.

Please 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.

5. Remove the lower control arm from the vehicle.
6. Using suitable press plates, press the OEM rear housing away from the control arm spigot.

Please Note: Safety goggles must be worn as there is the possibility of fluid from the OEM bushing leaking out during removal. Care should also be taken during removal not to damage the spigot on the rear of the control arm.

7. Inspect the control arm spigot to ensure it is free from damage and burrs.
8. Install the supplied **Flat Washer-Large (8)** over the end of the control arm spigot. This will allow for a suitable running surface for the bushing to work against. Install the supplied **Low compliance bushing-Small (3)** over the end of the control arm spigot.

Please Note: Lubrication to the spigot is not required and is of dry installation. Installation of the bushing may be aided by tapping the bushing on with a suitable mallet.

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9. Prior to installation of the **High Tensile Alloy Housing (1)** over the **Low Compliance Bushing - Small (3)**:

- Apply liberal amounts of the supplied grease to the inner bore of the **Low Compliance Bushing - Large (2)**.
- To allow excess air to purge during installation, it is good practice to remove any pre-installed **Bleed Plugs (4)**
- Take note to install the correct (L or R) **High Tensile Alloy Housing (1)**, as per the identification markings on each housing, with top facing upwards.

10. 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 spec mounting bolts (5)**, **Flat Washer (7) & Locking Nuts (6)** place one **Flat washer (7)** underneath each bolt head and install through the housing and sub-frame. Place another **Flat washer (7)** on the top of the **High Tensile Alloy Housing (1)**, and slightly tighten bolts to engage and install front lower control arm front bushings.

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

11. Once **High tensile spec mounting bolts (5)** are secure, front lower control arm front bushing bolts are tightened and ball joint to hub re-installed, housing can be slid forward or backward to engage positive location on the **Flat Washer - Large (8)** that has been installed over the spigot on the control arm. Tighten all removed bolts to manufacturers torque specifications.

*Please Note: If you are still using the OEM front rubber bushing in the lower control arm front eyelet, it is good practice to leave this loose until vehicle is placed at ride height otherwise unnecessary torque loading on the front bushing may occur causing premature failure of the OEM rubber bushing. Re-install **Bleed Plugs (4)**, ensuring not to over tighten.*

*Note: **RS Focus Only.** Please ensure supplied **High Tensile alloy-spacers (9)** are fitted behind the swaybar blade end, as shown in image below. This aids in returning the RevoKnuckle closer to it's former position and reduces Camber Loss made from the change in geometry.*

12. Test drive and settle vehicle. Re-tension all bolts and check and adjust wheel alignment. It is recommended to inspect and re-tension after the initial settling in period of 100Kms.

Please Note: The use of alternative lubricants on the bushing surface can cause excess wear and premature failure of the bushing.

*Note:
The preferred method for High spec bolt installation is to have the bolts installed from the top side of the subframe. This however requires the removal or lowering of the engine subframe and is a lengthy process. To ease installation the bolts can be installed opposed to each other or from the bottom upwards (Same as OEM). In the unlikely event that the retaining nuts may come loose and fall out it is recommended to install from the top. It is also recommended that thread lock be used on the threads as an additional safety device.*

RS Focus Only.

