



# Front Control Arm Anti-Lift and Caster Increase

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

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WHITELINE front control arm ALK is designed to improve front end geometry by re-positioning the control arm mounting point.

The result is an increase of approx 0.5 degrees of caster over the original spec.

In addition, anti-lift geometry for improved traction/acceleration.

Vehicle turn-in ability is significantly improved also via the low compliant bushing. Resulting in a more predictable, faster vehicle.

**Application** - Ford Focus Mk3  
 - Including Focus RS  
 - Mazda 3 BL  
 - Including Mazdaspeed

*Always refer complete catalogue listing*

**Contents** - 2x performance aluminum housings with installed low compliance bushing.  
 - 2x bushing 69216  
 - Grease

Note - a wheel alignment before install is suggested - to note current camber/caster values.

- Raise vehicle evenly and safely support.

*Never rely on a Jack only.*

- Start by removing front wheels and un-bolting front control arms.

Refer page 2 -



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- Un-bolt Ball Joint nut/bolt.



- Un-bolt rear bracket from sub-frame.

- Un-bolt front bushing bolt.  
Note - for RHS, loosen and lower A/C compressor guard to remove bolt.



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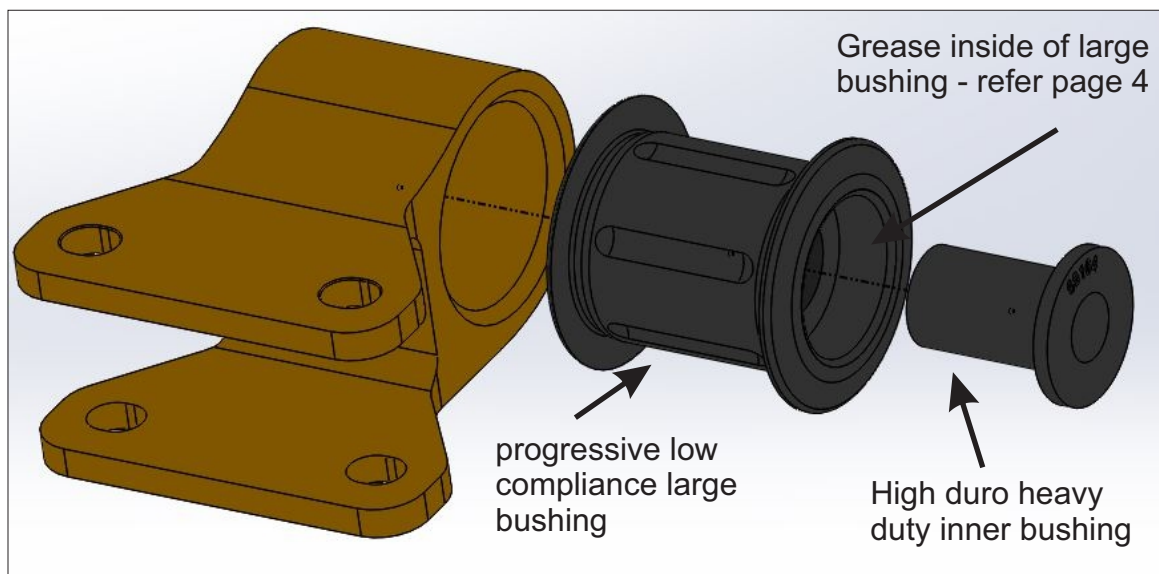
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- Using a Press, remove the rear bracket from the control arm.

**CAUTION** - use eye protection when pressing off old bushing. The old bushing is oil filled and can leak under pressure.

- Clean control arm spindle from any burrs or grease/oil.
- Place bushing **69216** over clean spindle.



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Please drive carefully while you accustom yourself to the vehicles changed behaviour.

- Grease large bushing internal diameter with supplied grease only.



- Re-assemble arm to vehicle using OEM bolts. Tighten to 120Nm
- A wheel alignment will be required immediately after install - to correct vehicle Toe measurement.
- Road test. Re-check all bolts after 100-500kms travelled.

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