LAKEWOOD TRACTION BARS
#50200
FITS 2000 - 2003 FORD FOCUS

INSTALLATION INSTRUCTIONS

INSTALLATION

1. Raise the front of the vehicle with a floor jack or lift (lift is preferred) and then support the suspension under the A-arms with jack stands.

CAUTION!
DO NOT BEGIN THIS INSTALLATION UNTIL YOU ARE CONFIDENT THAT THE VEHICLE IS SECURE AND SAFELY SUPPORTED!

2. From the top of the vehicle using the two 5/16" x 2" hex bolts with the 5/16" fender washers supplied locate the top radiator mounts. Thread the bolts into the mounts until they touch the core support, this will hold the radiator up while you are removing the front Lower Radiator Cradle. Remove horn and any wiring that is attached to the old front Radiator Cradle. Next, remove the four bolts that fasten the radiator cradle to the frame using a 10mm socket. Unbolt and remove the cradle from vehicle (Disconnect wire clips on plastic shields if needed) and set cradle aside. This will no longer be needed while using Lakewood Traction Bars.

3. Install your new Lakewood Front Radiator Cradle using the four 8mm x 1.25 hex bolts, lock-washers and flat-washers supplied. Align the lower radiator mounts into the supports on the Lakewood cradle member. Center the radiator cradle member then tighten the bolts to (10-15ft.lbs.) Reinstall the horn to the tab on the new cradle member using the 1/4" x 5/8" hex bolt and locknut supplied.

4. Install Lakewood Center Frame Strut to front cradle using two 3/8" x 1" hex Head bolts, lock-washers and Nuts supplied. Next, mark the main Ford cross-member and drill 2 holes using a 3/8" drill bit. Install two 3/8" x 1" hex head bolts, lock-washers and nuts and attach the rear of strut to cross-member and then tighten fasteners to (15-20 ft.lbs) Please make sure your Center Frame Strut does not touch any of the transmission or exhaust hanging brackets. If so, please use the 3/8" spacer plate supplied with 2 holes for bolts to insure bar has clearance. ***(See Fig. #1)***

5. Remove the inner ball joint rivets on both lower A-arms by grinding off the heads of the rivets and drilling a 7/16" hole through the center of each rivet. These must be a clean holes with no burrs for your bolts to pass through. ***(See Fig. #3 & Fig. #4)***

6. Assemble the tube link assemblies making sure all threaded components are well lubricated. ***(See Fig. #2)*** (Please note, there are Right hand & Left hand threaded rod-ends) Attach the rod-ends to the links. ***(See Fig. #5)*** Be sure to thread on the adjustable jam nut first. Now using the 1/2" x 1-3/4" hex head bolts, 3/16" spacers, flat-washers and locknuts supplied you can fully assemble the A-arm brackets to the rod-ends. ***(See Fig. #3 & Fig. #4)***

7. Attach both Tube link assemblies to the A-arms using the 7/16" x 1-1/2" hex head bolts, Flat-washers and locknuts supplied. Now, attach the front of the Tube links to the radiator cradle member using the rod-ends and the 1/2" x 1-3/4" bolts. ***(See Fig. #6)*** (If vehicle has plastic air deflector under the radiator, it can be tied up with tie wraps)

8. To load front suspension, align tube links with A-arm Bracket assemblies to be in a straight line with each other, then tighten all A-arm mount bolts to (25-30 ft.lbs) and link bolts to (30-35 ft.lbs). ***(See Fig. #1)*** Now, remove the two 5/16" bolts and fender washers that you previously used to secure to hold the top of the radiator in place (For added strength A-arm mounts can be welded to A-arms.)

9. Lower vehicle to the ground and roll back and forth to set the suspension in neutral load. Turning the Tube links so that there is no load on the bars is the neutral position. Lengthen the Tube links by rotating the tubes an equal number of turns 1 to 3 turns initially should be sufficient. Test vehicle to see if wheel hop is present then adjust tube lengths until you have no wheel hop.

ADJUSTING YOUR TRACTION BARS

1. Your Lakewood / GSport Bars are supplied with radius arms that are threaded with a left hand and right hand thread. These rod-ends are tightened and loosened by adjusting the jam nuts. These threads allow you to adjust the bars without removing them from the vehicle. Therefore, turning the radius bars one way will extend the length of the bar. Turning them the opposite way will shorten the bar. For increased traction, you will want to extend the bars. The more you extend the bars, the more force they will put onto the lower control arms. For road race and autocross applications,

you will need to adjust them according to your car's suspension setup. Pre-loading the bars will not only prevent wheel hop, but will also slightly change front wheel alignment. Generally, loading the bars will increase the amount of tow out. We suggest only a few turns for street use. Be sure to keep rod-end threads oiled for easy adjusting. **NOTE: Prolonged use of a heavy race-load may cause premature tire wear.**

IMPORTANT!

Periodically check to make sure that all mounting hardware is securely tightened. Use a good quality chassis grease to keep bushings and sleeves properly lubricated.

TECHNICAL SERVICE

A highly trained technical service department is maintained by Lakewood Industries to answer your technical questions, provide additional product information and offer various recommendations. See your local retailer of Lakewood products for specific prices. For best results, technical service calls, correspondence and warranty questions should be directed to the following address:

Lakewood Industries
10601 Memphis Ave. #12
Cleveland, Ohio 44144
Phone 216-688-8300
8:30 A.M.-5:00 P.M. EST
www.mrgasket.com

RETAIN THIS INSTRUCTION SHEET FOR FUTURE REFERENCE

FRONT OF CAR

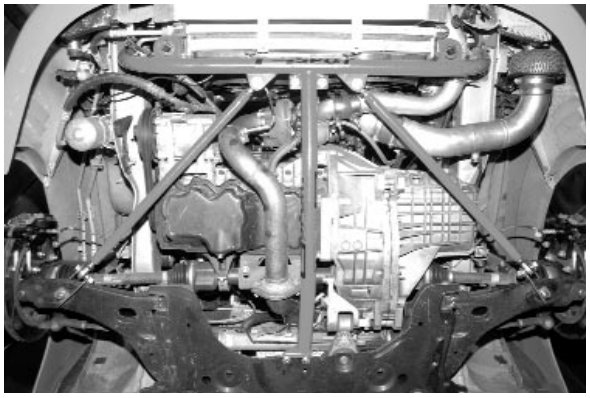

Fig. #1

Fig. #2

FRONT PASSENGER SIDE

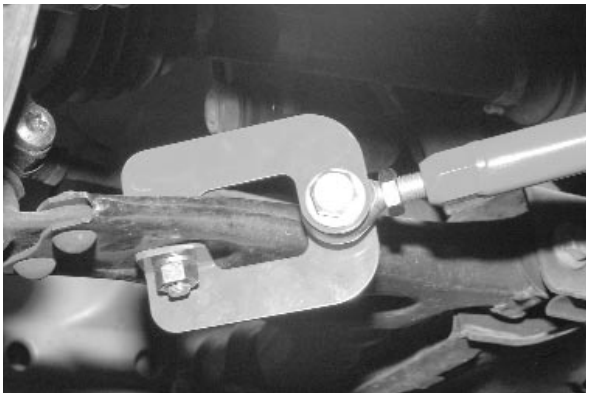

Fig. #3

FRONT DRIVER SIDE

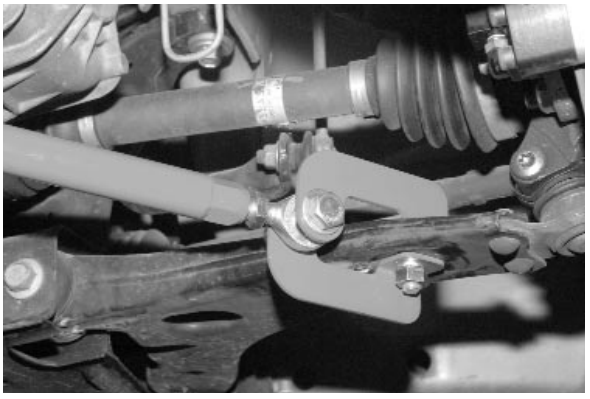

Fig. #4

Fig. #5

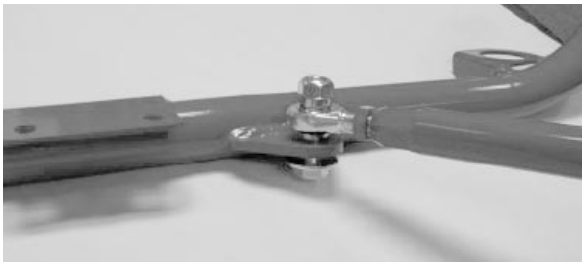

Fig. #6

FORM 97140078
09/03
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