Foutz Motorsports 2017 Ford Raptor Camber Lock kit.

The new 2017 Ford Raptor is the most capable production based truck offered. With that level of durability comes new challenges. Keeping the truck aligned in heavy off road abuse can be an issue sometimes. This kit was designed and used on the 2017 Ford Raptor race truck that the team raced in all of the Best in the Desert off-road races in 2016, and also the Baja 1000. This kit provides a lock out system for the lower a-arm main bolts to support the slot gap and keep the arm from moving in the pocket. In the kit you will find 8 of each type of lock. One set of center hole, and one full set of full offset hole. Depending on the allighment requirements you can install the locks to match what your truck needs. This should be done with the coordination of an alignment professional to ensure correct installation and avoid poor tire wear.





- 1. Determine the approximate alignment required on the truck you plan to install the kit on.
- 2. From that setting mark the bolt head location on the frame with a marker on the front side and back side of the frame pocket so you can easily see them later.
- 3. Repeat for all 4 of the lower arm bolts.
- 4. Make sure to support the truck with jack stands under the frame, or put the truck on a lift before removing the bolts and have a 2nd jack to support the arm when removing the bolt. The shock may fight you in the arm if you have weight on the vehicle.
- 5. One at a time remove the nut on the lower bolt and slowly remove the bolt. Locate the camber lock plate that will align the bolt with the closest fit to where your bolt center marking was. You can install the full offset plate to full inside, or full outside, as needed by flipping the plate over. Insert the camber lock plate so that it fills in the slot in the factory frame pocket.
- 6. Put the bolt back in the hole with the camber lock in place. The plate may not push all the way into the slot until you tighten the bolt later. This is ok. Do not hammer the plate in. Just get the bolt back in the hole and through the arm to the back side.
- 7. Now do the same in the back of the opening and install the correct camber lock plate on the back side. Put the factory nut back on the bolt. You can snug the bolt but don't tighten all the way.
- 8. Repeat this process for all 4 of the pivot bolts for the lower arm.
- 9. Once all in place, tighthen all of the bolts slowly and make sure the camber block plates pull into the slot without bending.
- 10. Once all bolts are tight you must re-torque them to spec. 450 FTLBS using a torque wrench. Correct torque on these bolts is very important.
- again.
- 11. Once all are torqued to spec. Re-check them





12. After you drive the truck for abour 100 miles, you should re-check the torque on these bolts.

