M-18183-S3
Caster Camber Plates - 1994-2004 Mustang
INSTALLATION INSTRUCTIONS

Please visit www.fordracingparts.com for the most current instruction information

! ! ! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 ! ! !

INSTALLATION INSTRUCTIONS:

! ! ! CAUTION! Installing this product requires disassembly of some components of the suspension. If you are not confident you can complete the job safely, have the work performed by a certified technician who is familiar with the front suspension of a Mustang. Failure to reassemble the suspension properly can lead to serious injury ! ! !

! ! ! CAUTION! The factory camber plate uses *metric* nuts. Do not use these nuts on the new caster camber plates! Your new plates use st*andard (American) hardware*. Even though the factory metric nuts may seem to fit, they do not match the studs correctly and may fail ! ! !

Step 1: Raise the front of the vehicle, support it on jack stands, and remove the front wheels. Consult your owners' manual for proper jacking points.

Step 2: Raise one front control arm slightly with a floor jack. Support it just enough to take the weight off the strut.

Step 3: Remove the large nut on the top of the strut and the two nuts and one bolt which hold the factory strut adjustment plate. Remove the large top washer and strut bushing. Remove the top plate from strut tower. There may be a rivet holding the plate in place. Remove the rivet with a chisel or drill. You will not be reusing the original alignment plates or bushing.

Step 4: **Slowly and carefully** lower the control arm with the jack until there is room to remove the bottom plate (with bushing mount and studs attached) from under the fender. Do not lower the arm too far or the spring will come out. Compress the strut for more clearance by pushing down on the rod. You will have to push hard because the struts are under pressure.

Step 5: Carefully study the attached assembly diagrams and refer to them for the following steps.

Step 6: Assemble the top and stud plates on a workbench to ensure you have the left and right side plates matched correctly. **The NOTCH on the stud plate must face the FRONT of the vehicle** (see Figure 1). Note that if the stud plates are installed on the wrong side of the car, they may still fit, but you won't get the full range of adjustment.

Step 7: Install the stud plate in the strut tower by reaching in the wheel well and sliding the plate upward so the studs protrude up through the slots in the strut tower.

Step 8: Place the top plate over the studs on top of the strut tower. See Figure 1 to determine which slots to use. Loosely install the 3 nuts on the studs. You may have to move the wiring harness out of the way to make room for the new alignment plates.

Step 9: See Figure 2 and the page labeled "Strut Height Adjustment" to determine which combination of bushings to use on the top and bottom of the caster/camber plate. Place the appropriate spacer (if needed) and steel bushing over the strut with the small end of the bushing facing up.

NOTE: These caster camber plates are designed to be used with the factory dustcover and bump stop on the strut. If you are installing new struts, the dust cover and bump stop **must be transferred to the new strut** to prevent damage to the strut.

NOTE: If the car has been lowered more than 1-1/2", shorter struts are recommended. If the car is lowered more than 1-1/4" and the stock or longer than stock struts are used, the strut should be raised in the top mount to compensate. **It is the responsibility of the customer/installer to determine the correct strut height setting. The manufacturer is not responsible for damage to struts or camber plate bearings due to incorrectly set strut height.**

Step 10: Raise the control arm with the jack while lining up the strut with the spherical bearing in the top plate. Raise the arm until the strut protrudes through the bearing.

Step 11: Install the rest of the strut bushing (and spacer, if appropriate) over the strut with the small end facing down. Line up the strut bushings and push them into the bearing. If the bushings are too tight to push in by hand, use the strut nut to press the bushings in. Install the strut nut and tighten to factory specs
(56-90 ft. lbs.).

Step 12: Tighten the three stud plate nuts. Just snug them down. You will be loosening them again to set your alignment.

Step 13: Lower the floor jack under the control arm and repeat steps 2 through 12 on the other side of the car.

Step 14: Install the wheels and lower the car.

Step 15: Set the front-end alignment (roll the car back and forth to settle the suspension first). Apply thread-locking compound and tighten the stud plate nuts to 30-35 ft. lbs.

Recommended Camber and Caster Settings

1994-2004 Mustang	Camber	Caster	Toe
Drag racing-no street use	-.2° - 5°	Maximum positive (4.0° or more)	1/16" total toe-in
General street use	-.8° - 1.1°	Maximum positive (4.0° or more)	3/32" total toe-in
Aggressive street handling	-1.2° - 1.5°	Maximum positive (4.0° or more)	3/32" total toe-in
Road race/Autocross	-1.8° - 2.5°	Maximum positive (4.0° or more)	Adjust for conditions

*More negative camber (-2°) gives better cornering grip and more wear on the inside edge of the tire.
*Less negative camber (-0.5°) gives less cornering grip and more wear on the outside edge of the tire.

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Figure 1

Top view (Drivers side shown)

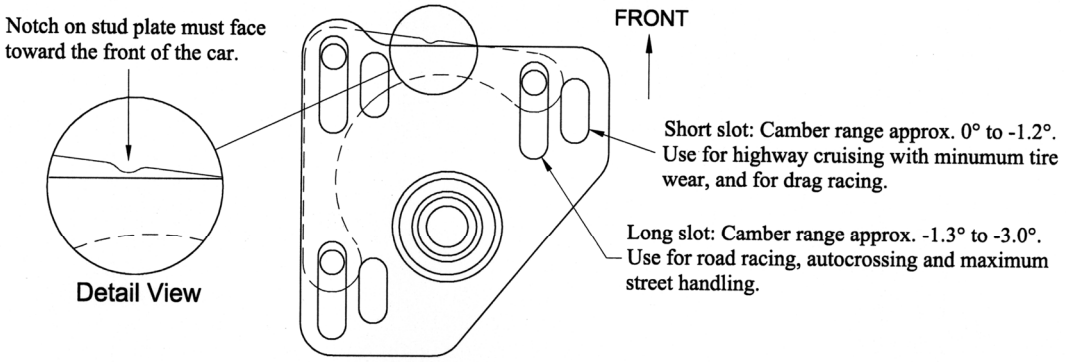


Figure 2

Exploded View

(Stock strut height shown. See next page for strut height options)

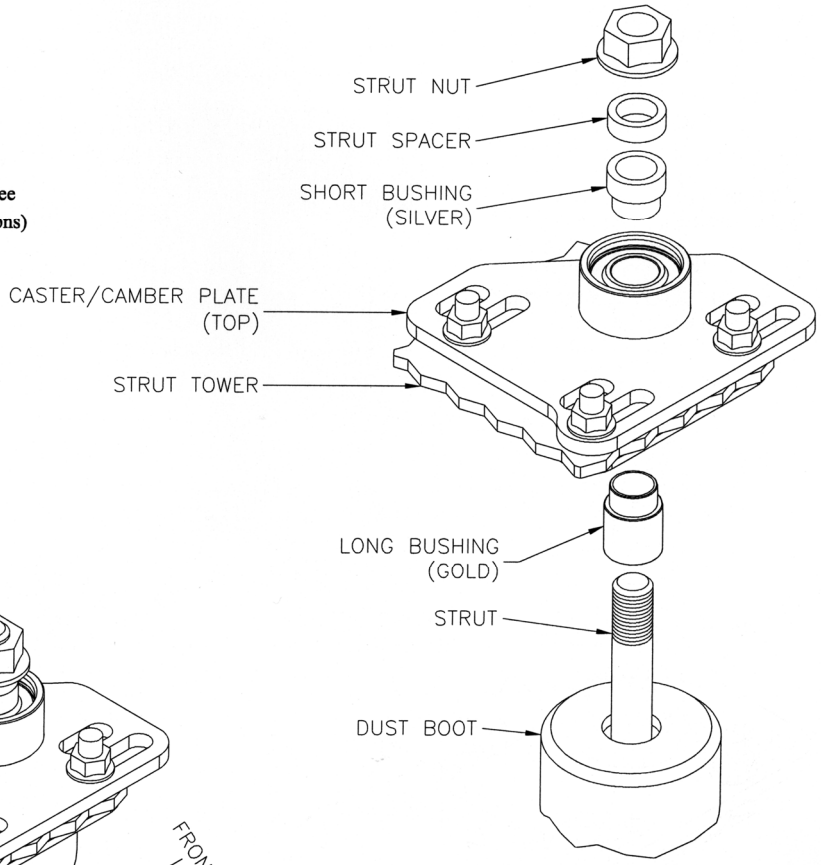
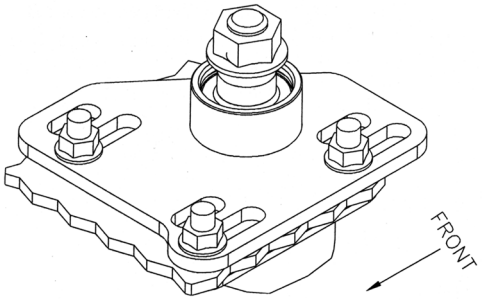


Figure 3

Installed



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STRUT HEIGHT ADJUSTMENT

High performance struts are often a different length than factory Ford Struts. First determine the length of your struts and the ride height of your car. Then examine the options below to determine how to the camber plates should be installed.

Down One Step

Use this setup for:
>Shorter-than-stock struts with stock ride height

>Also use for longer strut extension when drag racing, but be carefull not to bottom the struts when the front of the car comes back down.

Stock Height

This is the most common setting

Use for:
>Stock-length struts, with stock ride height or lowered up to 1.25 inches

>Shorter-than-stock struts, lowered up to 1.75 inches.

Up One Step

Use this setup for:
>Stock-length struts, lowered more than 1.25 inch

>Longer-than-stock struts, stock ride height or lowered up to 1 inch

>Shorter-than-stock struts, lowered more than 1.75 inches

Up Two Steps

Use this setup for:
>Stock-length struts, lowered more than 1.75 inches

>Longer-than-stock struts, lowered more than 1 inch