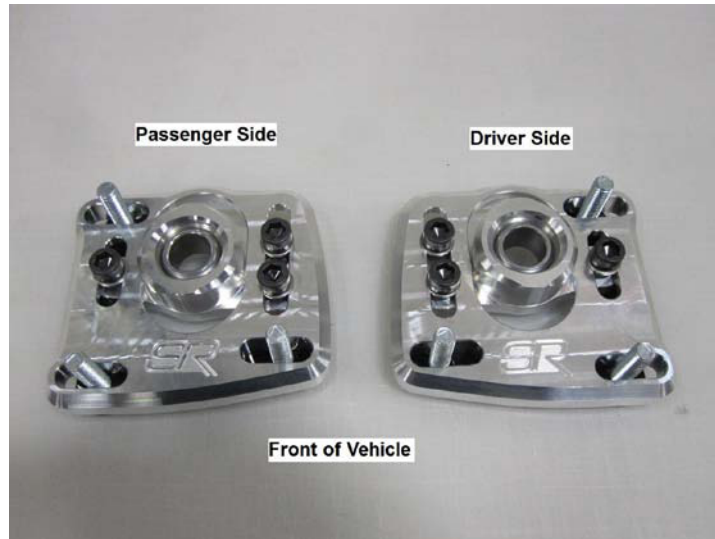




## Installation Instructions for SR Performance Caster Camber Plates (94-04 Mustang)

*Note: You must have your car aligned after installation of the camber plates. If installing plates before driving to a shop for alignment, measure strut position before beginning and get strut as close to starting position as possible when installation is complete.*

### Take Note of Driver/Passenger Side Orientation Before Beginning Installation



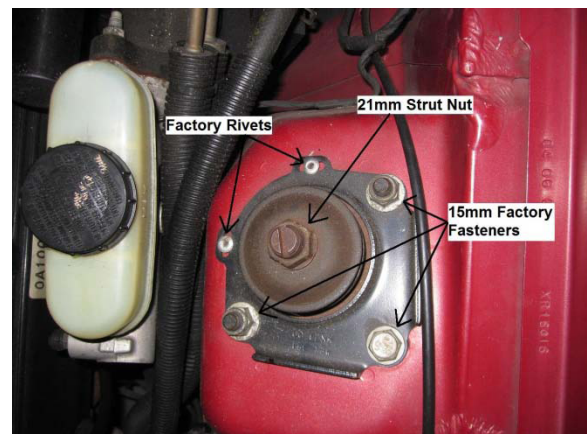
#### Step 1:

Support the front of the vehicle with jack stands under the front frame rails. Place a floor jack under driver's side control arm and raise slightly to take the weight off of the strut.



#### Step 2:

Use a drill or chisel to remove rivets (if still in place), remove upper 21mm strut nut, and remove 15mm factory plate fasteners. *Note: Removing the upper 21mm strut nut is easiest with an air powered impact wrench.*



**Step 3:**

With the factory plate loose, remove the upper strut washer, rubber strut bushing, and upper factory plate as shown.



**Option 1:** This lowers the strut mounting point from a stock setting. This setting is used when shorter than factory height struts are used with factory height springs.



**Step 4:**

Slowly lower the floor jack supporting the lower control arm, letting the strut fall as far as possible down in the strut tower. Reach in the fender well and compress the strut, moving it from the shock tower into the inner fender well. Once in the fender well, remove the factory lower plate.

**Step 5:**

There are four different options for strut spacing with your camber plates. Most cars will use Option 2 (Cars lowered .5" - .75") or Option 3 (Cars lowered 1" - 2"). Once the correct spacing is determined, install the spacers as shown below:

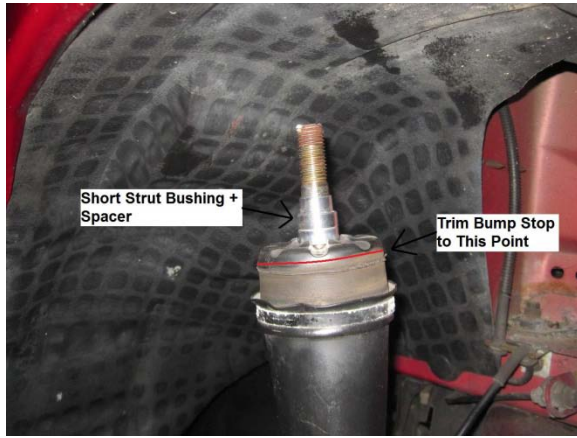
*Note: These spacing option are simply guidelines, cars may vary for a number of reasons. If you experience bottoming problems once the plates are installed, raise the strut to a higher mounting position.*

**Option 2:** This raises the strut mounting point from a stock setting. Use with cars at stock height to cars slightly lowered (.5" - .75").

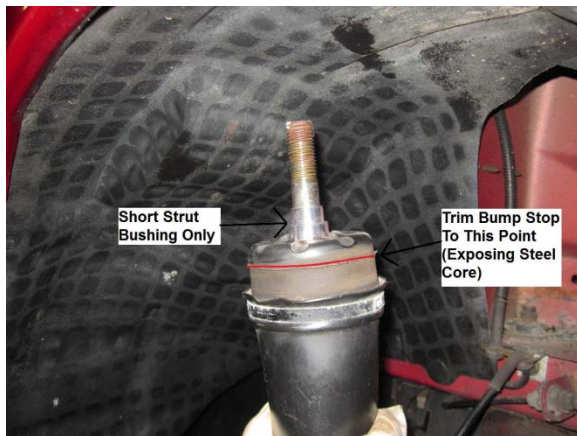


*Note: In order to run the Option 3 or 4 setting, you must trim the top of the rubber from the bump stop to the indicated red line in the photos below. This will prevent the rubber from interfering with the underside of the strut tower. You can use a hacksaw, Sawzall, etc to cut the excess rubber*

**Option 3:** This raises the strut mounting point from a stock setting as well. Use with cars lowered 1" – 2".



**Option 4:** This setting should only be used when experiencing strut bottoming problems due to lowering springs with too soft of a spring rate. It is necessary to remove all of the rubber from the bump stop at this setting, and may require grinding some of the steel down as well.



**Step 6:**

Install the drivers side stud plate in the strut tower from inside the fender well. Install the driver's side top plate over the studs and use the included washers & 15mm locking nuts to secure the stud plate to the upper plate as shown. Do not tighten the nuts yet, just install them finger tight for the time being.



**Step 7:**

Compress the strut and move it back inside the strut tower and through the camber plate, making sure the small end of the strut bushing mates properly with the bearing in the center of the plate. It may be necessary to jack up slightly on the control arm and gently persuade the strut into place.



**Step 8:**

Install the remaining strut bushing over the threaded end of the strut with the small end facing down as shown. Make sure the small end of the bushing slides flush into the bearing housing. Re-install the large strut nut and tighten to manufacturers specifications (Factory Strut Spec is 65-85 ft/lb).

**Step 9:**

If you are driving the vehicle to have an alignment performed, adjust the strut to approximately the same position as before the install and tighten the 3 stud plate bolts and 3 Allen head bolts to 25-30 ft/lb.

**Step 10:**

Remove the floor jack from under the control arm and repeat Steps 2-9 for the opposite side plate to complete the installation.

*Note: Before closing hood, check clearance between the outer stud plate bolts and the hood. If necessary, file the bolt slightly to allow for proper clearance (make sure nut is installed on stud before filing, drawing it off of the stud will repair any damaged threads).*

**Alignment Notes:**

An alignment must be performed after installation of these caster camber plates or you will experience poor handling and uneven tire wear. It is highly recommended that the vehicle be brought to a credible repair shop with the proper equipment to align the vehicle within factory (or customized) specifications.

**Camber:**

To adjust camber, loosen the three 15mm locking nuts securing the upper plate to the stud plate and move the upper plate towards the fender to increase camber (positive camber), or towards the engine to decrease camber (negative camber). As a general rule, the more negative camber, the better cornering grip a vehicle will have. However, this comes at the expense of rapidly increased tire wear in the inside edge of the tire. Conversely, the more positive camber, the less cornering grip the vehicle will have. Too much positive camber can rapidly wear the outside edge of the tire.

**Caster:**

To adjust caster, loosen the three Allen head bolts securing the bearing housing to the upper plate and move the bearing housing towards the firewall to increase caster (positive caster), or towards the front bumper to decrease caster (negative caster). Most cars will benefit from an increased amount of positive caster, however too much positive caster can result in bumpsteer issues if not addressed properly.