



21730 Hanover Ave. Lakeville, MN 55044

INSTALLATION INSTRUCTIONS

2005-PRESENT MUSTANG CAMBER PLATES

READ ALL OF THE INSTRUCTIONS BEFORE YOU BEGIN THIS PROJECT

Also available from QA1 for 2005-Present Mustangs:

Bump Steer Kit: BAX105

Panhard Bar Kit: PSX105

Rear Control Arm Kit: CSX105

Rear Shocks: MU7857P (single adjustable) & DMU7857P (double adjustable)

Struts: H2004 (without sway bar bracket) or H2005 (with sway bar bracket)

Coil-Over Kits Available with a Wide Variety of Spring Rates

***QA1 CAMBER PLATES WILL ONLY WORK WITH QA1 STRUTS –
THEY WILL NOT WORK WITH FACTORY STRUTS***

DISCLAIMER/WARRANTY

SELLER DISCLAIMS ANY WARRANTY, EXPRESSED OR IMPLIED, WITH RESPECT TO THE PARTS SOLD HEREBY AS TO MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE, OR ANY OTHER MATTER. PRODUCTS MANUFACTURED BY QA1 MOTORSPORTS, AND/OR CONTAINED HERE ARE DESIGNED FOR COMPETITION PURPOSES. ACCORDINGLY, USE OF SAID PRODUCTS, OR MODIFICATION TO OR CONSTRUCTION OF A VEHICLE FOR THOSE PURPOSES MAY CREATE DANGEROUS CONDITIONS, WHICH COULD CAUSE BODILY INJURY, AND THE BUYER HEREBY ASSUMES ALL RISKS ASSOCIATED WITH ANY SAID PRODUCTS.

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1. Jack up the front of the vehicle and place jack stands securely on the frame of the car.
2. Remove front wheels.
3. Place a floor jack under the control arm and jack up until slightly loaded.
4. Remove the strut shaft top mounting nut.
5. Remove the four nuts that hold the factory upper strut mounting plate in place and remove it from the car.
6. Carefully lower the jack to bring the strut shaft down through the strut tower center hole, but do not completely unload the jack: the spring may become dislodged and fly out, causing injury and/ or damage to the vehicle.
7. Remove all washers, collars, bushings, etc, from the strut shaft.
8. Collapse the strut shaft down into the strut body far enough to remove the factory bottom plate, and dust boot.
9. Remove the factory dust boot and discard. Leave the factory bumpstop on the strut shaft.
10. Remove the top and bottom plate.
11. Install both plates beneath the strut tower with the bolts protruding upwards through the factory mounting slots. Make sure the bottom plate bolts move freely in the adjusting slots of the strut tower. If not, file the slots until they do.
12. Pull the strut shaft up out of the strut body and carefully jack up the control arm until the strut shaft is back in position, protruding through the large center hole.
13. Install the nuts on the four long bolts.
14. The orientation of the bearing housing assembly is marked "OUT". The word "OUT" should face upwards and towards the fender.
15. The strut shaft is installed through the spherical bearing with two of the 16mm ID spacers.
16. Install the new strut shaft nut.
17. Temporarily tighten all the camber plate adjusting nuts.
18. Pull the bumpstop down slightly until after the alignment is completed. Then push it up until it contacts the bottom of the bearing plate.
19. Reinstall wheels and carefully lower the vehicle to the ground.
20. Remember to torque the lug nuts to Ford's specs.
21. Have your car professionally aligned.
22. When the alignment is complete, torque the camber plate adjusting nuts.

Note: Because camber can be adjusted independently, you can adjust one, lock it down, and then adjust the other. Always double-check all camber measurements after any adjustment of even one parameter.

Remember that any time you make any change in camber, caster, or ride height, you must readjust the toe setting.