

2015-2018 Mustang IRS Adjustable Camber Arm Install

1. Jack up the back of the car supporting the body with jack stands.
2. Remove the rear wheels for easier access to the rear suspension.
3. Remove the outboard nut and bolt with a 15mm and 18mm wrench.
4. Remove the inboard bolt and nut with an 18mm wrench.
5. Remove the factory arm.
6. Compare the factory arm to the corresponding UPR adjustable camber arm. Marked (D)river and (P)assenger and adjust the length of the adjustable arm to match the stock arm as a starting point.
7. The billet side of the arm with the urethane bushings is installed on the IRS cage side with the stock bolt and nut. Tighten but do not torque down, leave some play for now.
8. The heim joint side installs with the tapered bushing going against the factory spindle, use the provided nut and bolt. Torque the bolt to **76ft lbs**.
9. For the inboard side the factory IRS subframe is slotted so if you require more negative camber you can push the arm in all the way or if you want more positive camber you can pull the arm out all the way as a starting point. Torque the inboard bolt to **85ft lbs**. Just be sure to do the same on the opposite side.
10. Repeat steps 3-9 on the opposite side.
11. Reinstall the wheels and lower the vehicle back on the ground.
12. Next start making adjustments to camber or bring your vehicle to shop capable of 4 wheel alignments.
13. After adjusting the camber arms be sure to tighten the jam nuts. When tightening the out jam nut make sure to keep the heim joint centered and not misaligned to either side so that it is bottoming out against the bushings.

Alignment starting points/suggestions: Performance Pack cars -1.5*, Drag cars 0*, Handling/Road Race cars -2.5*.



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