

## 1994-04 SVE CASTER/CAMBER PLATE INSTALLATION INSTRUCTIONS

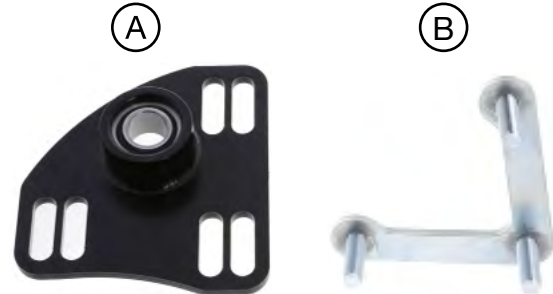


Prop. 65 Warning for California Residents  
WARNING: This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

### PASSENGER SIDE



### DRIVER SIDE



### HARDWARE



A - TOP PLATE (1 LH, 1 RH)

B - LOWER PLATE (2)

C - 12 MM FLAT WASHERS (6)

D - NYLON LOCKING NUTS (6)

E - STRUT SPACERS (2 LONG, 2 MEDIUM, 2 SHORT)

F - SPHERICAL BEARING INSERTS (4)

*Before you Begin: Refer to a service manual for your car and acquire all needed tools. These instructions are not intended to replace aptitude and mechanical knowledge. Consult a local professional if you have any question about your ability to complete the installation. Only use the supplied hardware and as always - **BE SAFE!***

1. Safely support the vehicle with a lift or jack stands.
2. Remove the front wheels.
3. **ABS EQUIPPED CARS ONLY:** Using a trim removal tool or screwdriver, remove the ABS sensor push pin. Remove the ABS strut bracket nut to remove the bracket from the strut. Unclip the wire from the frame rail by pulling up on it to disengage it from the clip.
4. Insert a floor jack below the control arm and jack up until slightly loaded.
5. Remove the two strut to spindle nuts and bolts and pivot the spindle out of the way.
6. Remove the single strut shaft retaining nut where the strut goes through the caster camber plate. This will be visible from the engine bay with the hood raised. Using an impact gun will be helpful.
7. Remove the strut assembly from the car.
8. Remove the (3) upper strut mount retaining nuts.
9. Remove the bottom plate from the strut tower. Drilling out of the locating rivet may be necessary.
11. Remove the factory dust cover from the strut, but leave the factory bumpstop in place.
12. Install the (B) lower plate up through the strut tower and (A) top plate over the studs on top

of the strut tower. **Please note** the two slots in the top plates. The slots furthest from the fender are designed for stock to 3/4" lowered Mustangs. The slots closest to the fender are designed for Mustangs lowered more than 3/4".

**13.** Install (3) **(C)** flat washer and (3) **(D)** nyloc nuts onto the lower plate studs. Loosely tighten the nuts.

**14.** Install (1) **(E)** thin spacer and (1) **(E)** medium spacer onto the strut shaft. Install the **(F)** spacer last so the spherical bearing will have a better "seat" for the strut shaft spacers.

**15.** Slide the strut shaft into the bearing plate.

**16.** On top of the strut shaft from the engine bay side, install (1) **(F)** bearing insert, then (1) **(E)** tall spacer on the strut shaft.

**17.** Reinstall the upper strut shaft retaining nut, then torque to the recommended value provided by the strut manufacturer.

**18.** Install the strut back onto the spindle, then the nuts and bolts. Torque to *148 lb/ft*.

**19.** Once setting the caster/camber, torque the (3) **(D)** lower plate to upper plate nuts to *39 lb/ft*.

**20.** Reinstall the caliper and end link (if previously removed) and torque to recommended factory torque specs. Sway bar end link will be torqued to *14 lb/ft*.

**21. ABS EQUIPPED CARS ONLY:** Reinstall the ABS wiring back to the bracket on the frame rail. Reinstall the bracket to spindle nut and retorque the retaining nut to *21 lb/ft*.

**22.** Repeat steps 1 through 21 for the other side.

**23.** Reinstall the wheels and torque the lug nuts.

**24.** Have the vehicle professionally aligned and you're finished!

## ALIGNMENT RECOMMENDATIONS FOR STREET APPLICATIONS:

### CASTER:

We recommend that you set your caster at the maximum positive possible, but make sure both sides are equal. (Slight adjustment may be necessary for road crown.)

### CAMBER:

Most street driven vehicles will achieve good tire wear with  $-0.5^{\circ}$  of negative camber. Depending on your driving habits, you may need to adjust the camber to compensate for tire wear.

### TOE:

Set toe to the factory specifications.



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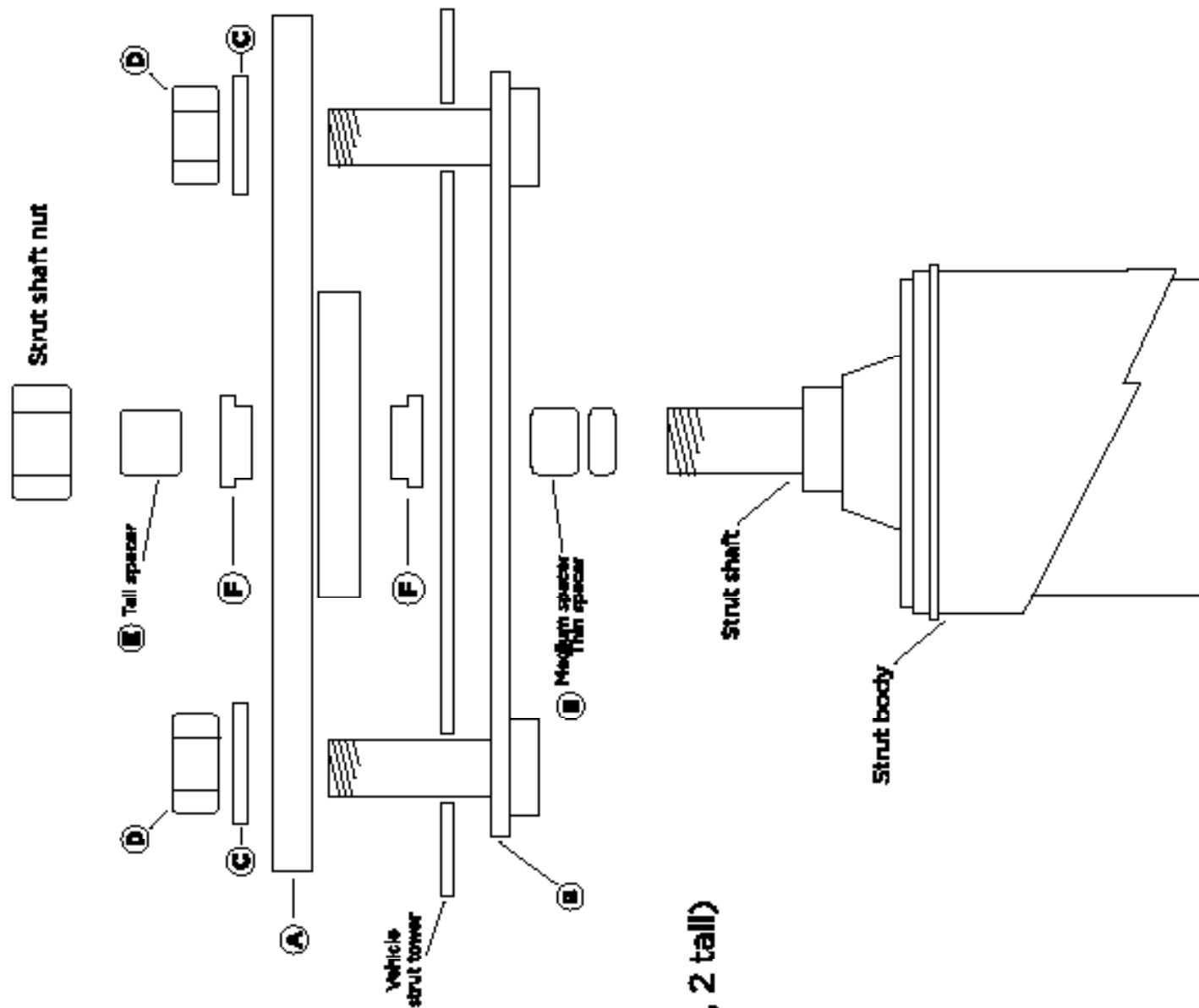
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- A** Top Plate
- B** Lower Plate
- C** 12mm Flat Washer
- D** Nylon Locking Nuts
- E** Strut Spacers (2 thin, 2 medium, 2 tall)
- F** Spherical Bearing Insert