



2015-2020 SVE Caster Camber Plate Installation Instructions



Mustang SVE Caster Camber Plates (15-20)

Correct the suspension geometry on your lowered S550 with this 2015-2020 Mustang SVE caster camber plate kit! Lowering your S550 Mustang will cause the top of the front tires to "lean in" towards the center of the car, resulting in rapid and/or uneven tire wear. SVE caster camber plates provide the means to properly align your Mustang's front tires. Especially well-suited for lowered S550 Mustangs, SVE's innovative design provides the ability to adjust the camber setting of your Mustang's front tires. Even a Mustang that is lowered as much as 2.5 inches can still be aligned to factory specifications.

Recommended Tools

- Assorted Basic Hand Tools
- Floor Jack & (2) Jack Stands
- 1/2" Torque Wrench
- Spring Compressor



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Assemble the stud plate to the bearing plate as shown. These are side specific.

PASSENGER

DRIVER



FRONT OF CAR



HARDWARE



BEARING PLATE ASSEMBLY



STUD PLATE



Removal of Strut

- Support the front of the car safely on jack stands or a lift.
- Remove the front wheels using a 21mm socket.
- Starting on the driver side, disconnect any clips attached to the strut.
- Disconnect the front stabilizer bar link from the strut housing. Use a 17mm wrench on the flats of the stud to stop it from rotating and an 18mm socket to remove the nut.
- Remove the two bolts holding the caliper to the spindle using a 15mm socket, and remove the caliper from the spindle.
- Remove the brake rotor from the hub.
- Remove the strut-to-spindle mounting nuts using a 24mm socket.
- Using a hammer, carefully hit the tip of the strut-to spindle mounting bolts to drive them out. These are splined and will require some effort to remove.
- Remove the 3 upper strut mount nuts using a 15mm socket.
- Repeat Steps 4 to 10 for the passenger side of the vehicle.

SVE Caster/Camber Plate Installation

- Starting with the driver side strut assembly, compress the spring until tension is removed from the upper spring perch.
- Remove the strut shaft nut and remove the upper strut mount from the strut assembly. The spring perch should remain with the spring.
- Take the driver side plate assembly and install it onto the strut shaft/stock upper spring perch. (Your factory upper spring perch and rubber isolator will be reused.)
- Reinstall the strut shaft nut and torque to 76 lb-ft, if using an OEM strut. If using an aftermarket strut, torque to the manufacturer's specifications.
- Repeat Steps 1 to 4 for the passenger side strut assembly.

Reinstalling the Assembled Strut

- Starting with the driver side strut assembly, rotate the Caster/Camber Plate assembly so that the legs of the bearing plate assembly and the ears of the strut housing are pointing the same direction.
- Slide the driver side strut assembly into position and insert the stud plate mounting studs through the mounting holes in the strut tower.
- Thread 3 of the supplied flange nuts onto each of the studs that are sticking up through the strut tower top. Loosely tighten
- Attach the spindle to the strut.
- Torque the two strut-to-spindle nuts to 184 lb-ft.
- Reattach the front stabilizer bar link to the strut housing and torque the mounting nut to 85 lb-ft. Use a 17mm wrench to stop the stud from rotating.
- Reinstall the front brake rotor.
- Reinstall the front caliper and torque the 2 mounting bolts to 85 lb-ft.
- Reattach any clips that attach to the strut.
- Slowly and evenly tighten the flange nuts, making sure all the studs pull up evenly.
- Push the strut shaft rearwards in the strut tower opening for the initial caster setting, and center the strut shaft side-to-side for the initial camber setting.
- Torque the flange nuts to 46 lb-ft.
- Repeat Steps 1 to 12 for the passenger side of the vehicle.
- Lower the vehicle, reinstall wheels, torque factory lug nuts to 148 lb-ft