



M-18183-S1 and M-18183-S2 Caster Camber Plates – 1979-1993 Mustang INSTALLATION INSTRUCTIONS

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Please visit www.fordracingparts.com for the most current instruction information

!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 !!!

INSTALLATION INSTRUCTIONS:

!!! CAUTION! Installing this product requires disassembly of some components of the suspension. If you are not confident you can complete the job safely, have the work performed by a certified technician who is familiar with the front suspension of a Mustang. Failure to reassemble the suspension properly can lead to serious injury !!!

- Step 1:** Raise the front of the vehicle, support it on jack stands, and remove the front wheels. Consult your owners' manual for proper jacking points.
- Step 2:** Raise one front control arm slightly with a floor jack. Support it just enough to take the weight off the strut.
- Step 3:** Remove the large nut on the top of the strut and the three nuts which hold the factory strut adjustment plate. There may be a rivet holding the plate in place. Remove the rivet with a chisel or drill. Remove the top washer and strut bushing.
- Step 4:** **Slowly and carefully** lower the control arm with the jack until there is room to remove the stud-plate from under the fender. Do not lower the arm too far or the spring will come out. Compress the strut for more clearance by pushing down on the rod. You will have to push hard because the struts are under pressure.
- Step 5:** Study the "Strut Height Adjustment" diagrams to determine which combination of bushings to use on the top and bottom of the caster/camber plate.
- Place the appropriate spacer (if needed) and steel bushing over the strut with the small end of the bushing facing up.

NOTE: It is the responsibility of the customer/installer to determine the correct strut height setting. The manufacturer is not responsible for damage to struts or camber plate bearings due to incorrectly set strut height.

NOTE: These caster camber plates are designed to be used with the factory dust cover and bump stop on the strut. If you are installing new struts, **the dust cover and bump stop must be transferred to the new strut** to prevent damage to the strut.

- Step 6:** Refer to Figure 1 and Figure 2 for the following steps:
- Pre-assemble the bearing plate and top plate. The bearing plate should be on the bottom, with the bearing itself coming up through the center of the top plate. Make sure the top side of the top plate is facing up. On 1979-89 Mustang plates, the top side is stamped with the letter "T."

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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- Step 7:** Install the stud plate in the strut tower by reaching in the wheel well and sliding the plate upward so the studs protrude through the slots in the strut tower.
- Step 8:** Place the stud spacers over the studs (on the top side of the strut tower), followed by the bearing and top plate assembly. Loosely install the three 7/16" flange nuts on the studs. You may have to move the wiring harness out of the way to make room for the caster camber plates.
- Step 9:** Raise the control arm with the jack while lining up the strut with the spherical bearing in the bearing plate. Raise the arm until the strut protrudes through the bearing.
- Step 10:** Install the appropriate strut bushing over the strut with the small end facing down, followed by the strut spacer (if appropriate). Again, refer to the "Strut Height Adjustment" diagram. Line up the strut bushings and push them into the bearing. If the bushings are tight, finish pressing them in by tightening the strut nut. Install the strut nut and tighten to factory specs (56-90 ft. lbs.).
- Step 11:** Tighten the three 7/16" nuts and two 3/8" bolts. Just snug them down, as you will be loosening them again to set your alignment.
- Step 12:** Lower the jack under the control arm and repeat steps 2 through 11 on the other side of the car.
- Step 13:** Install the wheels, lower the car and set the front-end alignment (roll the car back and forth to settle the suspension first).

Caster is adjusted by loosening the two 3/8" bolts and sliding the bearing plate backward or forward. In most cases, you will also have to loosen the three 7/16" nuts (the double clamping of the bearing plate is a safety feature). Most cars respond best with more positive caster. The recommended starting point is to **push the strut as far backward toward the firewall as possible, for the most positive caster.**

Camber is adjusted by loosening the three 7/16" nuts and sliding the plate left or right.

- Step 14:** Apply thread-locking compound to the threads and tighten the 7/16" nuts to 50 ft. lbs. and the 3/8" bolts 21-25 ft. lbs. **Be careful not to over-tighten the small 3/8-in. bolts.**

Recommended Camber and Caster Settings

1979-1993 Mustang	Camber	Caster
Drag racing-no street use	-.2°	As much as possible (3° or more)
General street use	-.7°	As much as possible (3° or more)
Aggressive street handling	-1.2°	As much as possible (3° or more)
Road race/Autocross	-1.7° to -2.5°	As much as possible (3° or more)

*More negative camber (-2°) gives better cornering grip and more wear on the inside edge of the tire.

*Less negative camber (-0.5°) gives less cornering grip and more wear on the outside edge of the tire.

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Figure 1

Top view (Drivers side shown)

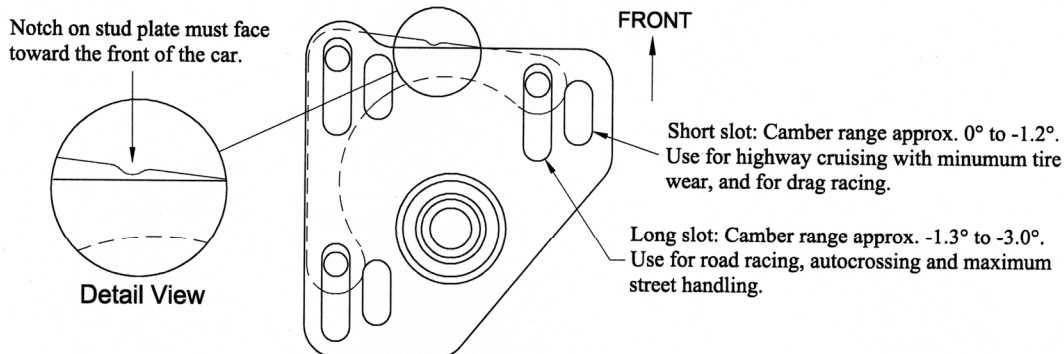


Figure 2

Exploded View

(Stock strut height shown. See next page for strut height options)

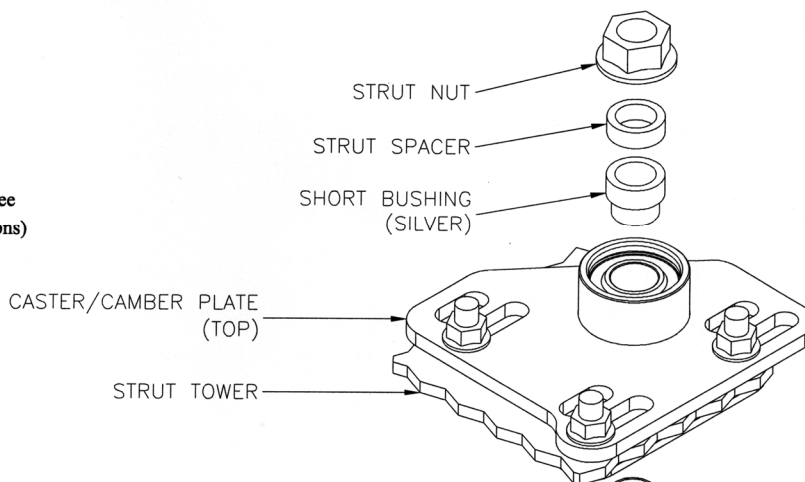
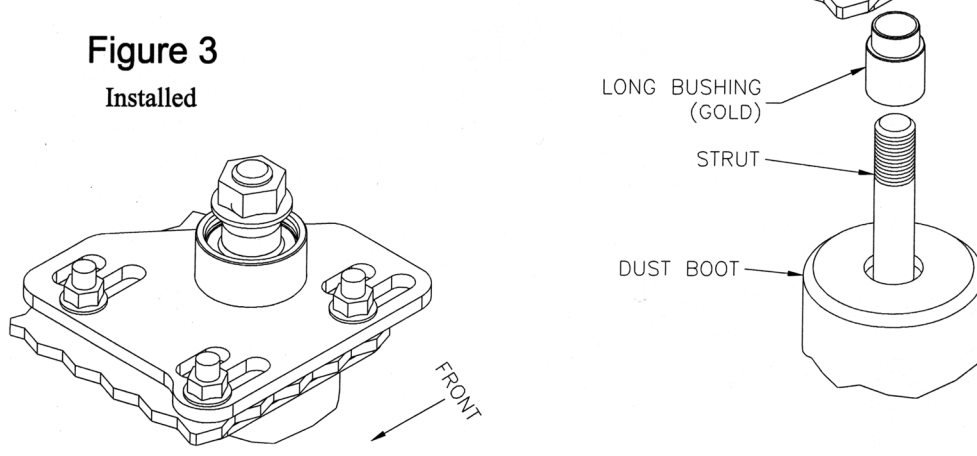


Figure 3

Installed



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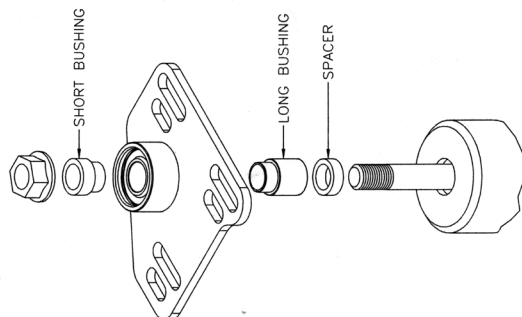
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STRUT HEIGHT ADJUSTMENT

High performance struts are often a different length than factory Ford Struts. First determine the length of your struts and the ride height of your car. Then examine the options below to determine how to the camber plates should be installed.

Down One Step

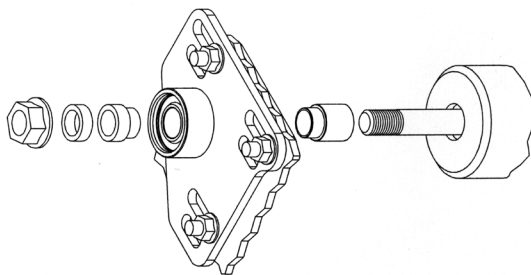
- Use this setup for:
- >Shorter-than-stock struts with stock ride height
 - >Also use for longer strut extension when drag racing, but be careful not to bottom the struts when the front of the car comes back down.



Side View
Strut tower and stud
plate are not shown

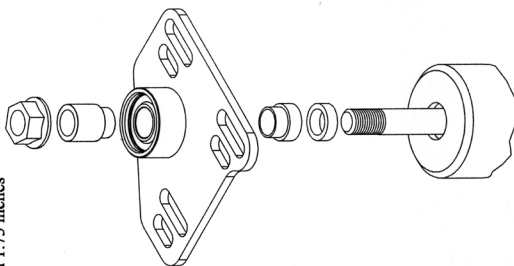
Stock Height

- This is the most common setting
- Use for:
- >Stock-length struts, with stock ride height or lowered up to 1.25 inches
 - >Shorter-than-stock struts, lowered up to 1.75 inches.



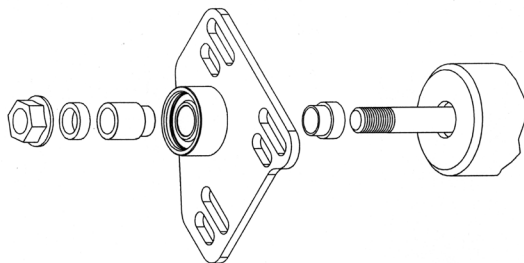
Up One Step

- Use this setup for:
- >Stock-length struts, lowered more than 1.25 inch
 - >Longer-than-stock struts, stock ride height or lowered up to 1 inch
 - >Shorter-than-stock struts, lowered more than 1.75 inches



Up Two Steps

- Use this setup for:
- >Stock-length struts, lowered more than 1.75 inches
 - >Longer-than-stock struts, lowered more than 1 inch



IMPORTANT!
WHEN RAISING THE
STRUT UP "ONE STEP"
OR "TWO STEPS":

TRIM RUBBER FROM THE
TOP OF THE DUST BOOT
TO CLEAR THE
UNDERSIDE OF THE
STRUT TOWER

