STEEDA
1979-1993 CASTER CAMBER PLATE
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.

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.

2. Raise one front control arm slightly with a floor jack. Support it just enough to take the weight off the strut.

3. Remove the large nut on the top of the strut and the three nuts which hold the factory 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.

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. Push hard because the struts are under pressure.

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.

   It is the responsibility of the customer/installer to determine the correct strut height setting. Steeda 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** prevent damage to the strut.

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 through 1989 Mustang plates, the top side is stamped with the letter "T."

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.

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.

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 all the way through the bearing.

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).

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.

12. Lower the jack under the control arm and repeat steps 2 through 11 on the other side of the car.

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 also. (The double clamping of the bearing plate is a safety feature.) Most cars respond best with more positive caster. The recommended staring point is to **push the strut as far backward toward the fire wall as possible, for the most positive caster.**

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

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 bolts.**

Recommended Camber and Caster Settings

1979-93 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.

Figure 1

Exploded View

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

Note:
1990-1993 plates pictured. Installation is the same for 1979-1989 plates.

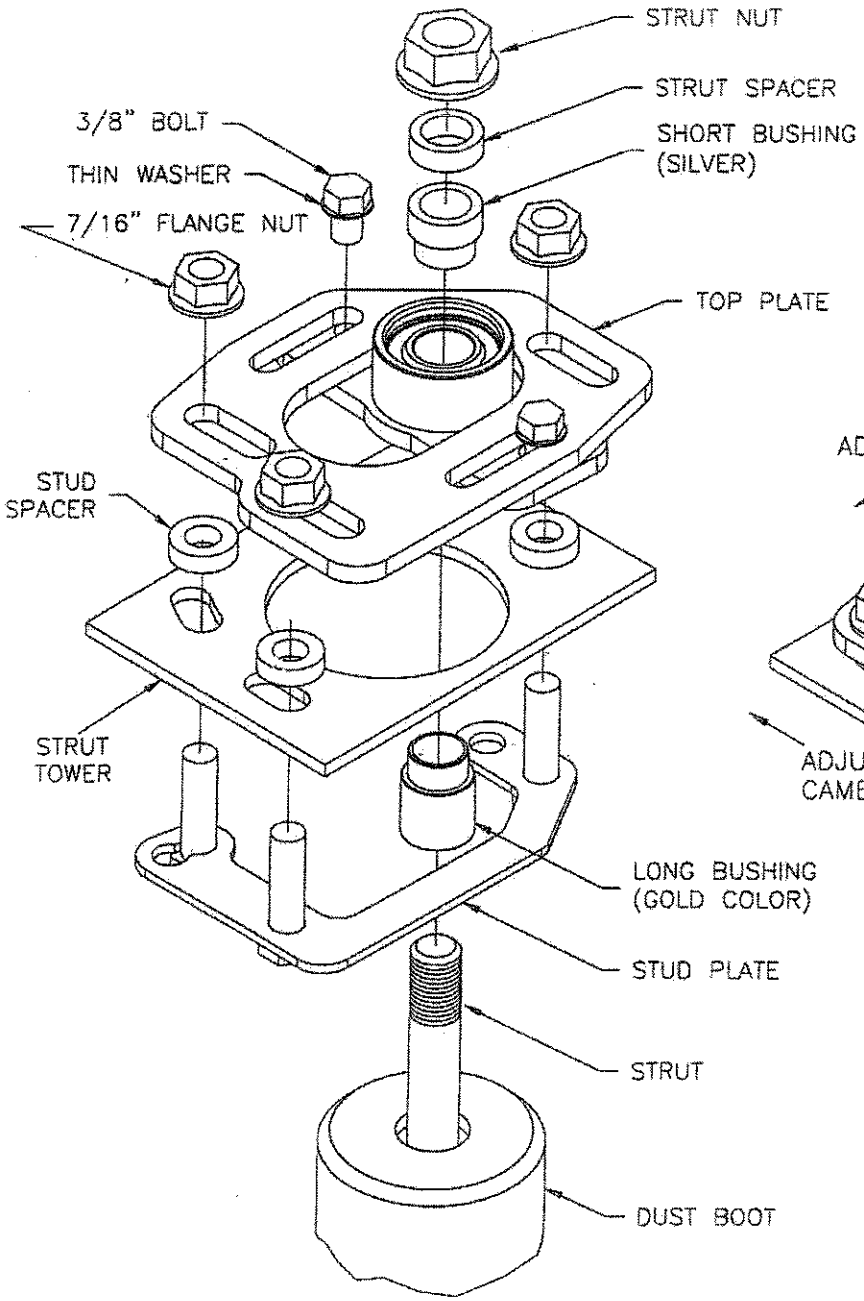
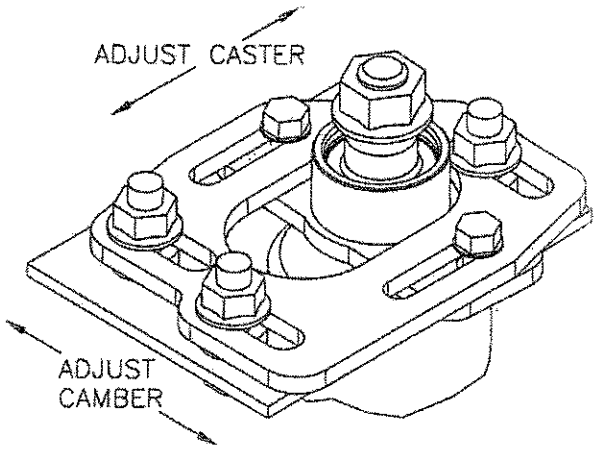


Figure 2

Installed



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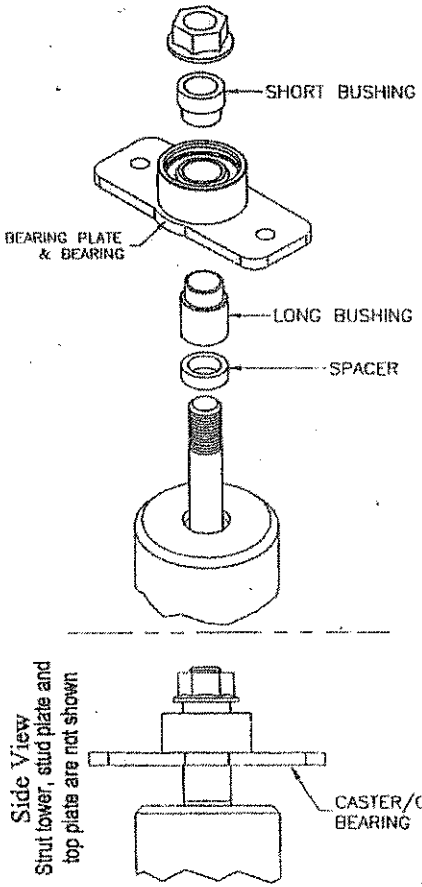
STRUT HEIGHT ADJUSTMENT

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. (Hint: KONI struts are usually longer than stock on 87-93 Mustangs.)

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 carefull not to bottom the struts when the front of the car comes back down.

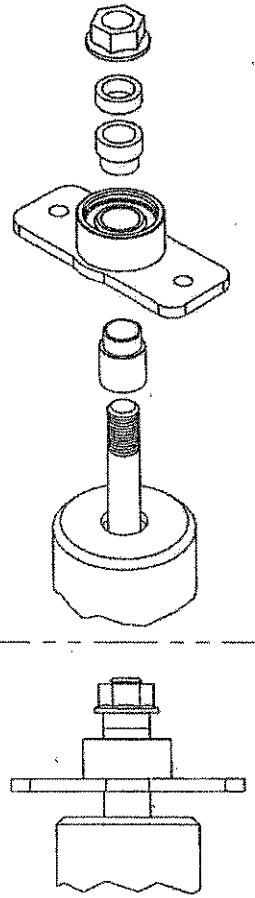


Stock Height

This is the recommended setting for STEEDA springs with Tokico Struts

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.

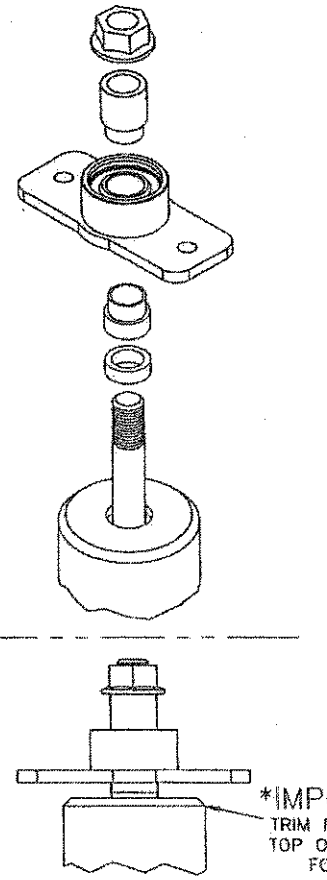


Up One Step

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