

555-8094-3
STEEDA 1994-2003 CASTER CAMBER PLATES
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.

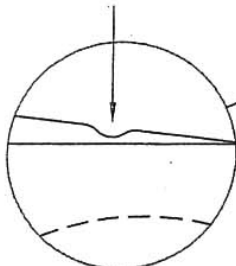
Caution! The factory camber plate uses **metric** nuts. Do not use these nuts on the new Caster Camber Plates! Your new plates use **standard (American) hardware**. Even though the factory metric nuts may seem to fit, they do not match the studs correctly and may fail under load. If you lose the nuts supplied with the plates, please contact your distributor for the correct replacement parts.

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 two nuts and one bolt which hold the factory strut adjustment plate. Remove the large top washer and strut bushing. Remove the top plate from strut tower. There may be a rivet holding the plate in place. Remove the rivet with a chisel or drill. You will not be reusing the original alignment plates or bushing.
4. **Slowly and carefully** lower the control arm with the jack until you there is room to remove the bottom plate (with bushing mount and studs attached) 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.
5. Carefully study the attached assembly diagrams and refer to them for the following steps.
6. Assemble the top and stud plates on a workbench to ensure you have the left and right side plates matched correctly. **The NOTCH on the stud plate must face the FRONT of the vehicle.** (See **Figure 1**) Note that if the stud (bottom) plates are installed on the wrong side of the car they may still fit, but you won't get the full range of adjustment.
7. Install the Stud Plate in the strut tower by reaching in the wheel well and sliding the plate upward so the studs protrude up through the slots in the strut tower.
8. Place the Top Plate over the studs on top of the strut tower. See **Figure 1** to determine which slots to use. Loosely install the 3 nuts on the studs. You may have to move the wiring harness out of the way to make room for the new alignment plates.

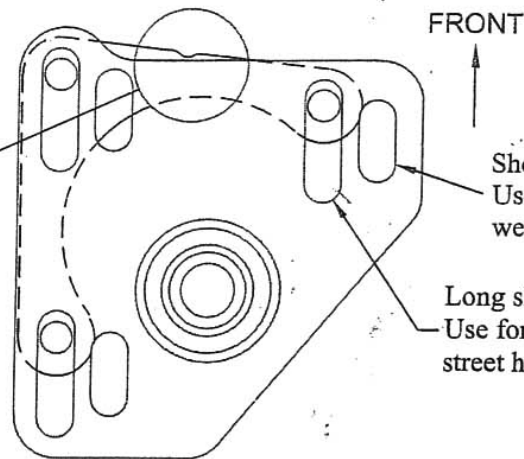
Figure 1

Top view (Drivers side shown)

Notch on stud plate must face toward the front of the car.



Detail View



Short slot: Camber range approx. 0° to -1.2° .
Use for highway cruising with minimum tire wear, and for drag racing

Long slot: Camber range approx. -1.3° to -3.0° .
Use for road racing, autocrossing and maximum street handling.

Figure 2

Exploded View

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

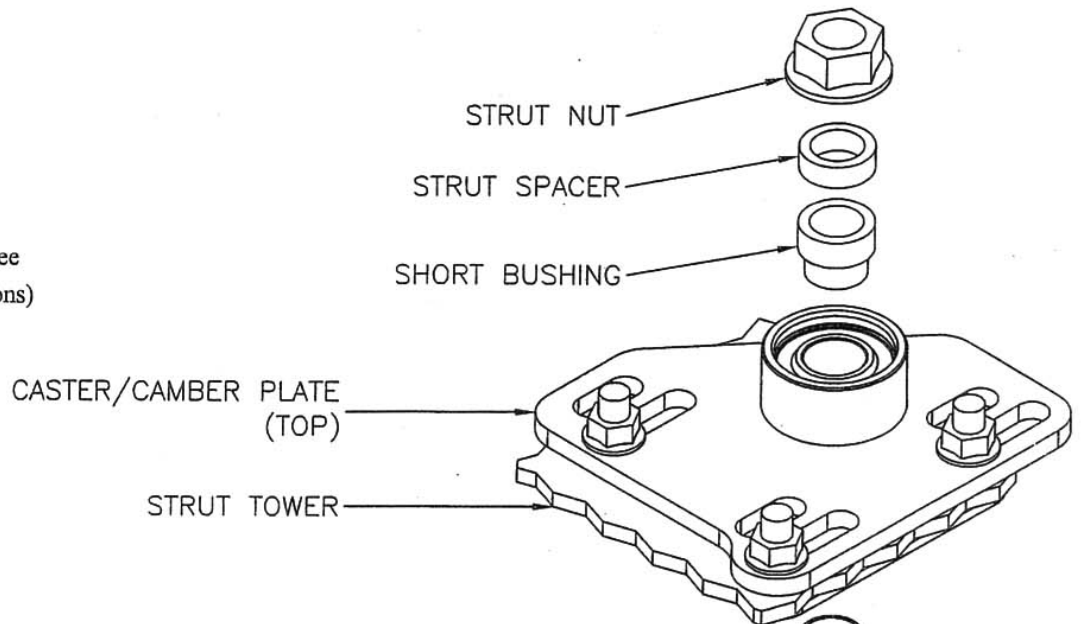
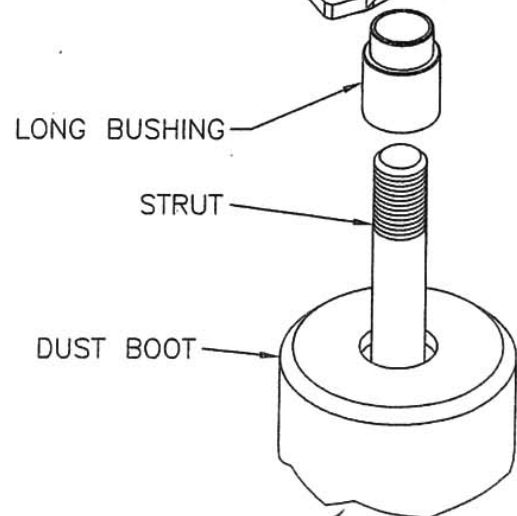
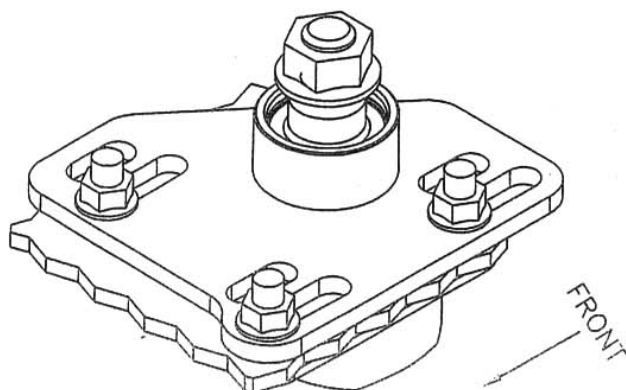


Figure 3

Installed



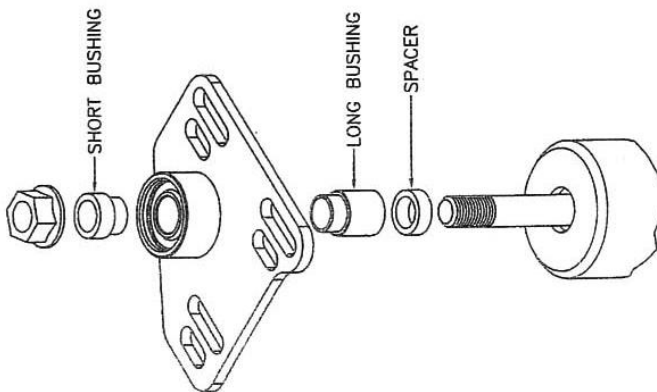
RE-USE THE STOCK BUMP-STOP UNDER THE DUST BOOT

STRUT HEIGHT ADJUSTMENT

High performance struts are sometimes 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

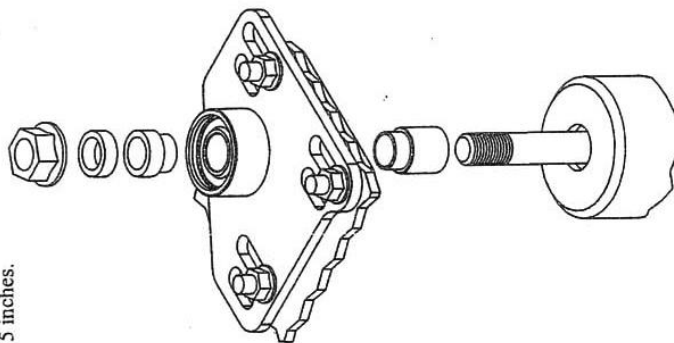
- Use this setup for:
- >Shorter-than-stock struts with stock ride height
 - >Also use for longer strut extension when drag racing. If using this setup, be sure the springs are strong enough to prevent the struts from bottoming when the front of the car comes back down after launch.



Side View
Strut lower and stud plate are not shown

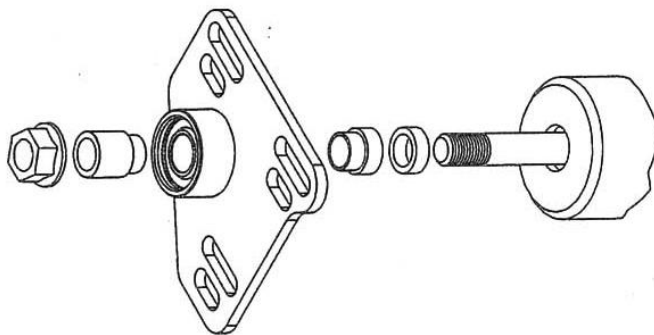
Stock Height

- 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.



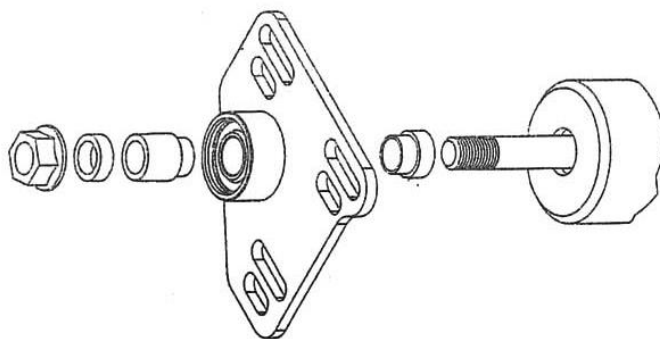
Up One Step

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



Up Two Steps

- Use this setup for:
- >Stock-length struts, lowered more than 1.5 inches
 - >Longer-than-stock struts - lowered



IMPORTANT!
TRIM OR REMOVE RUBBER FROM TOP OF DUST BOOT FOR CLEARANCE

CASTER/CAMBER PLATE