


## INSTALLATION INSTRUCTIONS - INS038


1979 - 1993 FORD MUSTANG V6, GT, LX, COBRA

# CASTER/CAMBER KIT

Recommended for AU lowered cars.

Part # 2525

 SPECIAL TOOLS REQUIRED: Impact wrench recommended but not required.

 INSTALL TIME: Approximately 3 hours.

 DIFFICULTY: Average.



 PLEASE NOTE! Realignment recommended after installation - see setting on page 3.

 MADE IN U.S.A. 

IMPORTANT: All appropriate safety equipment and gear must be used during the installation of this or any BBK Performance products or any time you work on a vehicle. BBK Performance accepts no responsibility for injuries or damage caused by or during the installation of this product.

UPDATED LAST: March 2019



## FOLLOW THESE INSTRUCTIONS CAREFULLY TO ENSURE CORRECT FITMENT AND OPERATION

### STEP 1

With the rear wheels securely blocked, raise the front of the vehicle and support chassis securely with jack stands. Using masking or duct tape place one piece on each axis of the strut tower/fender well. Use felt tip pen to mark the location of the strut on the strut tower/fender well. This will enable you to return the strut to the previously established alignment setting.

### STEP 2

Remove the front wheels, disconnect one sway bar end link and place floor jack under the front control arm. Lift arm up until the weight has been taken off the upper strut mount.

**CAUTION!** Do not lift the chassis off the jack stands

### STEP 3

Remove the nut at the top of the strut with an impact wrench or two open end wrenches. Lower the control arm down slowly, stopping the jack before binding or pinching the brake line. Then compress the strut and pull it towards you into the fender well.

**CAUTION!** If strut is not easily compressed, remove it from the spindle.

### STEP 4

Remove the stock plastic boot/bump stop (may require cutting). If strut was removed re-attach to spindle now.

### STEP 5

Remove stock upper strut mount from car. If the mount is held with a rivet it must be drilled out. After removing the L-bracket with bolts, place the aluminum plate on top of strut tower.

### STEP 6

Reaching into the fender well, insert the L-bracket upwards through the holes in the strut tower and then through the aluminum plate. The bolts must fit easily through the holes in the strut tower, some cars may require slight filing of the single hole to accomplish this. Attach the plates with the washers and nuts. Keep them loose enough that camber can be adjusted.

### STEP 7

Place the spacer (if applicable) bushing sleeve and lower urethane bushing over the strut shaft (see drawing on the back). Raise control arm while carefully guiding the strut through the steel strut mount attached to the aluminum plate. Install top urethane bushing, flat washer and stock nut and tighten to factory specifications.

### STEP 8

With aluminum plate hardware slightly loose slide strut to original alignment setting using pen markings as the guide. Then snug down and check hood clearance.

**CAUTION!** Do not close hood before checking clearance.

Place clay or other soft substance on top of strut and close hood slowly, checking clearance.

### STEP 9

Lower jack and repeat for the other side.

### STEP 10

Test drive car and check bolt and nut tightness.

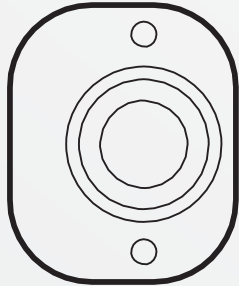
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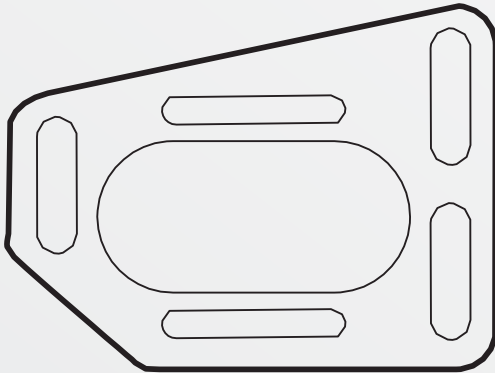
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ALUMINUM STRUT MOUNT

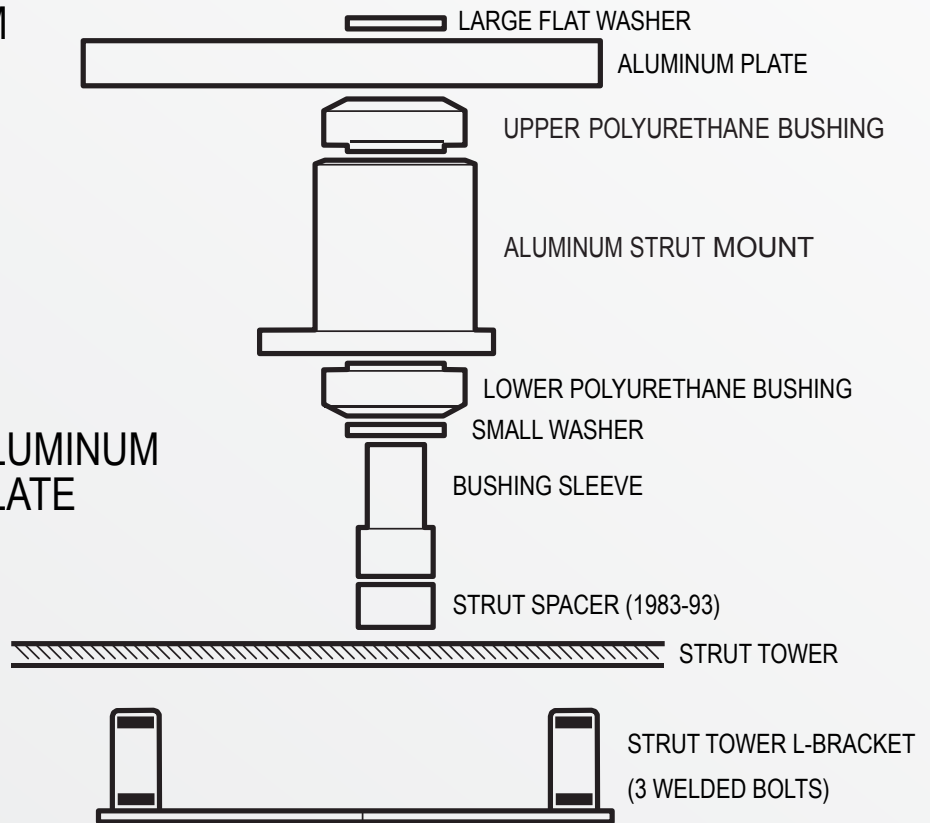


ALUMINUM PLATE

**1979-93 MUSTANG**

Recommended Performance Street Alignment Specifications

	PASSENGER-SIDE	DRIVERS-SIDE
CASTER	3-1/2° Pos	3° Pos
CAMBER	3/4° Neg	3/4° Neg
TOE IN	1/32 Toe In Per Side	



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