

## INSTALLATION INSTRUCTIONS - INS045

1994 - 2004 FORD MUSTANG V6, GT, COBRA, MACH 1 & BULLITT

# CASTER/CAMBER KIT

Recommended for AU lowered cars.

Part # 2527



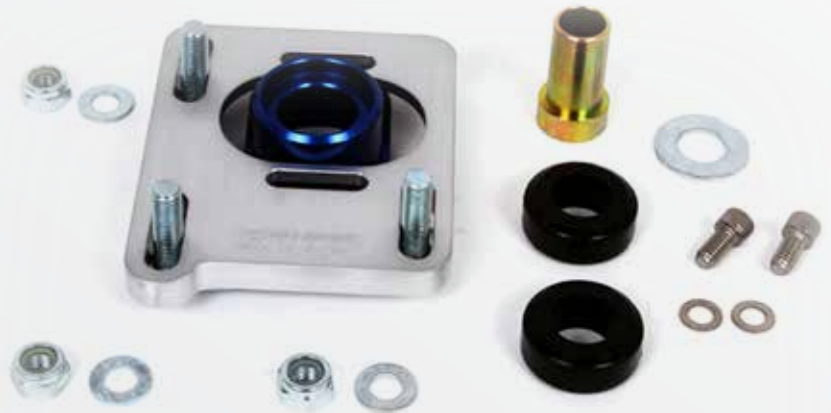
**SPECIAL TOOLS REQUIRED:** Lug Wrench/Wheel Lock, \*Impact Tools (optional), Torx (r) Sockets, Floor Jack, Metric and American Sockets, Jack Stands, Assorted Screw Drivers, Wheel Blocks, Bench or Hand Held Grinder (optional) and Chisel or File.



**INSTALL TIME:** Approximately 3 hours.



**DIFFICULTY:** Average.



**PLEASE NOTE:** Realignment is recommended after installation!



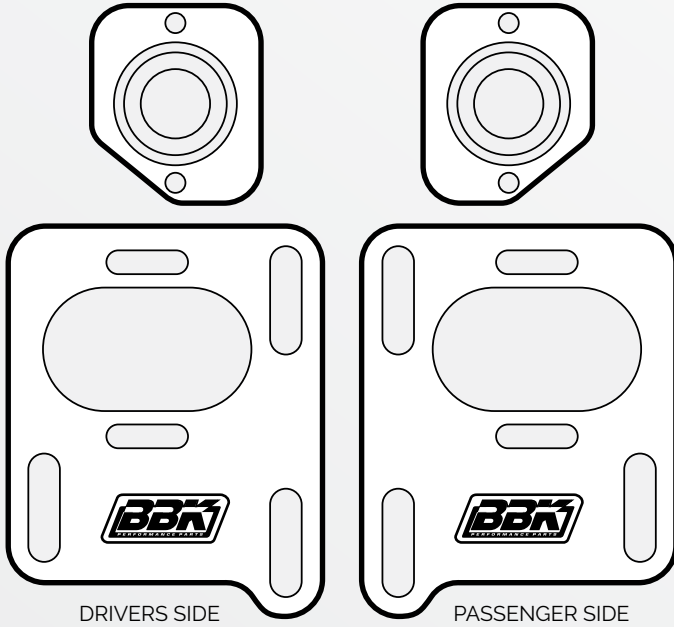
 **MADE IN U.S.A.** 

**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 approximately the same location.

### STEP 2

Remove the front wheels, disconnect one sway bar end link, remove brake caliper and disconnect ABS line from supports. 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 screw driver and open end wrenches. Lower the control arm down slowly, stopping the jack before the coil spring comes out. 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 stock dust boot and modify using a grinder or delete (See Photo). If strut was removed, re-attach to spindle now.

### STEP 5

Remove stock upper strut mount and stud plate from car. If the mount is held in place with a rivet it must be drilled out. Using a chisel and hammer or flat file, remove any debris from top strut tower spot welds. This will allow the polished aluminum plate to move freely.

### STEP 6

Install bushings and bushings sleeve into steel strut mount. Using 5/16" Allen head bolts, and two 5/16" washer per side, attach assembled strut mount to aluminum plate and attach with washers and nylock nuts. Keep all hardware loose enough for adjustment.

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### STEP 7

Make sure factory bump stop and modified dust boot are reinstalled if (applicable). Raise control arm while carefully guiding the strut through the strut mount and end link through sway bar hole. Install top urethane bushing, 5/8" flat washer and stock nut and tighten to factory specifications, reconnect sway bar.

### STEP 8

Slide strut to approximate original alignment setting using pen markings as a guide. Tighten all hardware securely and check hood clearance by placing clay on strut mount and closing hood slowly.

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

#### HARDWARE INCLUDED

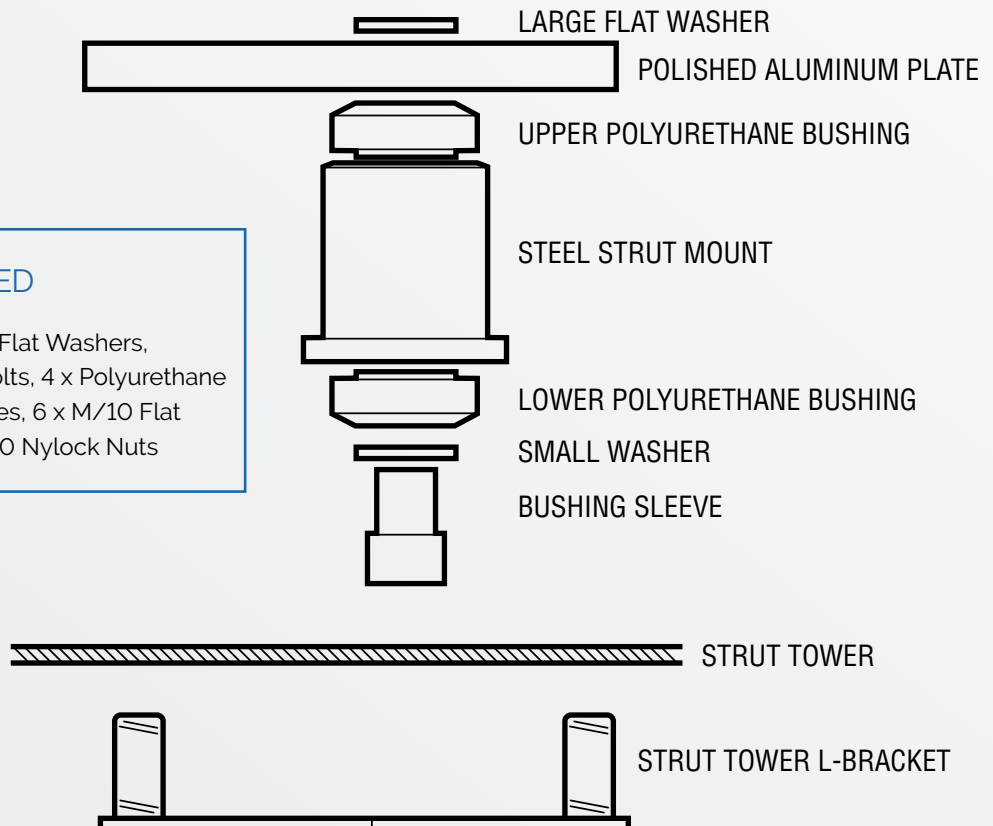
2 x Polished Aluminum Plates, 2 x 5/8 Flat Washers,  
2 x Steel Strut Mounts, 2 x 5/16 Allen Head Bolts, 4 x Polyurethane  
Bushings, 4 x 5/16 Washers, 2 x Stud Plates, 6 x M/10 Flat  
Washers, 2 x Bushings Sleeves, 6 x M/10 Nylock Nuts

### STEP 9

Lower the jack and repeat for the other side. When complete double check that anything that was previously disassembled is tight. Reinstall wheels and torque to factory specs.

### STEP 10

Test drive car and check all hardware for tightness.



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