

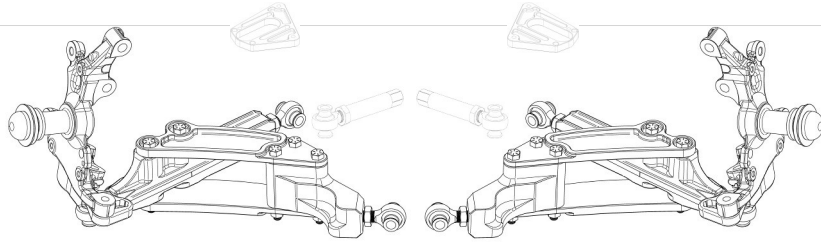
# FUN-HAVER

## 2015-2023 Ford Mustang Steering Angle Kit

Part number F.11081.0001.617.A

### Components Included

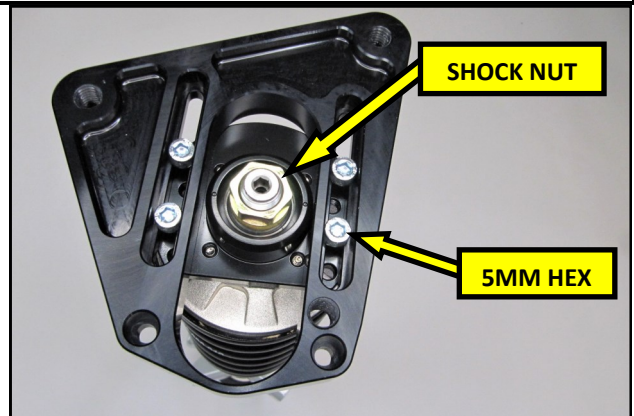
Control Arm Assembly	2
Bottom Bracket	2
Sway Bar Link	2
Tie Rod Extension	2
Camber Plate, Spring and Top Hat (optional)	2
Hardware Pack	1
Instructions	1



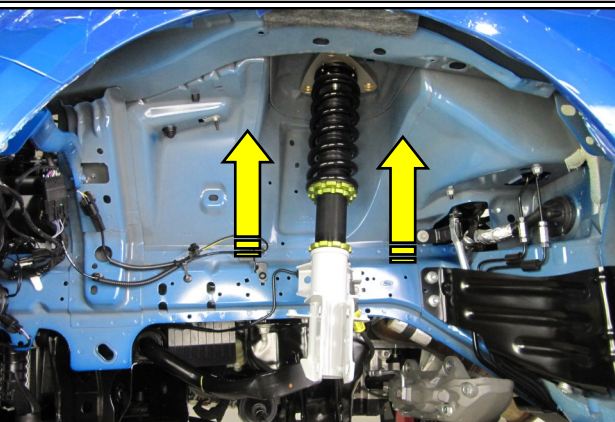
The RTR/Fun-Haver Steering Angle kit is a complete set of components designed to increase steering angle up to 65 deg. However, additional components may be needed to fully complete the install depending on a number of variables including but not limited to: Wheel offset, Tire size, Camber angle. Successful installation of this kit may require extended brake hoses, additional steering rack stops, and fender modifications. The RTR/Fun-Haver Steering Angle Kit is a competition product and is not intended to be used on public roads.



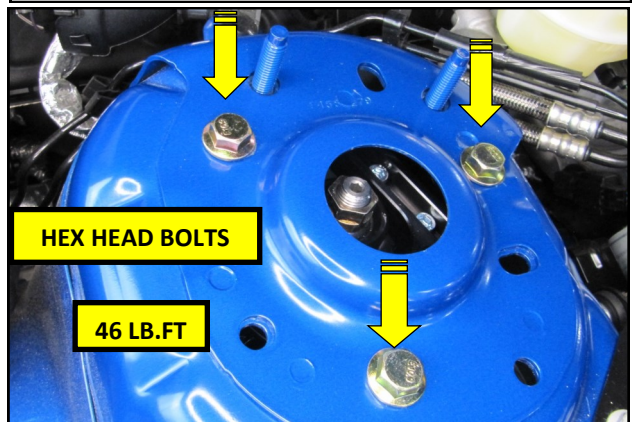
**1.** Safely support the vehicle on a hoist or jack stands and remove the wheels and tires. Remove the fender liners, brake, suspension and steering components from both sides of the vehicle. **Note:** The caliper can be set on the K member if this installation does not include brake hoses.



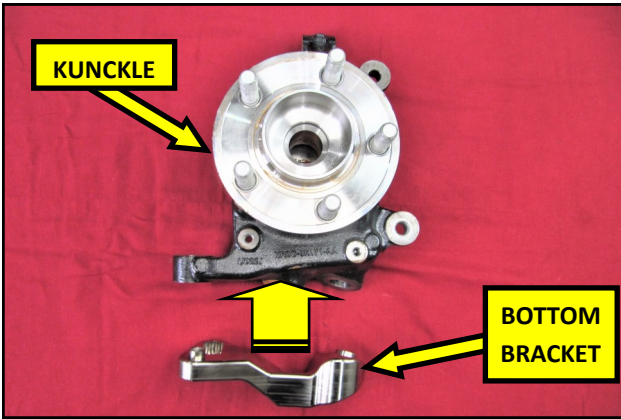
**2.** If installing RTR Adjustable Coilovers, replace the Large diameter spring with the Small Diameter Spring supplied with the RTR/Fun Haver adjustable Camber plate and adjust the shock to set 5 to 10mm of pre load. Install the Plate onto the Top Mount using the Socket Head Screws. Use the Shock Nut supplied with the Camber Kit to complete the assembly.



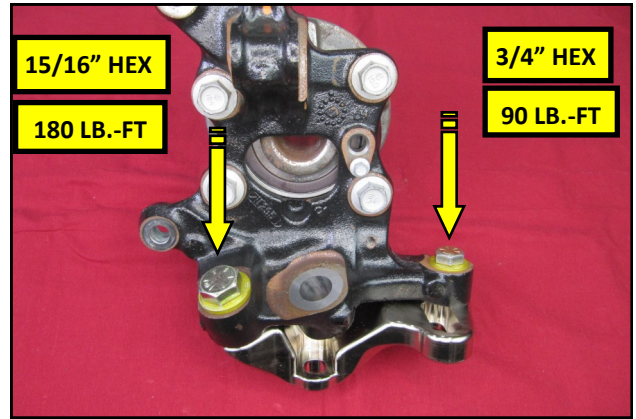
**3.** Install the Coilover into the vehicle and secure it using the OEM hardware.



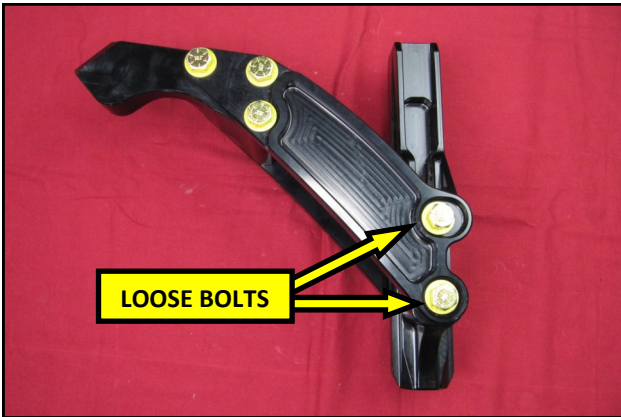
**4.** If installing the RTR Camber Plate, use the supplied M10 x1.5 x 25 Hex Head Flange Bolts to secure the Coilover to the strut tower. Torque the Bolts to 46 Lb. Ft. In some cases, it may be necessary to modify the strut tower to take full advantage of the camber available.



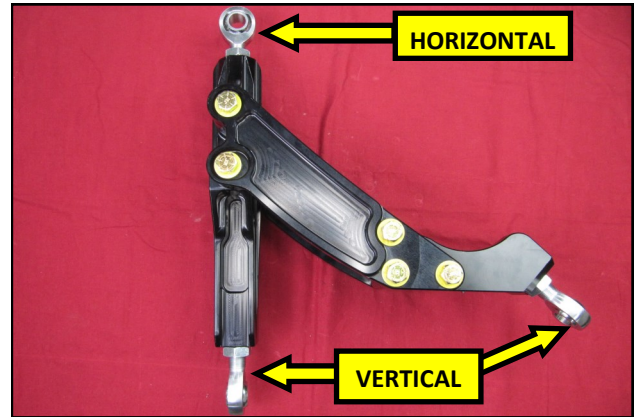
5. Mate the RTR Bottom Bracket to the OEM knuckle as shown. **NOTE:** The Bottom Bracket is also compatible with the S-550 Mustang spindle.



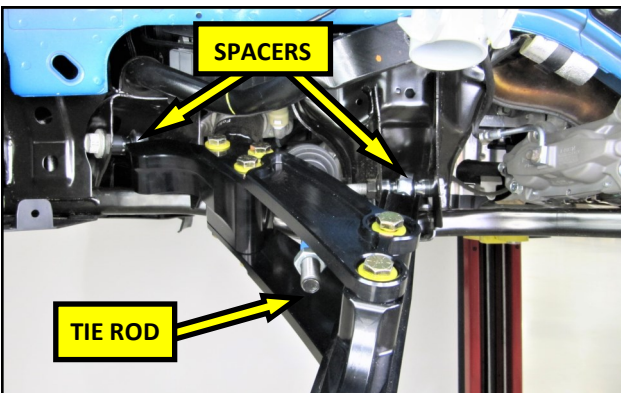
6. Secure the Bottom Bracket to the knuckle, or spindle using the supplied 5/8-18 x 2 1/2" and 1/2-20 x 2" Hex Head Bolts and the corresponding Washers.



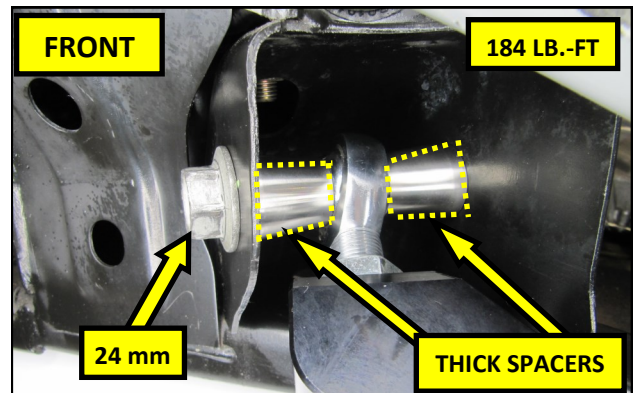
7. Place the control arm assembly onto a padded work surface to prevent scratching. **Note:** the two Bolts connecting the Arms together are intentionally loose to allow for Caster adjustment at the time of alignment.



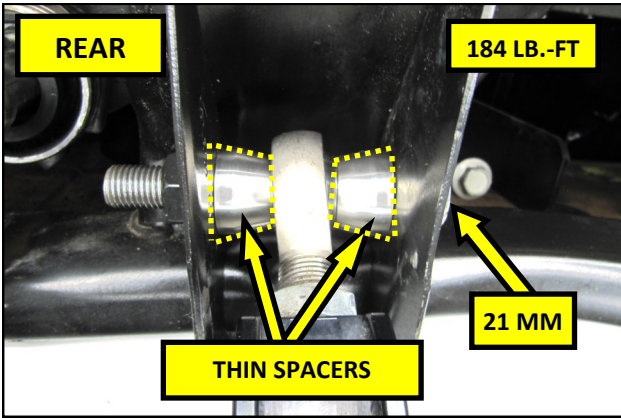
8. Install three sets of the 3/4" RHT Rod Ends with Jam Nuts into the Control Arm assembly as shown, with approximately 1/2" of exposed threads on each.



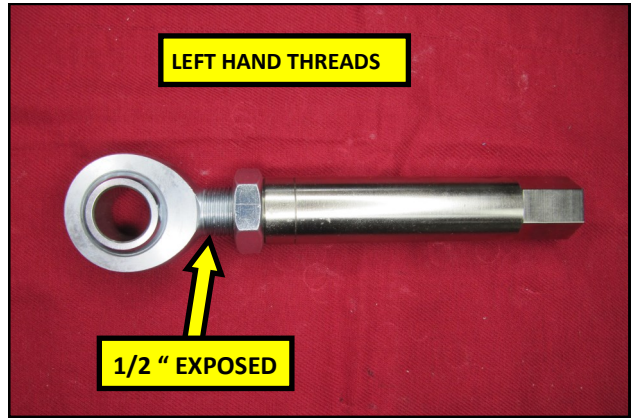
9. Place the Control Arm assembly into the subframe as shown, with the appropriate Misalignment Spacers in the Rod Ends. Use the OEM hardware to secure the assembly to the vehicle. **NOTE:** The tie rod now resides inside of the Arm.



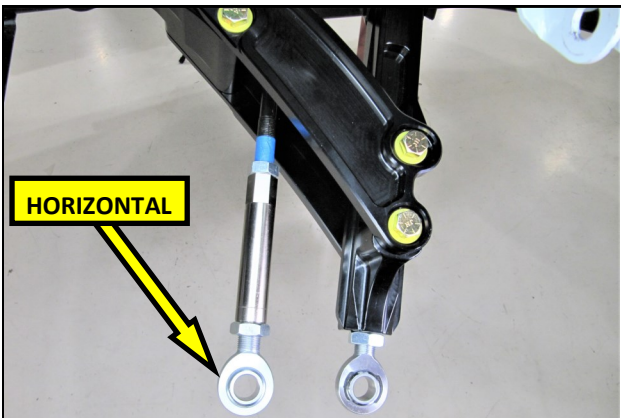
10. Use one set of the Thick Spacers in the Front subframe window. Secure the Arm using the OEM bolt. Torque the bolt to 184 Lb. Ft.



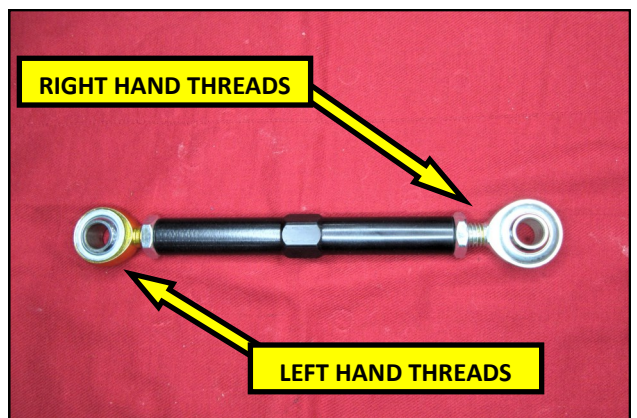
**11.** Use one set of the Thin Spacers in the Rear sub-frame window. Secure the Arm using the OEM bolt. Torque the bolt to 184 Lb. Ft.



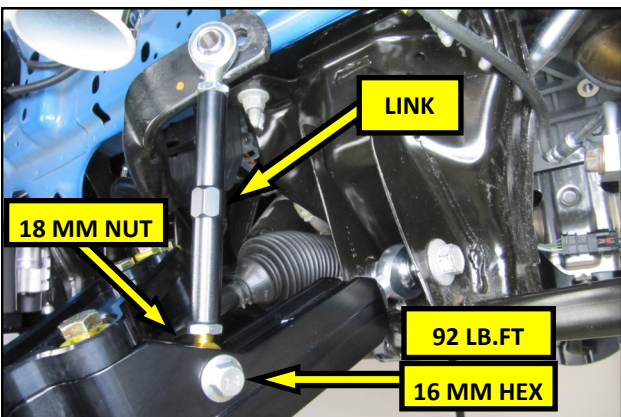
**12.** Create the Tie Rod Extension assembly as shown, using the Left hand threaded 3/4" Rod End and Jam Nut. Leave approximately 1/2" of exposed threads on the Rod End Shank.



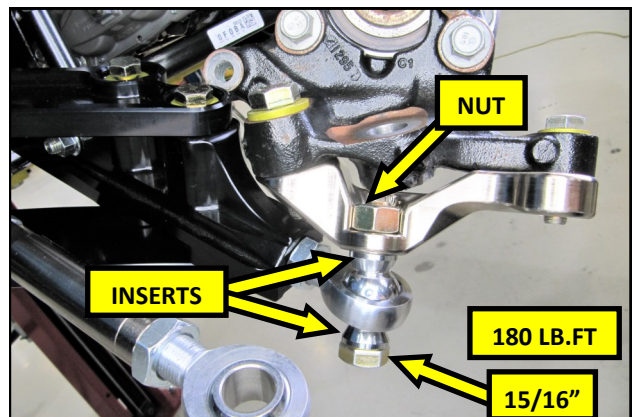
**13.** Thread the Tie Rod Extension onto the inner tie rod as shown.



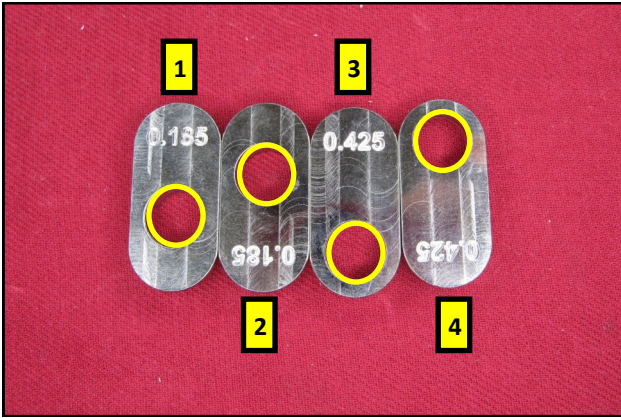
**14.** Assemble the Sway Bar Links using the RTR Link, 12 mm Rod Ends, and Jam Nuts.



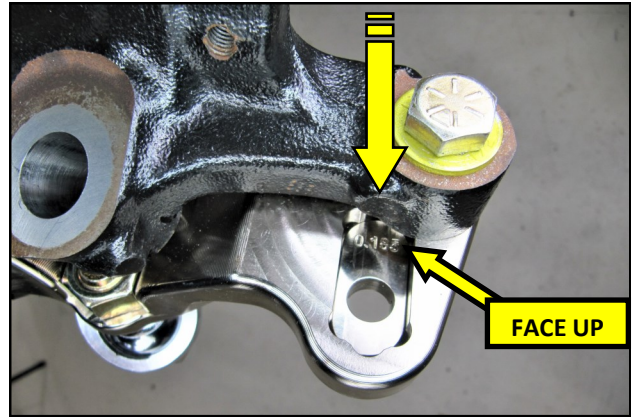
**15.** Install the RTR sway bar link into the RTR lower control arm pocket using the supplied M12 x 1.25 x 60 Flange Bolts and M12 Nuts. Torque the bolt to 92 Lb. Ft.



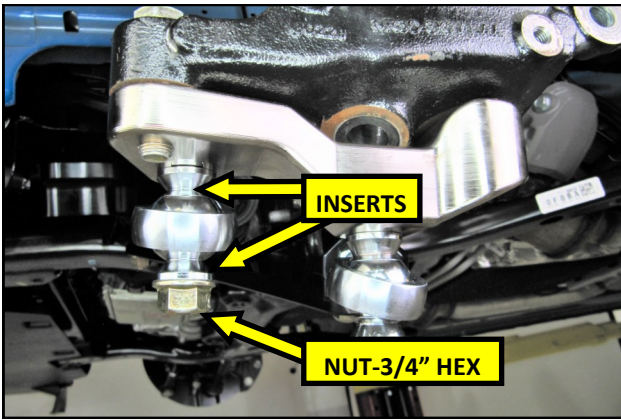
**16.** Install the knuckle and Bottom Bracket assembly onto the Control arm as shown, using one set of Misalignment Inserts, one 5/8-18 x 3" Hex Head Bolt and one 5/8" Hex Nut.



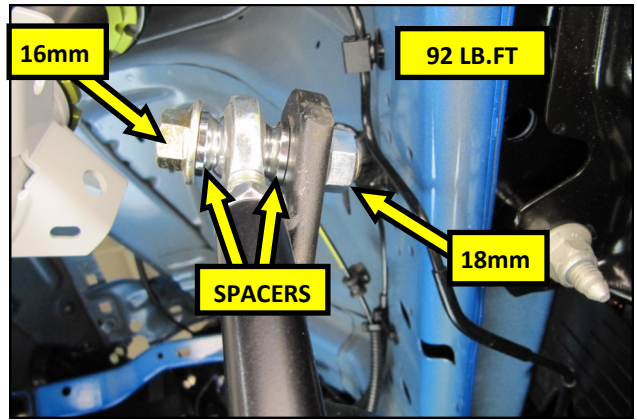
17. The RTR/Fun-Haver angle kit includes two sets of Akerman Slugs which allows for four possible settings.



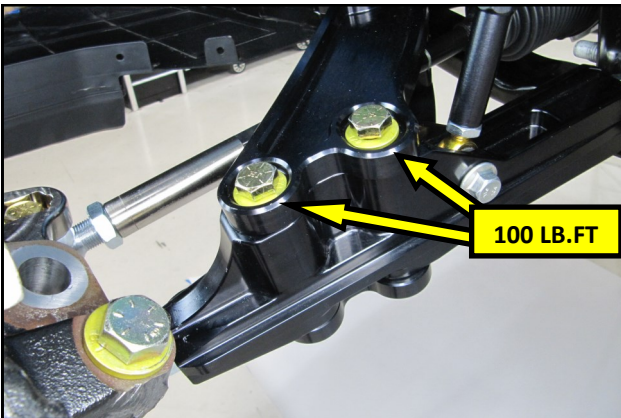
18. Place the Akerman Slug into the Bottom Bracket as shown, with the Offset imprint facing up.



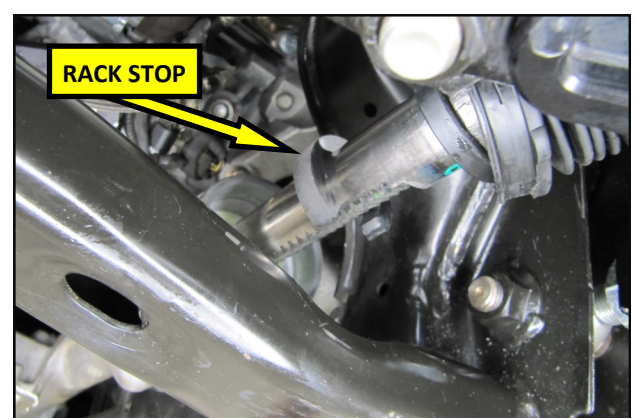
19. Install the outer Tie Rod onto the Bottom Bracket as shown, using one set of Misalignment Inserts, one 1/2-20 x 2-3/4" Hex Head Bolt and one 1/2" Hex Nut. Insert the Bolt into the Akerman slug from the top and torque the nut to 90 Lb. Ft.



20. Connect the upper end of the Sway Bar Link to the Sway bar using the M12 x 50mm, 2 Rod end Spacers and one M12 Nut. Torque the bolt to 92 Lb. Ft. Repeat steps 2-20 on the opposite side of the vehicle.



21. Align the vehicle and adjust the Sway Bar Links. Tighten the Jam Nuts on all of the Rod Ends. Torque the 3/4" Jam Nuts to 111 Lb. Ft and the M12 Jam Nuts to 46 Lb. Ft. During the caster sweep, observe the brake hoses and determine if the OEM hoses are long enough or need to be replaced. Check for any potential rub sites and determine if a steering rack stop is required. **Torque the two loose Bolts in the control arms to 100 Lb. Ft.**



22. If additional wheel and tire clearance is needed inside the fender well. The supplied 10 mm rack stops can be added, one per side, or in pairs, to prevent interference. Once proper spacing has been achieved, use the supplied Boot Clamps to resecure the boots to the rack.