



Technical Support Line: (952) 985-5675 Email: info@QA1.net

21730 Hanover Ave.  
Lakeville, MN 55044  
www.QA1.net

### **INSTALLATION INSTRUCTIONS**

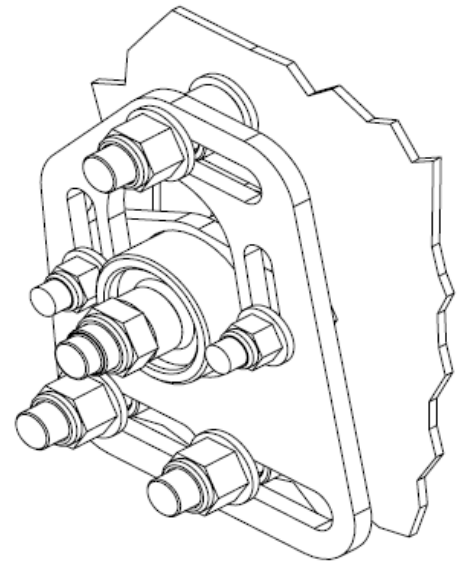
*QA1 P/N CC100MU '79-'89 Mustang Camber Caster Plates*

*QA1 P/N CC102MU '90-'93 Mustang Camber Caster Plates*

**NOTE:** Before dismantling anything on your car, lay a straight edge across the top of the fenders and measure down to the top of the strut shaft. Try to match that dimension when you install the strut with the spacers.

### **INSTALLATION INSTRUCTIONS**

1. Jack up the front of the vehicle and place jack stands securely under the frame of the vehicle.
2. Remove the front wheels.
3. Place a floor jack under the control arm and jack up until slightly loaded.
4. Remove the strut shaft top mounting nut.
5. Remove the three nuts that hold the factory upper strut mounting plate in place and remove it from the car.
6. Carefully lower the jack to bring the strut shaft down through the strut tower center hole, but do not completely unload the jack. The spring may become dislodged and fly out, causing injury and/ or damage to the vehicle.
7. Remove all washers, collars, bushings, etc, from the strut shaft.
8. Collapse the strut shaft down into the strut body far enough to remove the factory bottom plate, and dust boot.
9. Remove the factory dust boot and discard. Leave the factory bumpstop on the strut shaft.
10. Install the three post bottom plate beneath the strut tower with the bolts protruding upwards through the factory mounting slots and hole. Make sure the bottom plate bolts move freely in the adjusting slots of the strut tower. If not, file the slots until they do.
11. Install a 14mm washer over each bolt of the bottom plate. **(See diagram on last page)** These washers will rest directly on top of the car's strut tower.
12. Install a 14mm ID spacer over each bolt of the bottom plate. **(See diagram on last page)**

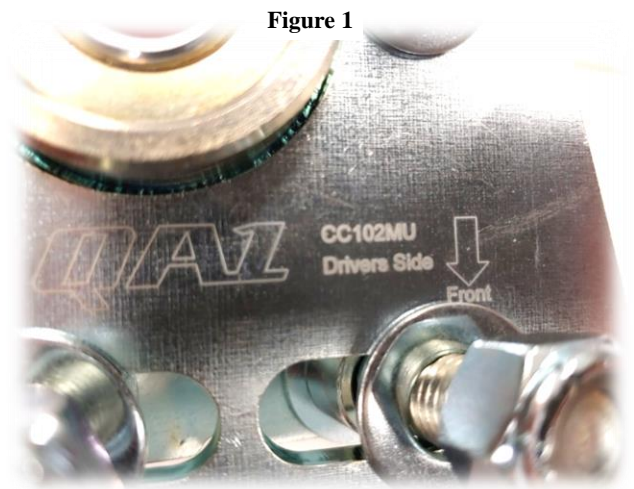


13. Identify the driver's side and passenger's side top plates. The top plates are marked driver/passenger. **(Figure 1)** Verify that the bearing housing assembly is positioned with the bearing offset to the rear of the car.

14. Install the appropriate top plate with the bearing housing assembly mounted to its underside. The large center slot will be biased towards the rear of the car (for increased positive caster adjustment).

15. Install the washers and locking nuts on the bolts to secure the top plate to the studs of the lower plate.

16. The strut shaft is installed through the spherical bearing using a combination of the three 16mm ID spacers. You will need to have at least one spacer on the top and bottom of the bearing to prevent binding.



**NOTE:**

You may not need all of the spacers included with this kit.

Using QA1 struts or QA1 coil-over kit will result in the following spacers being used:



## USING COIL-OVERS

A. Install the non-beveled .37" spacer onto the strut rod, followed by the beveled .43" tall spacer. The .43" beveled spacer is the shorter of the two beveled spacers included. The taller .57" beveled spacer is not used.

B. Install the strut up through the caster/camber plate.

C. Install the tapered .250" spacer on top of the caster camber plate, small end down on the bearing face.

D. Install the strut nut. Torque to 40 lb.-ft.



# USING A FACTORY STYLE SPRING



- A. Install the non-beveled spacer onto the strut rod, followed by the two beveled spacers.
- B. Install the strut up through the caster/camber plate.
- C. Install tapered .250" spacer on top of the caster camber plate, small end down on the bearing face.
- D. Install strut nut. Torque to 40 lb.-ft.

Various strut manufacturers each have unique strut rod lengths and will need different combinations of the included spacers. Determine the proper combination of spacers to put above and below the bearing for your struts. You will need to have spacers both above and below the bearing. Position the strut shaft just low enough that it will not hit the underside of the hood.

17. Reinstall the strut shaft top mounting nuts. Torque to manufacturers recommendation.
18. Temporarily tighten the caster/camber plate adjusting nuts: the two lock nuts for caster and the three for camber.
19. Reinstall wheels and carefully lower the vehicle to the ground.
20. Remember to torque the lug nuts to Ford's specs.

## **A PROFESSIONAL ALIGNMENT IS RECOMMENDED BEFORE DRIVING THE VEHICLE**

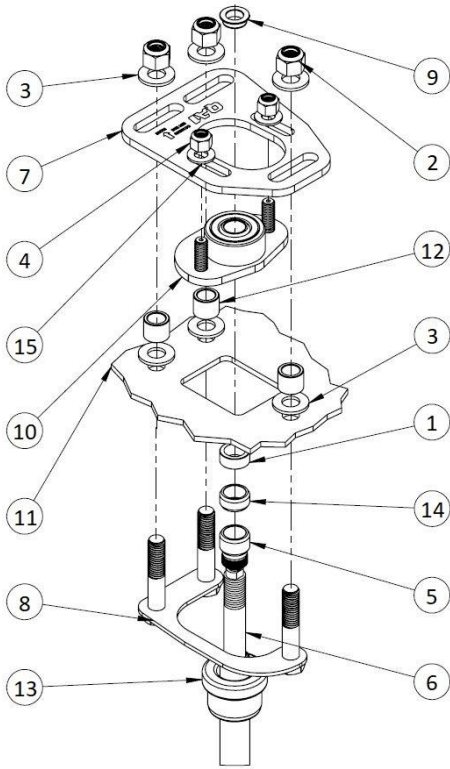
When the alignment is complete, torque the caster/camber plate adjusting nuts:

Two caster nuts 40 ft.-lbs.  
Three camber nuts 65 ft.-lbs.

*Note:* Because camber and caster can be adjusted independently, you can adjust one, lock it down, and then adjust the other. Always double-check all camber and caster measurements after any adjustment of even one parameter. The camber adjustment slots when used in conjunction with the factory camber adjustment slots, allow the widest range of camber adjustment possible.

If you are adjusting towards the extreme limits of camber and/ or caster, be sure to double check the clearance between the strut shaft and the edge of the large center hole of the strut tower. Check not only with the wheels pointed straight ahead, but also while turning the steering wheel lock to lock. In some instances, Ford's production tolerances on the positioning of that center hole can cause interference when camber or caster is adjusted towards the limit of travel.

*Remember that any time you make any change in camber, caster, or ride height, you must readjust the toe setting.*



BALLOON	PART NUMBER	DESCRIPTION	QTY/SIDE
1	9033-208	SLEEVE, .63" I.D. x .875" x .370"	1
2	9014-279	NUT, NYLOCK 1/2"-13	3
3	9005-228	WASHER, FLAT 1/2"	6
4	9014-253	NUT, NYLOCK 3/8"-16	2
5	9033-221	SLEEVE, .65" I.D. x .875" O.D. x .57"	1
6	STRUT SHAFT	STRUT SHAFT	STRUT SHAFT
7	9039-161	PLATE, TOP	1
8	9039-156	WELDEMENT, BOTTOM PLATE	1
9	SG104	SPACER, ROD END SS	1
10	9039-155	BEARING HOUSING WELDMENT	1
11	OEM STRUT TOWER	STRUT TOWER	
12	9033-321	SPACER, .532" I.D. x .63" LONG	3
13	FACTORY BUMP STOP	FACTORY BUMP STOP	1
14	9033-217	SLEEVE, .65" I.D. x .875" OD x .43"	1
15	9005-256	WASHER, FLAT 3/8" SAE	2

## NON-COIL-OVER INSTALL FOR REFERENCE ONLY

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