



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

### **INSTALLATION INSTRUCTIONS**

*QA1 P/N CC105MU Camber Caster Plates*  
2005-2014 Mustang 5.0/4.6

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

#### **• DISCLAIMER / WARRANTY •**

QA1 WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR ONE YEAR FROM DATE OF SALE TO THE ORIGINAL PURCHASER. QA1 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED. QA1 SHALL HAVE NO OBLIGATION UNDER THE FOREGOING WARRANTY WHERE THE DEFECT IS THE RESULT OF IMPROPER OR ABNORMAL USE, YOUR NEGLIGENCE, VEHICLE ACCIDENT, IMPROPER OR INCORRECT INSTALLATION OR MAINTENANCE, NOR WHEN THE PRODUCT HAS BEEN REPAIRED OR ALTERED IN ANY WAY. QA1'S LIABILITY IN THE CASE OF DEFECTIVE PRODUCTS SUBJECT TO THE FOREGOING WARRANTY SHALL BE LIMITED TO THE REPAIR OR REPLACEMENT, AT QA1'S OPTION, OF THE DEFECTIVE PRODUCTS.

THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

**Note:** CC105MU is designed to be used with QA1 p/n Hx604S or Hx605S coil-over struts **only**.

### **Removal**

1. Raise the front of the vehicle and place jack stands securely on the frame of the car.
2. Remove 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 four 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 un load 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 strut.
9. Remove the factory bump stop from the strut shaft and transfer it to the QA1 struts.
10. Remove the factory top and bottom plate.

## Installation

1. The orientation of the bearing housing assembly is marked "OUT". The word "OUT" should face upwards and towards the fender.
2. Install both QA1 plates beneath the strut tower with the bolts protruding upwards through the factory mounting holes. See **Figure 1**.
3. Install the nuts on the camber plate bolts to hold the camber plates in the strut towers.
4. The strut shaft is installed through the spherical bearing with one of the 16 mm ID spacers above the camber plate and one below. See **Figure 2**.
5. Install the new strut shaft nut and torque to 55-92 lb. ft.
6. Temporarily tighten all the camber plate adjusting nuts.
7. Reinstall wheels and carefully lower the vehicle to the ground.
8. Remember to torque the lug nuts to Ford's specifications.
9. When the alignment is complete, torque the camber plate adjusting nuts to 26 lb. ft.

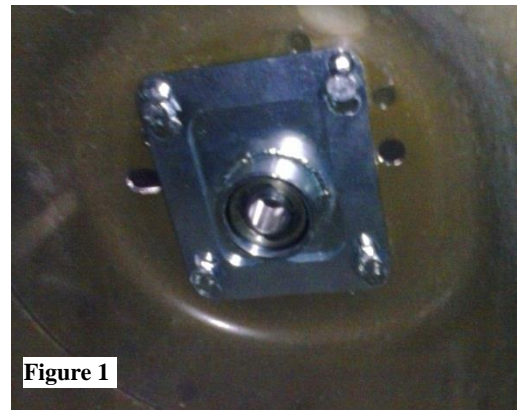


Figure 1

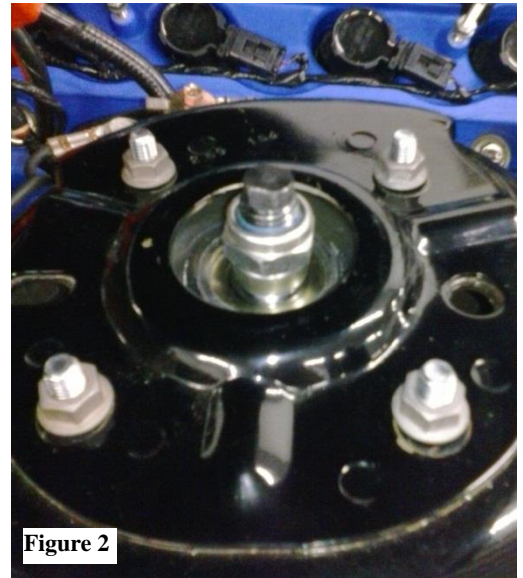


Figure 2

**Caution:** QA1 does not recommend driving the vehicle until it has been properly aligned due to major changes in suspension geometry that will affect the handling characteristics of the vehicle. A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.

**Note:** 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 RE-ADJUST THE TOE SETTING.**

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- Quick Tips
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- Other technical information

Or call to speak with one of our experts: 1.800.721.7761

\*Our technical support and order lines are open Monday - Friday, 8 am to 5 pm CST.



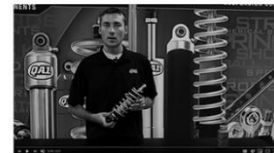
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