



A BBK Company

## Caster/Camber Kit Part #2525

### I N S T A L L A T I O N I N S T R U C T I O N S

**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 polished 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 polished 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 polished aluminum plate. Install top urethane bushing, flat washer and stock nut and tighten to factory specifications.

**Step 8** With polished 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 !**

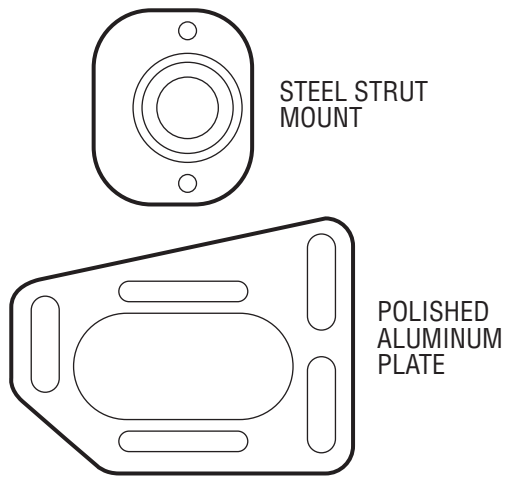
**Do not close hood before checking clearance**

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.

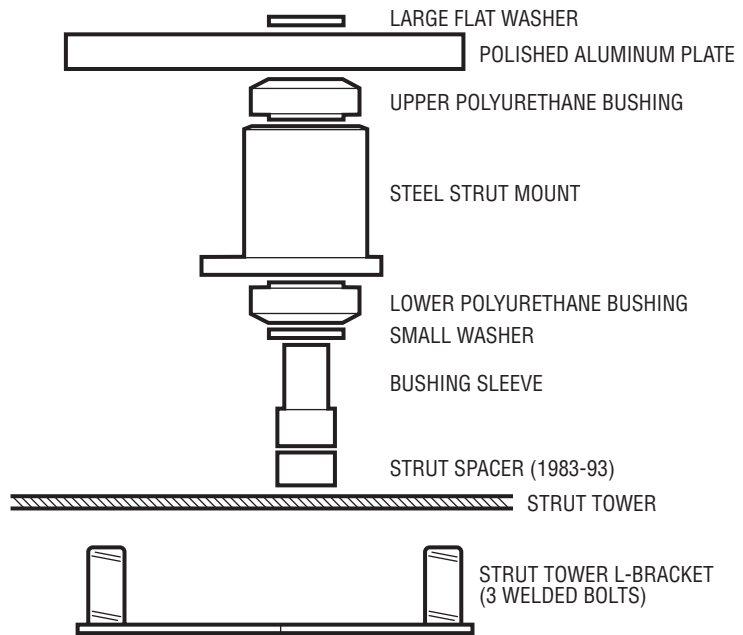
**Step 10** Test drive car and check bolt and nut tightness.





STEEL STRUT MOUNT

POLISHED ALUMINUM PLATE



LARGE FLAT WASHER

POLISHED ALUMINUM PLATE

UPPER POLYURETHANE BUSHING

STEEL STRUT MOUNT

LOWER POLYURETHANE BUSHING

SMALL WASHER

BUSHING SLEEVE

STRUT SPACER (1983-93)

STRUT TOWER

STRUT TOWER L-BRACKET  
(3 WELDED BOLTS)

**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	