



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.

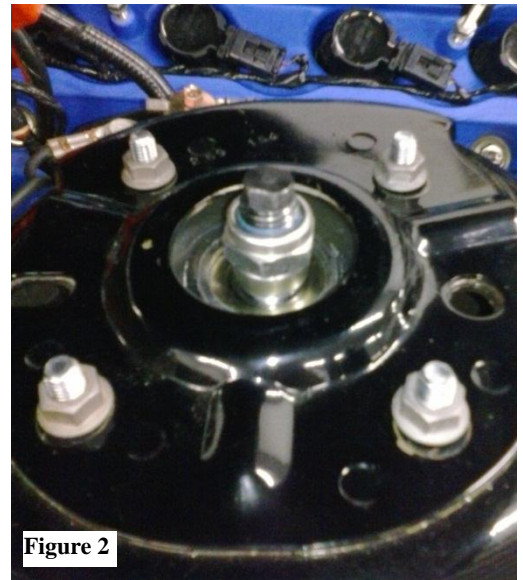
Note: CC105MU is designed to be used with QA1 p/n Hx604S or Hx605S coil-over struts **only**.

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. Have your car professionally aligned.
10. When the alignment is complete, torque the camber plate adjusting nuts to 26 lb. ft.



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.