

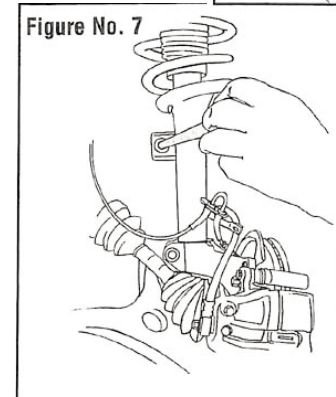
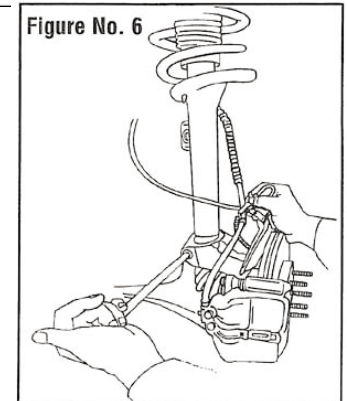
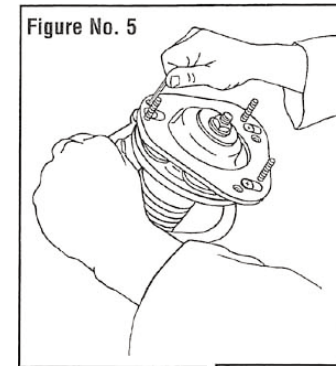
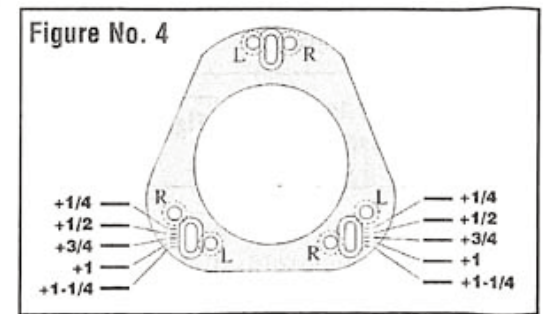
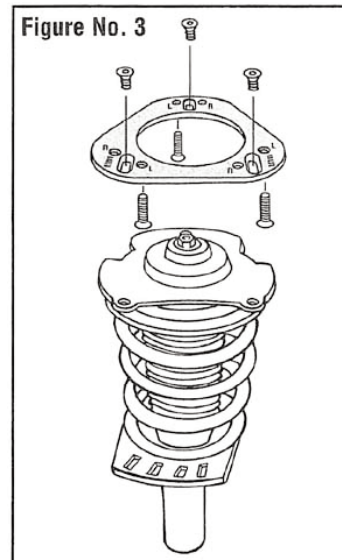
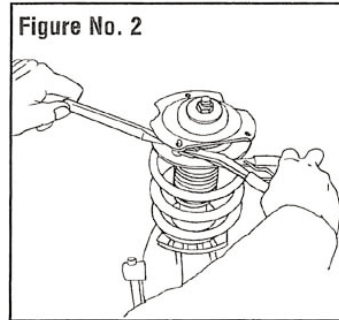
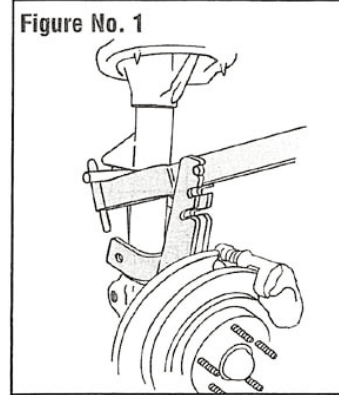
PART NO. 89635

Instruction Sheet TAURUS/SABLE FRONT KIT

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle

Note: Because this product affects ride height, it is necessary to install plates on both sides of the vehicle.

1. Do pre-alignment checks. Inspect the car for damaged, bent or worn parts and repair as necessary. Install alignment equipment and determine amount of camber/caster changes required. Raise front of vehicle so suspension hangs freely. Support safely.
2. Remove pinch bolt holding strut into knuckle. Remove bracket holding ABS wire to strut. Remove upper end of sway bar link from strut, being careful to keep threaded shaft from spinning. Use of an 9mm socket and 19mm box wrench is recommended. Remove the brake hose brackets from the strut and the frame rail. Remove the tie rod end from the steering arm. Using a special strut removal tool or other means, push the knuckle downward off the bottom of the strut (see figure No. 1).
3. Remove three nuts holding upper end of strut assembly to inner fender. Remove strut from vehicle and install in vise using suitable holder.
4. Using tie rod removal tool or other suitable tool, press mounting studs out of top strut plate. It will necessary to pry the plate up to remove the studs (see figure No. 2).
5. Set the camber plate on top of the factory strut plat with the letter UP and the elongated holes matching the holes in the top strut plate. From the underside of the camber plate, install the LONG allen head bolts through the three holes marked Left or Right, depending on which side of the vehicle you are working on (see figure No. 3).
6. The elongated holes have five possible camber positions, ranging from 1/4 to 1-1/4 degrees positive camber. As shown in figure No. 4, install three SHORT allen bolts through the camber plate in the position needed for the desired camber change. Set the camber plate down on top of the strut plate with the short bolts through the strut plate. Install nuts on bottom of short bolts and tighten to 20 ft-lb (see figure No. 5).
7. Take strut from vise to vehicle, install into fender, using nuts and washers provided tighten to 20 ft-lb. Rotate strut about 30 degrees toward the "toe-out" direction. Now "roll" the knuckle onto the base of the strut. Insert a round prybar in the pinch bolt hole in the knuckle, align the knuckle so it will slide up onto the bottom of the strut (see figure No. 6). Check the alignment of the tab on the strut to the split in the knuckle. If necessary, insert the round prybar into the sway bar hole on the strut and rotate the strut to align the tab (see figure No.7). Use a small bottle jack or screw-type stand to push the knuckle onto the strut far enough to install the pinchbolt. Apply Loctite to the threads and tighten the nut to 85 lb-ft (115Nm). Reinstall all parts removed in step No. 2.
8. Repeat procedures on other side of vehicle.
9. Recheck camber and caster to verify changes. Finish alignment and road test vehicle.



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