PART NOS. 89635 & 89685

Instruction Sheet
FORD/MERCURY CAMBER 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 damage and / or loss of vehicle control.

Plan Ahead - Read All Instructions BEFORE installing part.

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Prior to disassembly determine amount of camber change needed.
2. Raise vehicle and support by frame.
3. Remove front tire and wheel assembly.
4. Remove strut assembly per manufacturer's procedure and discard mounting nuts from strut top plate.
5. Strut does not need to be disassembled after removal. Press mounting studs out of strut top plate and retrieve remnants from spring perch cup using needle nose pliers or a magnet. DO NOT ALLOW FOREIGN OBJECTS TO REMAIN BETWEEN STRUT TOP PLATE AND SPRING PERCH CUP.

Tech Tip: A small ball joint separator press or air hammer should work, but stubborn press fit studs may require cutting the stud near flush to the strut top plate and then drilling out the center of the stud to aid removal.

6. Install SPC camber plates onto strut assembly with lettered side facing up (***Figure 1***).
   a. Install longer flat head socket screws facing up through countersunk holes labeled "L" or "R" for each side of the vehicle respectively.
   b. Install shorter flat head socket screws facing down through camber plate slots and through strut top plate holes. Loosely fasten low profile flex top lock nuts onto the shorter screws between strut top plate and spring perch cup.
   c. Align all three heads of flat head socket screws into detent in camber plate slots corresponding to camber change needed in step 1, according to ***Figure 2***. Torque to 30 lb-ft (40 Nm).

Tech Tip: Torqueing the flex top lock nuts onto the short screws should clamp the heads of the longer screws just tight enough to keep them from spinning during assembly into vehicle.

7. Install strut assembly to vehicle in reverse order of disassembly following manufacturer's procedure. From engine bay, install large washers and external-tooth lock nuts onto longer flat head socket screws and torque to 30 lb-ft (40 Nm). Torque OE components to manufacturer's specification.
8. Repeat process on other side of vehicle.

   NOTE: Because this kit will affect ride height by the thickness of the camber plates, it is important to install on both sides of vehicle for symmetry and handling characteristics.

9. Reinstall tire and wheel assembly and lower vehicle.
10. Complete alignment and road test vehicle.

Always check for proper clearance between suspension components and other components of vehicle.

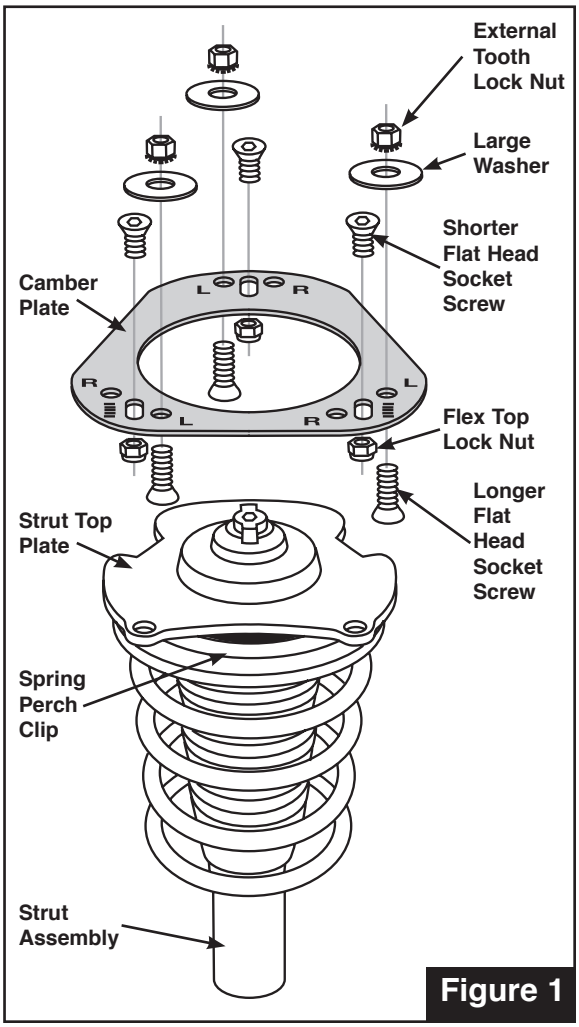

Figure 1

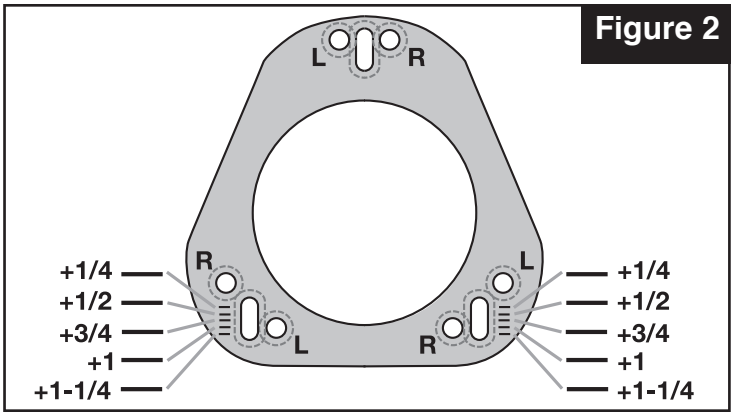

Figure 2

Specialty Products Company®

4045 Specialty Pl. • Longmont, CO 80504 • (303) 772-2103 • Fax: (303) 772-1918 • www.specprod.com • www.spcperformance.com • Email: info@specprod.com

Toll Free Technical Hot Line: 1-800-525-6505

Form No. 89635INS • Rev. 9/17 • ECN #2391