

**Mustang Rear Camber and Toe Arm 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.*

**Check out how to install this part at:**  
<http://youtube.com/SPCAalignment>



**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. With vehicle sitting on all 4 wheels, loosen nut on OE upper control arm inboard mounting bolt at subframe and allow weight of vehicle to settle upper control arm to inboard limit of subframe slot for full negative camber. Lightly re-tighten nut to hold arm in place.
2. Install alignment equipment and take alignment readings with upper control arm at full negative camber.
3. Use **Figure 1** to choose which letter-number combination will give camber change needed per side to adjust vehicle to desired spec.

**EXAMPLE:** With OE upper control arm at max negative camber limit of subframe slot, equipment reads  $-2.5^{\circ}$  camber. If desired spec is  $-1.0^{\circ}$ , choose combination D4 to affect the  $+1.5^{\circ}$  change needed. Some fine tuning range is available in addition to these explicit settings, so choose a letter-number combination bar that offers a suitable range for directional fine tuning later.

4. Raise vehicle and support by lower control arm as far outboard as possible so suspension simulates normal ride height. Remove rear tire and wheel assembly.



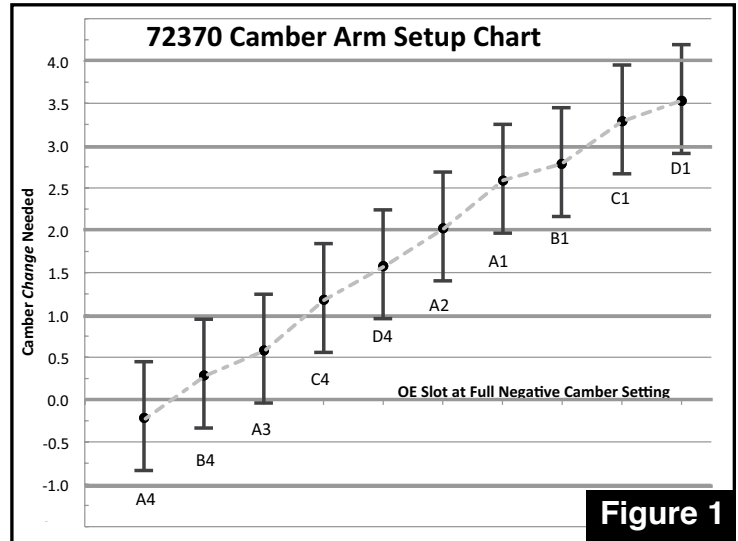
**Tech Tip:** Reinstall 2 lug nuts to secure brake rotor, then zero magnetic camber gauge SPC #81139 or similar to easily confirm changes made to camber settings later.

5. Remove OE upper control arm. Take care to support knuckle to avoid straining wiring and brake lines.
6. Install plastic eccentric insert to inboard bushing hex in selected position A-D as determined in step 3, according to **Figure 2**.
7. Install control arm to vehicle subframe clevis and install shorter bolt from rear of arm.
8. Select locking plate number 1-4 or 2-3 as determined in step 3. Only one locking plate will be used per arm. Install plate over bolt end in orientation per **Figure 2**, and seat upset into subframe clevis slot to lock bolt from sliding in slot. Lightly tighten nut so locking plate remains seated in slot, but control arm can still rotate.

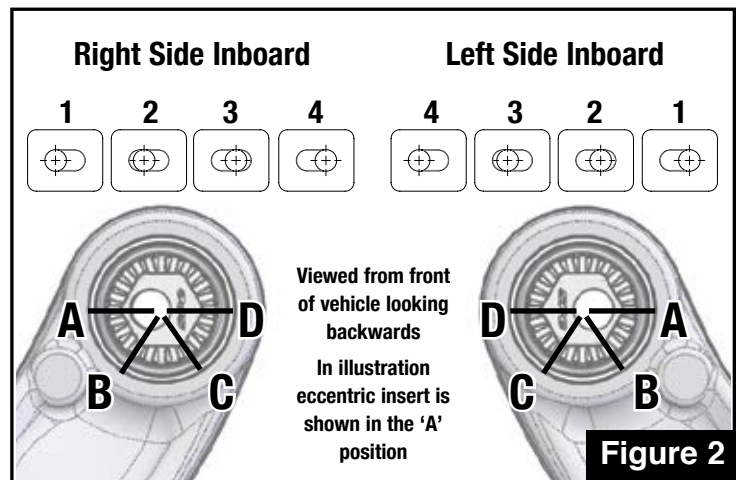
**WARNING:** Tightening bushing fasteners with vehicle in raised position may cause premature bushing failure.

9. Install steel coned sleeve into outboard control arm bushing and engage coned receiver in knuckle. Install longer bolt with large washer from rear of arm so washer covers bushing. Lightly tighten nut so that coned insert can still be rotated for fine tuning camber.

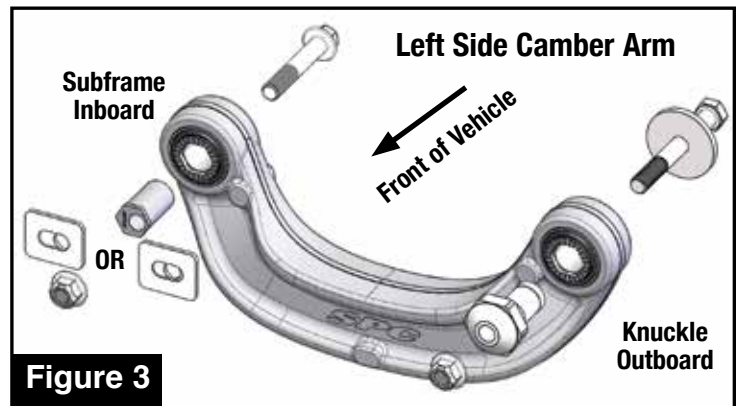
*Always check for proper clearance between suspension components and other components of vehicle.*



**Figure 1**



**Figure 2**



**Figure 3**



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10. Remove previously used lower control arm support and allow suspension to fully droop.
11. Remove OE toe arm per manufacturer's procedure.
12. Adjust SPC toe arm to approximate OE length by turning center hex adjuster. Ensure SPC toe arm has equal thread showing on either side of hex adjuster.

**CAUTION: Maximum length of arm is reached when milled flat is visible on threaded ends. Do not lengthen arm beyond this point.**

13. Install inboard end of control arm to subframe. Use OE cam-bolt and nut, but replace loose cam with SPC locking plate to center adjustment in subframe slot. The lobe of the OE cam-bolt should orient downwards, below bolt head, see **Figure 4**. Torque inboard fasteners to manufacturer's specification.

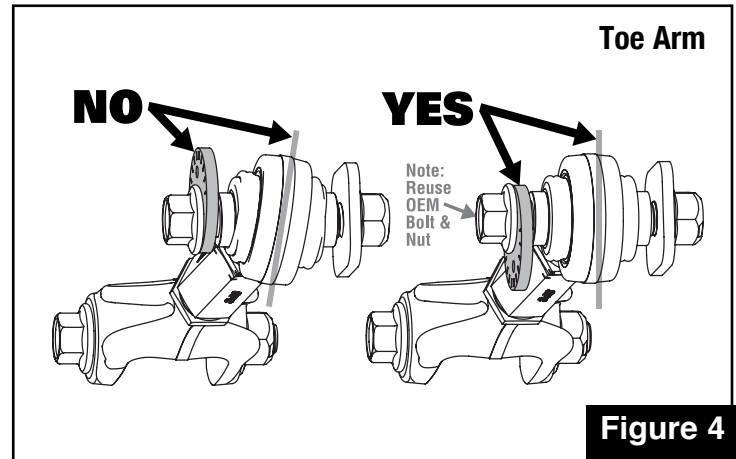
**NOTE: Unlike OE rubber bushings, xAxis™ bushings pivot freely, and may be fully torqued without placing any weight on suspension.**

14. Install outboard end of toe arm clevis to knuckle bushing and LOOSELY install supplied SPC mounting hardware.

**WARNING:** Tightening bushing fasteners with vehicle in raised position may cause premature bushing failure due.

15. Reinstall tire and wheel assembly and lower vehicle.
16. With vehicle at normal ride height, torque outboard toe arm fasteners at knuckle to **143 ft-lb [194 Nm]**. Torque inboard camber arm nut at subframe to **85 ft-lb [115Nm]** to lock inboard setting.
17. Fine tune camber by rotating outboard bushing insert using a thin 1-1/2" open end wrench such as **SPC #74400** or similar. Once desired camber setting is achieved, torque outboard nut at knuckle to **76 ft-lb [103Nm]**.
18. Adjust toe by rotating center hex adjuster. Once desired settings are achieved, tighten lock nuts on each hex adjuster. Make sure inboard xAxis™ joints remain centered in housings to ensure adequate articulation throughout suspension travel, see **Figure 4**.
19. Complete alignment and road test vehicle.

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