



Installation Instructions

Mustang Coil-Over Kit, and Caster Camber Plate (Fox Body and SN95)



1. Measure and record the front ride height by measuring from the ground to the fender well. (see photo on right)

2. Secure front of vehicle on jack stands.

3. Remove wheel.

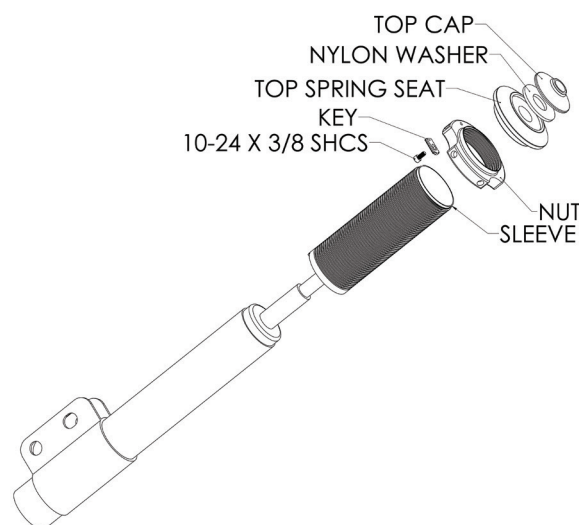
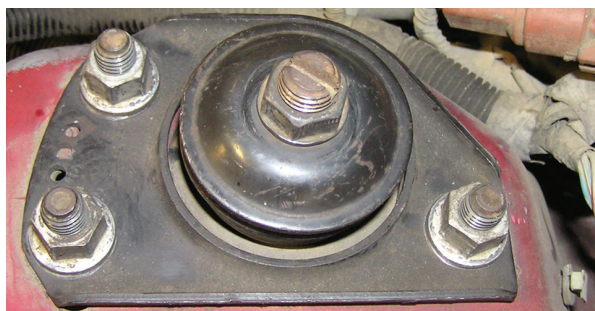
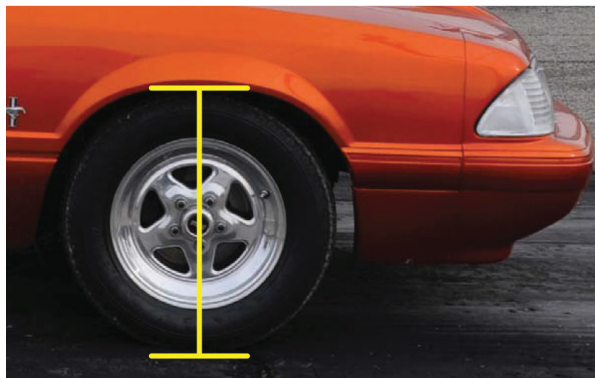
4. Remove brake caliper and hang inside wheel well by string, or tie strap.

5. (SAFETY NOTE: Removal of factory springs should only be performed by experienced professionals). Use spring compressors to compress the factory spring. Support the control arm with a jack, then remove the two main mounting bolts that connect the strut to the spindle. Remove the factory spring by slowly lowering the jack, then remove the stock spring. The stock spring will not be reused.

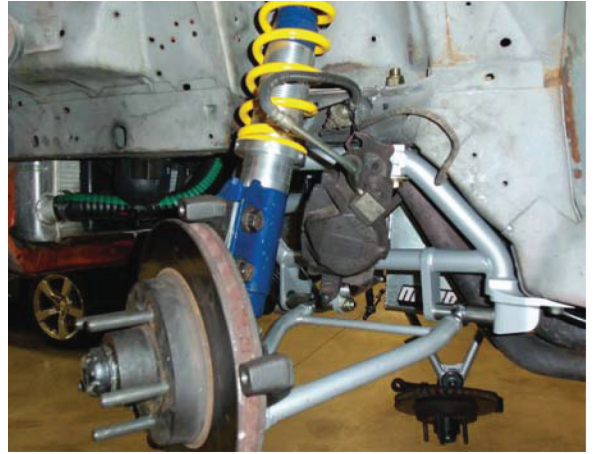
6. Loosen top strut nut and remove the nut from vehicle. AFCO coil-over kits are designed to function with AFCO caster camber kits. DO NOT use coil-over kits without the AFCO caster camber plate. Remove the stock strut mounting bracket from the vehicle (located on top of fender). Remove and save the factory jounce bumper from the strut shaft as it will be reused.

7. Install the AFCO caster camber plate as shown. Be sure to match the caster camber plate with the year of your vehicle (1979-89 AFCO PN 40022), (1990-93 AFCO PN 40023), (1994-04 AFCO PN 40024). The upper black plate will sit on top of the fender and the lower zinc-plated mounts below the fender. Position the sliding portion of the plate assembly to a starting point that works for caster as well as camber settings.

8. Install the coil-over kit onto the strut by sliding the sleeve and nut over top of the strut (we recommend upgrading to the AFCO strut for optimum performance and installation ease, PN 30022). Reinstall the stock jounce bumper over the strut shaft and then install the spring. A good starting point is a 200 lb 10" spring for non-straight line applications, or a 125 lb 14" for drag applications. Next install spring seat, nylon washer, and top cap. Be sure to lubricate the nylon washer with an automotive grease. Keep the spring seat nut loose so there is no compression on the spring during installation. Install the strut into the hole in the caster camber plate, making sure to use the two supplied bushings from the caster camber plate kit. The shorter of the two bushings goes below the caster camber plate, the longer goes above. Torque the strut nut to 189 ft-lbs.



9. Install the two main strut mounting bolts through the strut and spindle. It may be necessary to install the two included rectangular spacer plates depending on the thickness of your spindle. Torque bolts to 189 ft-lbs.



10. Adjust the spring seat nut to compress the spring. To adjust the nut loosen the 10-24 button head screw 1 turn and slide the stainless key outward. Rotate the nut using a spanner wrench (AFCO PN 20110) until the spring is compressed to achieve ride height. Once the spring is loaded push the key into its groove and tighten the 10-24 button head screw. The adjustment of the nut allows for changes in ride height and may need to be tuned to you desired needs.

11. Reinstall wheel and tire.

12. Perform steps 1-11 to the opposite side of the vehicle.

13. At this point with the front of the car on jack stands, rotate the steering wheel all the way to the right, and all the way to the left checking for interference problems at all steering input angles. Certain vehicles may have a clearance problem with the brake lines. If a clearance problem is found, the brake lines will need to be rerouted by an experienced brake professional. Gently lower the car to the ground, and measure the ride height. Compare this measurement to the original ride height. At this point the ride height can be adjusted by loosening or tightening the spring seat nut.

14. After the vehicle is setting at its final ride height, test for clearance again by turning the steering wheel all the way to the right and all of the way to the left.

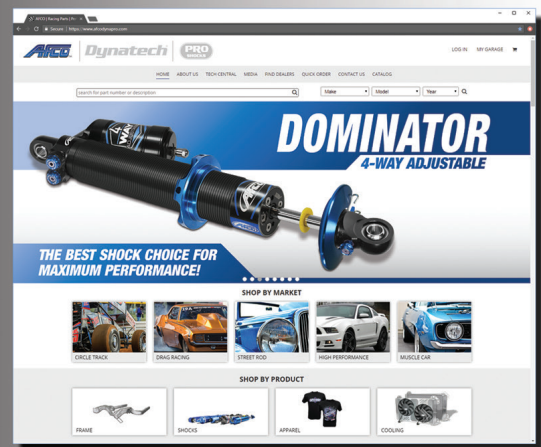
15. After the installation, it is recommended to have a front end alignment performed.





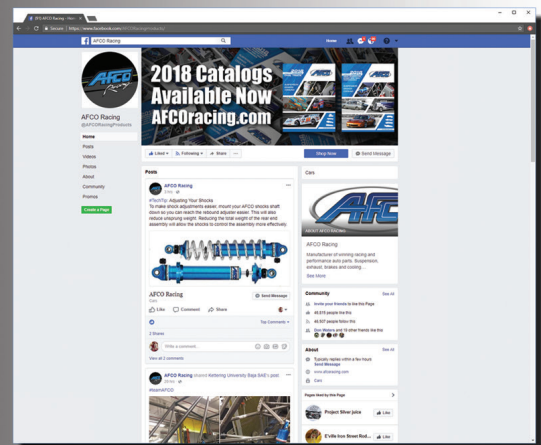
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