

Installation Instructions

Eibach Springs, Inc. • 264 Mariah Circle • Corona, California 92879-1751 • USA • Tech Support 800-222-8811 Ext 114



CASTER / CAMBER PLATE KIT # 5.3518K

1999-2004 SN95 Ford Mustang - All

Kit Contents	Description	Part Number	Qty
	Alignment Kit	5.3518K	1
	Information Kit	EPAK	1
	Instructions	5.3518K.INST	1
	Bottom Main Plate Driver	5.351801	2
	Bottom Main Plate Passenger	5.351802	2
	Main Plate Passenger	5.351803	2
	Main Plate Driver	5.351804	2
	Bearing Plate Driver	5.351805	2
	Bearing Plate Passenger	5.351806	2
	3/8 X 1/4 thick Washers	5.351807	8
	3/8 G8 Washers	5.351011	24
	3/8 Hex Nuts	5.351808	16
	Polyurethane Bumpstops	5.351006	2
	14" UV Resistant Black Zip Ties	5.351007	2
	16 mm ID Strut Shaft Spacers .48" Long	5.351008	4
	16 mm ID Strut Shaft Spacers .24" Long	5.351009	4

NOTES: **Read All Instructions Before Beginning Installation**

- **Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.**
- **Use** of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- **Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.**
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.
- **After** installation, it is always important to inspect and adjust the following if necessary:
 - Wheel alignment such as camber, caster & toe.
 - Tire and/or wheel fender clearance.
 - Brake line clearance and attachments.
 - Brake anti-locking and anti-skid system sensors.

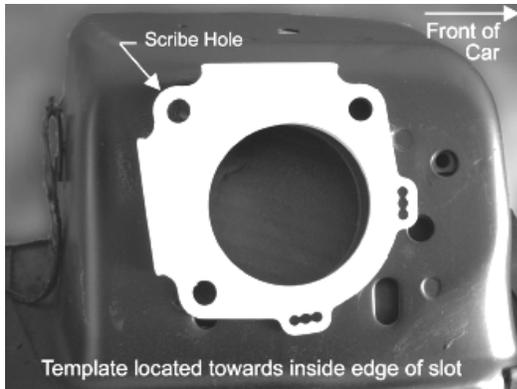
Additional Eibach Components Available For Your Car

Eibach Kits	Part Number	Description	Front	Rear
Pro Kit	3510.140	Performance Lowering	1.5"	1.5"
Sportline	4.1035	Extreme Lowering	2.0"	1.8"
Pro Damper	3514.840	Performance Dampers		
Pro Street	3510.710	Street Performance Coil-Over	0-2.5"	0-2.5"
Anti Roll Kit	3518.320	Reduce Body Roll		



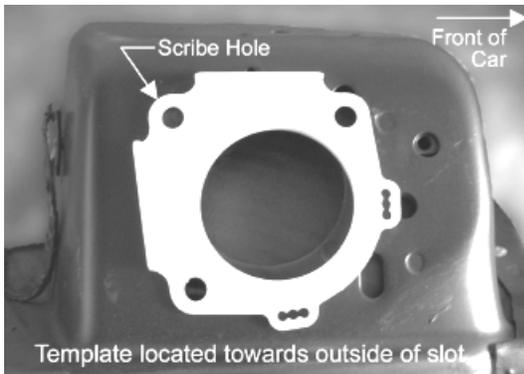
IMPORTANT: The bearing used in our Caster/Camber Plates is swaged together with Teflon® in between the race and ball. This provides a very tight tolerance fit that prevents dirt from entering the bearing. The Teflon® reduces friction and minimizes wear over the lifespan of the bearing. The tight tolerances will not allow easy movement of the bearing center by hand. If the center of the bearing must be rotated, use the strut shaft as a lever to facilitate movement. **DO NOT ATTEMPT TO LUBRICATE THE BEARING.** Any oil or grease will attract dirt and damage the Teflon®, voiding your warranty.

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Before dismantling anything on your car, lay a straight edge across the fenders and measure down to the top of the strut shaft. Record this dimension, you will need it later. 2. Jack up the front of the vehicle and place securely on jack stands. 3. Remove the front wheels. 4. On the passenger side of the car, place a floor jack under the control arm and jack up until slightly loaded. 5. Remove the strut top nut. Save the strut top nut, it will be used later. Note: It may be easier to initially loosen the nut with air tools. 6. Remove the three nuts/bolts that hold the factory strut mount in place. If present, drill and remove the pop rivet that retains the top mounting plate. Keep the top mounting plate handy as it will be used as a marking template for the fourth bolt hole. 7. Carefully lower the jack to bring the strut shaft down through the strut tower center hole, but do not completely unload the jack: the spring may become dislodged, causing injury and/or damage. 8. From the top of the strut tower, remove and discard the thrust washer, the top rubber bushing and the crush sleeves from the strut shaft. | <ol style="list-style-type: none"> 9. Collapse the strut shaft down into the strut body far enough to remove the factory bottom plate and the dust boot. Discard the factory bottom plate. Save the dust boot. 10. Relax the strut shaft. Through the strut tower center hole, remove and discard the OEM bumpstop from the strut shaft. <p>NOTE: The factory dust boot and urethane bumpstop is NOT used in coil-over applications.</p> <ol style="list-style-type: none"> 11. Cut and remove the steel band clamp securing the plastic dust boot tube to the molded rubber/steel top mount. Separate the dust boot tube from the rubber/steel top mount. Discard the rubber/steel top mount, but save the dust boot tube. 12. Slip the dust boot tube back over the strut body. Lubricate the EIBACH urethane bumpstop and slide it over the strut shaft with the conical portion facing upward. It is easiest to attach the bumpstop and the dust boot to one another later in the installation. 13. Now you must drill the fourth hole for the EIBACH 4-bolt bottom plate. Using the Ford top plate as a template, rotate it 180° from the stock position, aligning the holes with the inner edge of the factory slots in the strut tower. Scribe the position of the hole on the strut tower. Passenger side shown in the following photos. (See Photo 1) |
|---|--|



(Photo 1)

14. Slide the Ford top plate to align the holes with the outer edge of the factory slots and scribe a second hole. (See Photo 2)

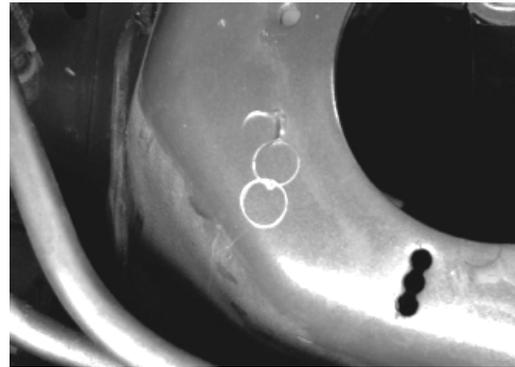


(Photo 2)

15. Repeat steps 4 - 14 for the driver side of the car. You may now discard the Ford top plates.
16. On each side of the car, locate the intersection of the 2 holes you marked on the strut towers and center-punch this spot. Driver side shown in the following photos. (See Photos 3 & 4)



(Photo 3)

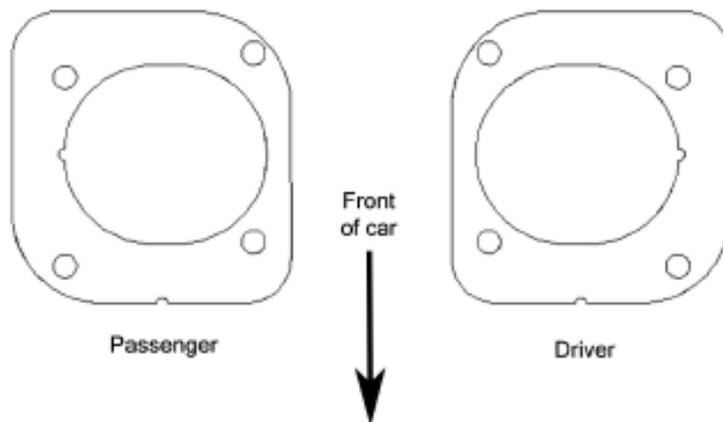


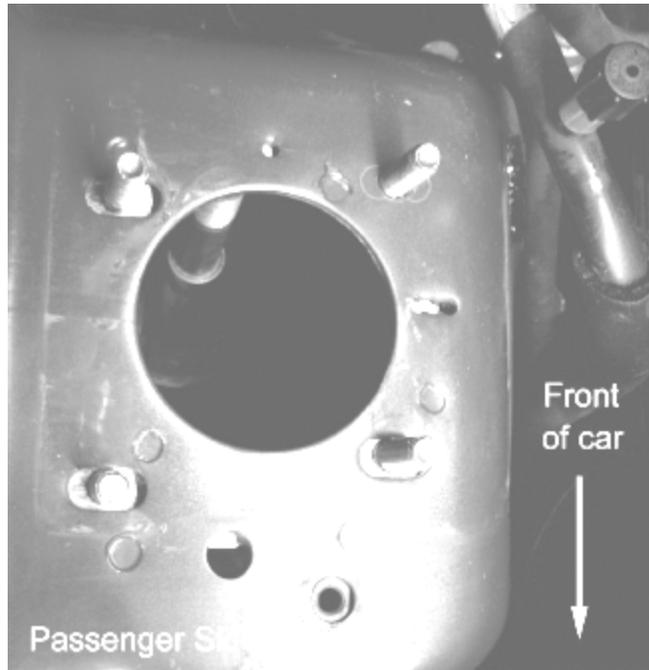
(Photo 4)

17. On each side of the car, drill an 1/8" pilot hole on the center-punched mark. Then drill the 1/8" hole to 13/32". Debur the top and bottom of the hole.
18. On the passenger side, install the **EIBACH** bottom plate beneath the strut tower with the 3/8" bolts protruding upwards. Use the Illustration below to select and position the bottom plates correctly. (See Photo 5)

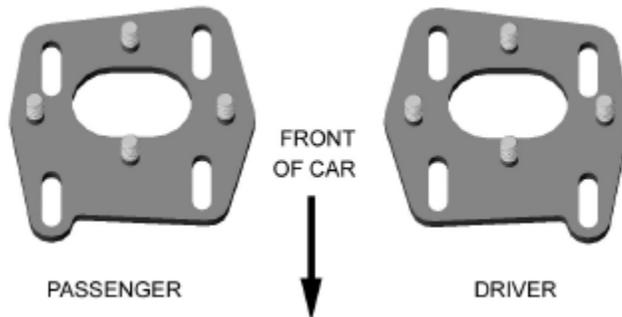
TIP: It may be helpful to use silicone adhesive to stick the bottom plate to the underside of the strut tower.

Top View - Studs Facing Up



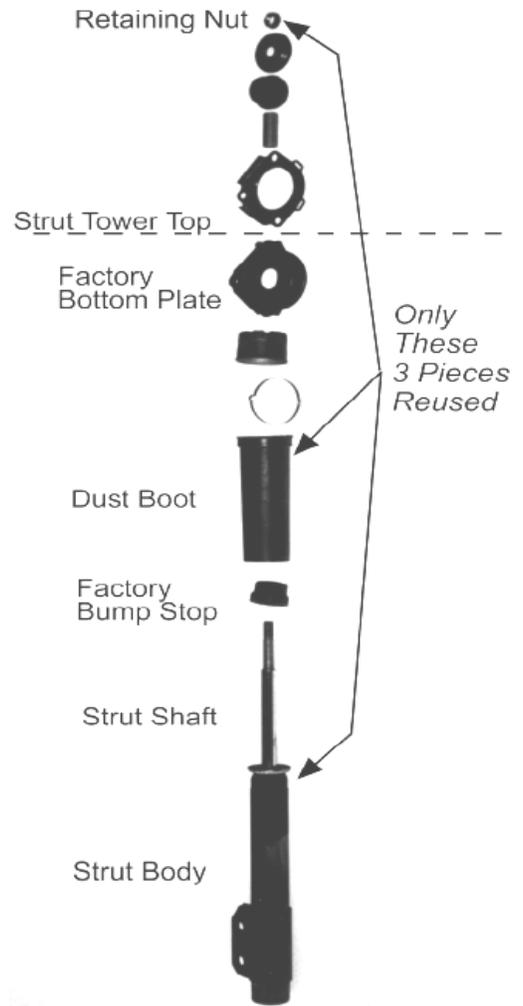
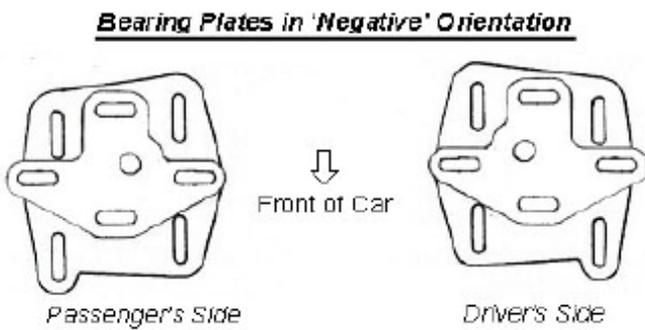
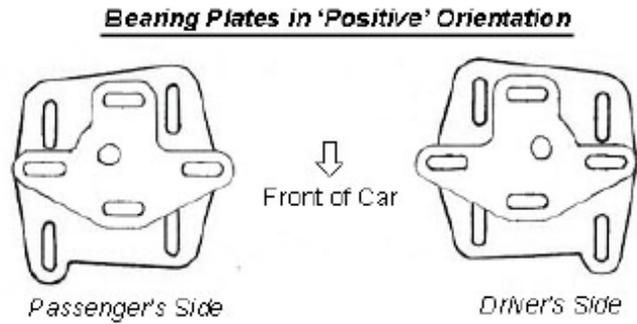


(Photo 5)



19. Install a 1/4" thick washer over each bottom plate stud. The thick washers will rest directly on top of the strut tower.
20. Place the passenger side main plate over the bottom plate's studs, and on top of the 1/4" thick washers. Install a 3/8" washer followed by a hex nut on each of the bottom plate's studs. Use the illustration below to select and orient the main plates correctly.

21. Repeat steps 18-20 for the driver side of the car.
22. On each side of the car, place a 3/8" washer over each of the four studs protruding out of the Main Plate.
23. Install the Bearing Plate over the washers on top of the Main Plate, followed by a washer and hex nut on each stud



NOTE: On some models, when using the *Pro-Street* coil over kit in the full positive camber position, the upper bearing housing may touch on the outer body seam. You may need to move / adjust to clear. See photo below.



NOTE: If this kit is being installed with the **EIBACH Pro-Street** kit disregard steps 24, 28, and 29. If this kit is being installed with the **EIBACH Pro-Damper** kit the following steps may apply

24. Install the strut shaft through the spherical bearing with four of the 16mm (inside diameter) spacers. Use the guidelines below to determine the combination of spacers to put above and below the spherical bearing. *Use the same spacer configuration on each side of the car.*

- If the car is at stock ride height, place one of the thinnest spacers on top of the spherical bearing. Place four remaining spacers under the spherical bearing. One spacer on top is required to allow full angularity of the spherical bearing.
- If the car is lowered from stock, position the spacers so that the top of the strut shaft is higher than the dimension recorded in step 1 by the same amount that the car is lowered. For example: If the car is lowered 1.5" from stock, position the spacers so that the strut shaft is 1.5" higher than the dimension you recorded in step 1.

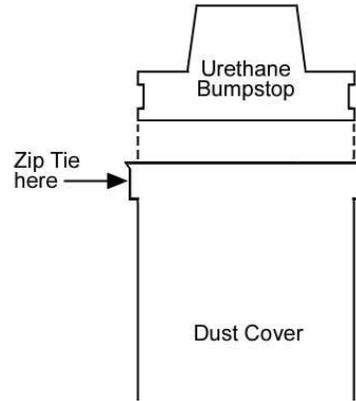
25. Reinstall the strut shaft top mounting nuts. Torque the nuts to your strut manufacturer's specification.

NOTE: Various strut manufacturers have unique lengths for the top threaded portion of the strut shaft. You may need to omit a spacer to fully engage the nut on the strut shaft.

26. Temporarily tighten the Caster/Camber Plate adjusting nuts: Four 3/8" nuts for caster and four 3/8" nuts for camber.

27. Check hood clearance to the raised strut shaft. You can check hood clearance by carefully closing the hood with putty or Play Dough on top of the strut shaft. The thickness of the smashed putty will indicate exactly how much hood clearance there is. If hood clearance is less than 1/8", reposition the strut shaft spacers to lower the strut shaft relative to the spherical bearing.

28. Slide the **EIBACH** urethane bumpstop up as far as it will go on the shaft. Slip the dust boot up and onto the bumpstop. Secure it with a Zip Tie.



29. Pull the bumpstop / dustboot down the strut shaft slightly so that it will not interfere with the sliding portions of the Caster/Camber Plates while the alignment is being performed.

30. Reinstall the front wheels and carefully lower the vehicle to the ground.

31. Torque the lug nuts to the factory specification.

32. Have your car professionally aligned. If you wish, you can simply have your car aligned to Ford's specification.

NOTE: Because camber and caster can be adjusted independently with the **EIBACH** plates, you can adjust one, lock it down, and then adjust the other. Always double check all camber and caster measurements after an adjustment of even one parameter. *Remember that any time you make any change in camber, caster, or ride height, you must re-adjust the toe setting.*

33. Ford's production tolerances on the position of the large center hole of the strut tower can cause interference when the camber or caster is adjusted towards the limit of travel. If you are adjusting towards the extreme limits of camber and/or caster, check the clearance between the strut shaft and the edge of the large center hole. Check not only with the wheels pointed straight ahead, but also while turning the steering from lock to lock. You may enlarge the center hole with a file or die grinder.

34. Caster and camber settings change the strut shaft's position relative to the hood. Double check hood clearance with the car on the ground, while turning the steering from lock to lock. If necessary, reposition the strut shaft spacers to lower the strut shaft relative to the spherical bearing.

35. When the alignment is complete, torque all the caster camber plate adjusting nuts to 32 ft-lb.

