

## MM Caster/Camber Plates, 2005-14 (Mm5CC-7)



Our Mm5CC-7 is a base caster camber plate that allows installation of an aftermarket adjustable ride-height coil-over kit. We designed it to attach a standard coil-over spring and matching upper spring perch to a 2005-14 Mustang chassis. It only fits an aftermarket coil-over system, and won't work with stock or direct replacement springs. The most popular coil-over springs are 2.5" in diameter, but the Mm5CC-7 will also fit other coil-over spring diameters as long as you use the matching upper spring perch.

*Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.*

### Required Tools

- Standard assortment of hand tools
- Torque wrench
- Floor jack
- Jack stands (2)

### Required Supplemental Items

- Coil-over Conversion Kit (Mm5CO-8, Mm5CO-9, Mm5CO-10)
- Other strut-specific coil-over kits

### Installation Time

Shop: 2.5 Hours

Home Mechanic: 4.0 Hours

### Supplemental Installation Notes

- This kit contains no provisions for mounting a stock spring, direct replacement spring, or any other spring. It only fits the coil-over spring and upper spring perch of an aftermarket adjustable ride-height coil-over kit.
- Car must be aligned after installation
- The Factory Ford Service Manual states that the fasteners being removed in the following steps should not be reused. Replacement hardware can be purchased through your local Ford Dealer or Maximum Motorsports (**MMF-3**). Please see the table below for the required fasteners.

Description	Part #	QTY
Strut-to-spindle bolt	W714652 S439	4
Strut-to-spindle nut	W714653 S900	4

**NOTE:** This is newest Ford hardware; it is now fine-thread, and requires a higher tightening torque. The new torque specification for this hardware is 166 lb-ft.

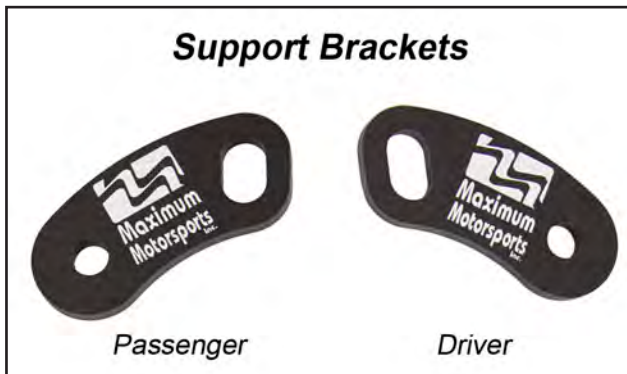
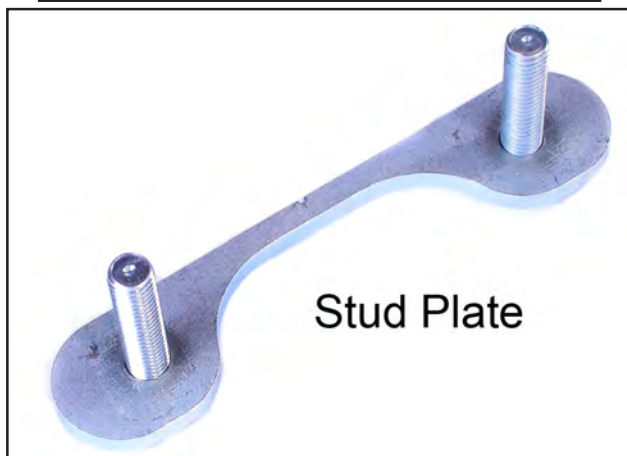
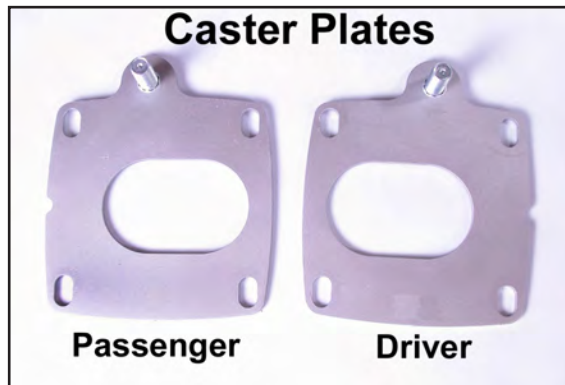
### This Kit Contains

Description	QTY
Bearing Plate (CC2005brg)	2
Caster Plate, Driver (CC-1008D)	1
Caster Plate, Passenger (CC-1008P)	1
Stud Plate (CC-1006)	4
Support Bracket, Driver (CC-407.2D)	1
Support Bracket, Passenger (CC-407.2D)	1
M10-1.5 Nylock Nut	2
M8-1.25 Nylock Nut	8
5/16" Grade 8 Washer	8
3/8" Grade 8 Washer	2
Installation Instructions	1

## Component Identification



**NOTE:** The Bearing Plates are not side specific, but they must be correctly oriented during installation. For correct orientation, the circular notch on the Bearing Plate must face towards the outboard side of the vehicle.

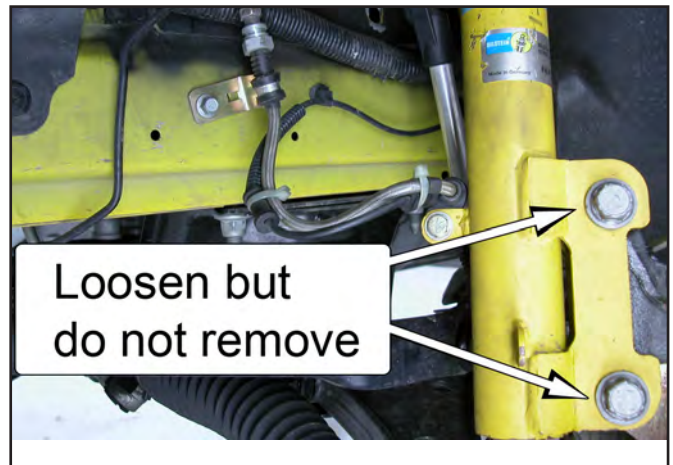


## Strut Removal Procedure

1. Place the front of the car safely on jack stands, or on a lift.



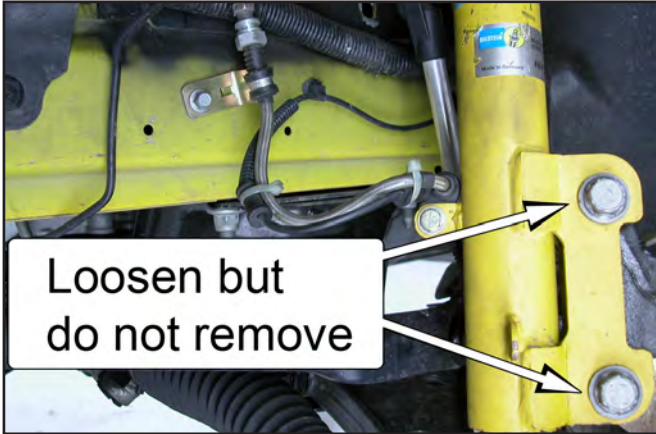
2. Remove the front wheels.
3. Starting on the passenger side, disconnect the brake line bracket and the ABS sensor wire from the strut.



4. Disconnect the swaybar endlink from the strut.



- Loosen, but do not remove, the strut-to-spindle mounting bolts.

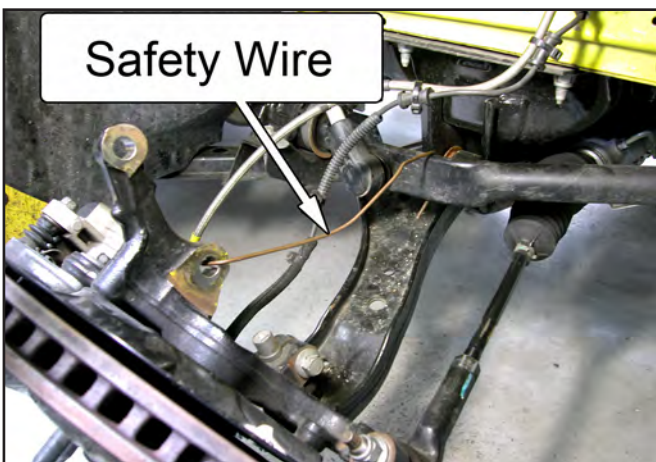


- Remove the 4 upper strut mount nuts, located on top of the strut tower.



- Remove the lower strut-to-spindle mounting bolts, and then remove the strut/spring assembly from the vehicle.

*NOTE: Use a metal hanger or safety wire to prevent the spindle from placing a strain on the brake lines.*



- Check the bottom of the strut tower for any raised metal flashing. You should be able to run your fingers across the surface without catching them on anything. File or sand down any roughness detected.

**NOTE:** The bottom of the strut tower must be smooth to allow the MM Caster/Camber Plate to slide freely during the alignment procedure.



- Repeat Steps 3-8 on the driver side.

### Coil-Over Installation

- Follow the installation instructions from the Mm5CO-8, Mm5CO-9, Mm5CO-10, or other MM Coil-over Conversion Kit being installed.

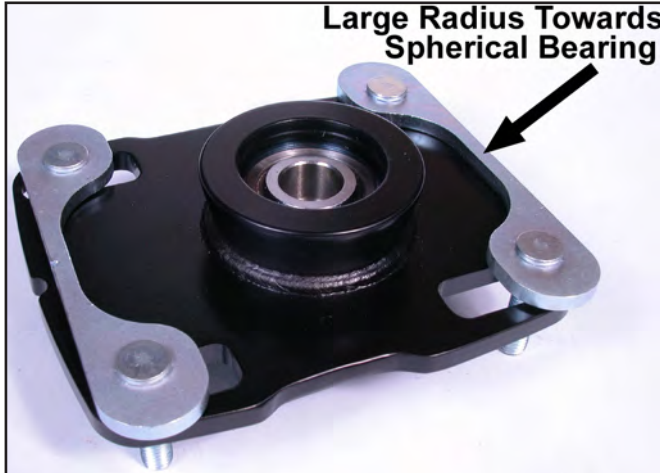
### Strut Installation

*Please note that the strut/coil over conversion kit is not shown in the following photos for clarity.*

- Starting with the passenger side, locate the caster plate, support bracket, and two of the stud plates.
- Place the provided washers, nuts, and passenger-side support bracket near the passenger-side strut tower top to aid the installation.
- Take one of the strut assemblies from Step 9 and insert two of the stud plates through the bottom of the bearing plate.

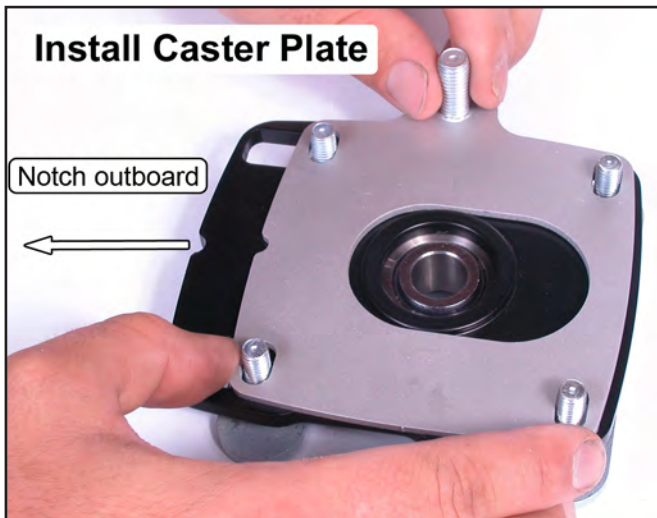


**NOTE:** Position the two Stud Plates so that the large radius, located between the two studs of each Stud Plate, faces the spherical bearing.



14. Install the passenger side caster plate onto the top of the bearing plate. The circular notch on the outboard side of the bearing plate should be aligned with the circular notch on the caster plate.

**NOTE:** The raised lip around the spherical bearing must protrude up through the center slot of the caster plate



15. With one hand supporting the bottom of the stud plates so they don't fall out, install the strut assembly into the vehicle. Orient the notches on the MM Caster/Camber Plate toward the outboard side of the vehicle.
16. Install the forward 8mm nuts and 5/16" washers to hold the assembly in place and thread them on until the tip of the bolts touch the Nylock portion of the nut.

**NOTE:** Do not tighten the MM Caster/Camber Plate mounting nuts until instructed to do so. Thread the nuts on by hand until the tip of the bolts touch the Nylock portion of the nut.



17. Place the passenger-side Support Bracket onto the protruding studs, as shown in the photo. The Support Bracket should be oriented toward the outboard side of the vehicle.



18. Place one of the provided large, 3/8" G8 washers on to the Caster Plate Stud, followed by one of the provided 10mm Nylock nuts and thread it on until the tip of the bolt touches the Nylock portion of the nut.



- Place one of the provided 5/16" G8 washers onto each of the remaining studs, followed by the provided 8mm Nylock nuts, and thread them on until the tip of the bolt touches the Nylock portion of the nut.

### Install 8mm Nuts & Washers



- Snug all five nuts on the MM Caster/Camber Plate.

- Reattach the strut to the spindle and torque the lower mounting bolts to 166 lb-ft.

**NOTE:** To ensure your safety, all S197 Mustangs should have the strut-to-spindle mounting hardware replaced with the latest OEM revision. This OEM hardware can also be purchased from Maximum Motorsports.

- Reattach the brake line bracket and the ABS sensor wire.

- Reattach the swaybar endlink to the strut and torque the mounting nut to 85 lb-ft.

- Loosen the five nuts on the MM Caster/Camber Plate very slightly, until the plate can barely slide in its adjustment slots. Slide the entire MM Caster/Camber Plate assembly forward and torque the 10mm nut to 26 lb-ft.

**NOTE:** It is easiest to grab on to the strut housing from underneath the fender and pull it forward.

### Set Caster Adjustment Completely Forward



- Next, center the strut shaft in the strut tower opening side to side. Once centered, torque the four 8mm Nylock nuts to 20 lb-ft.

**NOTE:** It is easiest to grab on to the strut housing from underneath the fender, and push/pull it inboard or outboard.



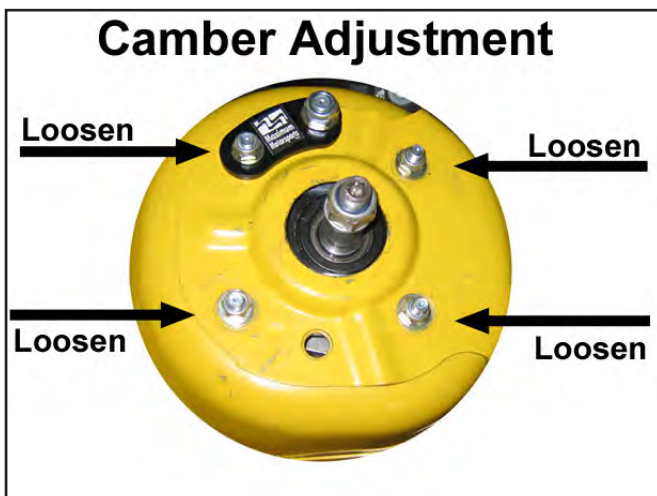
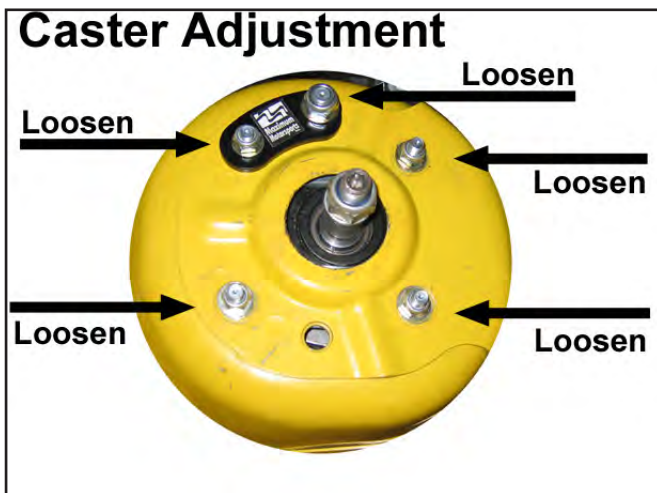
- Repeat Steps 11-25 for the driver side of the vehicle.

- Reinstall the wheels and safely lower the vehicle to the ground. Torque the lug nuts to the manufacturer's specifications.

- The car must now have a proper front-end alignment. While some do-it-yourselfers perform their own alignments at home with the help of a Maximum Motorsports Camber Gauge, many people elect to take their Mustang to a professional alignment shop. **The following page has important information to pass on to the alignment technician.**

## Important Notes for Alignment

- The Caster/Camber Plate will NOT move for adjustment if the front suspension is loaded. The front end MUST be raised. BOTH front wheels must be off of the ground in order to adjust the caster and camber. You cannot simply jack up one side of the vehicle to adjust the alignment, because the front sway bar will transmit a load to the raised side, from the unloaded side's suspension.
- While caster and camber are adjusted separately with the MM plates, the caster should be adjusted *first*, locked down, and then the camber adjusted.



- Remember that any time any change is made to the camber setting, the toe setting will be affected, and must be readjusted.