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

**Required Tools**

- Floorjack
- Two jack stands
- 21mm wrench and 24mm 1/2” drive socket
- 2”-3” 1/2” drive extension
- Torque wrench with scale up to 195 ft-lbs.

**Installation Time**

Shop: 2.5 Hours  
Home Mechanic: 4 Hours

**This Kit Contains:**

<table>
<thead>
<tr>
<th>Description</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strut</td>
<td>1</td>
</tr>
<tr>
<td>Dust Boot (MMD-FCxxST1 ONLY)</td>
<td>1</td>
</tr>
<tr>
<td>Strut Top Retaining Nut</td>
<td>1</td>
</tr>
<tr>
<td>Installation &amp; Warranty Instructions</td>
<td>1</td>
</tr>
</tbody>
</table>

**Installation**

**NOTE:** If using a MMCO-24 Front Coil-Over kit, use the instructions provided with that kit.

1. Raise the front of the car and place it securely on jack stands. Remove both front wheels.

2. Place a floor jack underneath the driver side front control arm as close to the brake rotor as possible. Be sure that it is touching the control arm, so it will support the control arm when the strut is removed.

3. Loosen, but do not remove, the strut to spindle bolts on the driver side of the car. On cars equipped with ABS, first remove the ABS sensor wiring bracket from the strut to spindle bolts. These bolts require 21mm and 24mm sockets. The use of a single 2” to 3” long extension will improve access to the nut. Some cars require removal of the brake caliper and rotor to access the nuts. If removal of the brake caliper is required, take care to properly hang the caliper from the chassis, so there is no stress on the brake hose.

4. On the top of the strut tower, completely remove the strut nut. For OEM struts, this will require the use of a very large flat-blade screwdriver and a 24mm boxed end wrench, or a 24mm socket and an impact gun.

**WARNING:** Pay particular attention to not let the coil spring come loose from the control arm, as this can cause serious injury, and/or damage the brake hose. Placing the floor jack to support the control arm will prevent this.
5. Completely remove the strut to spindle bolts, then pull the strut down and remove it from the car.

6. Discard the OEM bumpstop and dustboot. The MM struts have internal bumpstops. Slide the new blue dustboot over the strut shaft as far as it will go.

7. Place the strut up under the strut tower and into the upper strut mount or caster/camber plate, and hold it in position. Install one lower strut to spindle bolt through the strut and spindle.

   • If using the OEM strut mounts, first slide the OEM concave lower washer, OEM steel sleeve, and OEM rubber bushing over the top of the strut shaft, in that order.

   • If using or installing caster/camber plates, first refer to the caster/camber plate instructions to determine the correct size and number of spacers to place on the strut shaft.

8. Screw the strut top retaining nut on by hand.

   • If using the OEM strut mounts, first place the OEM rubber bushing and OEM concave upper washer over the strut shaft, before installing the strut top retaining nut.

   • If using or installing caster/camber plates, first refer to the caster/camber plate instructions to determine the correct size and number of spacers to place on the strut shaft, before installing the strut top retaining nut.

9. Slide the other strut to spindle bolt through the strut and spindle. Install the nuts for both bolts. Snug these nuts up with a 21mm socket and a 24mm wrench, but do not tighten them yet.

10. The MM struts have a larger bottom bolt hole in the strut-mounting ear to allow for production variations in the location of the holes in the spindles. This enlarged hole allows the spindle orientation, relative to the strut, to be changed by 1.4 degrees, before the bolts are tightened. This provides 1.4 degrees of camber adjustment at the strut-to-spindle interface.

    It is important to tighten this joint with the spindle held in either the maximum positive or maximum negative camber position on both sides of the car. This way, when you disassemble the front suspension in the future, it will not be necessary to realign the car if you reassemble it with the spindle in the same maximum positive or maximum negative position relative to the strut ears. Whether you choose the maximum negative or maximum positive position is a function of other suspension parts on your car. See the following charts for suggested spindle orientation settings.

<table>
<thead>
<tr>
<th>1979-93 Mustang</th>
<th>Front Control Arm Model</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ford 1979-93 or MMFCA</td>
</tr>
<tr>
<td>Year</td>
<td>for 1979-93</td>
</tr>
<tr>
<td>Spindle</td>
<td>Negative</td>
</tr>
<tr>
<td>1979-93</td>
<td>Positive</td>
</tr>
<tr>
<td>1994-04</td>
<td>Negative</td>
</tr>
<tr>
<td>1994-04 Mustang</td>
<td>Positive</td>
</tr>
</tbody>
</table>

| Auto-X or Road Race Use | Negative |
| Drag Race or Street Use | Positive |

11. To position the spindle in the maximum negative position, push the strut housing inwards, near the spindle mounting ears, while tightening the strut-to-spindle bolts.

   To position the spindle in the maximum positive position, pull the strut housing outwards, near the spindle mounting ears, while tightening the strut-to-spindle bolts.

   Torque the strut-to-spindle bolts to 192 lb-ft.

12. If the ABS sensor wiring bracket was removed, or the brake rotor and/or caliper, as noted in Step 3, reinstall them now.

13. Repeat Steps 2-12 for the passenger side of the car.

14. Reinstall the wheels and tighten the lug nuts.

15. Lower the car to the ground. Torque the lug nuts to factory specifications.

16. Tighten the strut top retaining nut snug with a 24mm boxed end wrench while holding the strut shaft with an 8mm allen wrench. Once snug, tighten the strut shaft to 65 ft-lbs with an 8mm allen wrench bit on the end of a torque wrench, while holding the nut with the 24mm boxed end wrench.

17. Have the front suspension professionally aligned. For alignment recommendations, refer to the MM caster/camber plate installation instructions, which are available on the MM website.
General Warranty Details
These Maximum Motorsports-manufactured dampers are warranted to the original retail purchaser against defects in material and workmanship for a period of three (3) years from the date of purchase. Any implied warranty of merchantability, fitment, or fitness for particular purpose, except as may be prohibited by applicable law, is likewise limited in duration to three (3) years from the date of original retail purchase.

If at any time during the warranty period the damper malfunctions and Maximum Motorsports, Inc. determines it to be defective, we will either replace it or repair it, at our discretion. Maximum Motorsports’ liability for a defective damper is limited to replacement of the damper with a new or reconditioned Maximum Motorsports damper. Mounting hardware, installation labor charges, and shipping costs are not covered by the warranty. Proof of purchase from either an authorized Maximum Motorsports dealer or directly from Maximum Motorsports is required to process a warranty claim.

This warranty does not apply to dampers that:

- Were installed improperly.
- Were used in service without the protective dust boot (struts only).
- Have a bent or broken shaft showing abuse or abnormal wear.
- Were modified.
- Exhibit normal wear.
- Were not purchased from an authorized dealer.
- Are submitted for warranty by other than the original retail purchaser.

This warranty is non-transferable and does not cover any other loss, liability or damage resulting from improper installation, handling, shipping, alteration, disassembly, service, repair, or use of this product.

Submitting a Claim

- All warranty returns must be shipped directly to Maximum Motorsports, regardless of where the product was originally purchased.
- Contact Maximum Motorsports by telephone (805-544-8748) or by email to obtain a Returned Goods Authorization (RGA) number for repair or replacement at manufacturer's option.
- Returns are not accepted without a Returned Goods Authorization (RGA) number.

This warranty gives you specific legal rights, and you may also have other rights that vary from State to State.