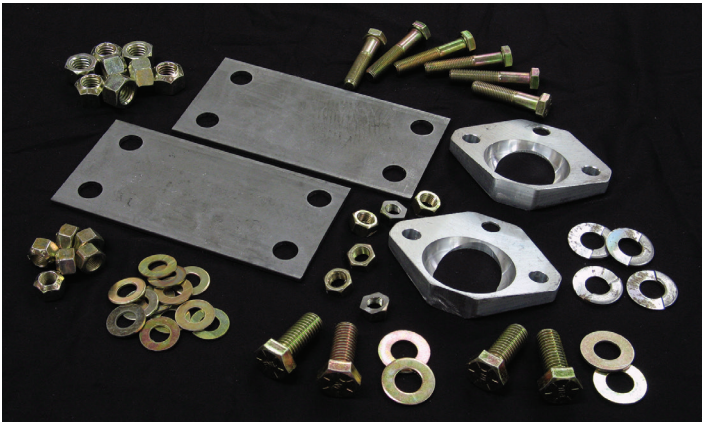


Negative Camber Wedge Kit Installation Instructions

Warning and Disclaimer:

Modifying your suspension whether you are experienced or inexperienced can be a dangerous undertaking. By proceeding with the installation of these components you are assuming all risks and release National Parts Depot, its employees, suppliers and anyone else associated with the creation and sale of this kit from any liability or warranties. It is your responsibility to read and understand these instructions before undertaking the installation.



Thank you for your purchase of the National Parts Depot Negative Camber Wedge Kit. This kit will provide a 1 5/8 inch drop for the control arm on 1965-'66 Mustangs, a drop of 1 3/4 inch on '67-'70 Mustangs and 1 1/4 inch drop on '71-'73 Mustangs.



Be sure that you have ordered the correct kit! The 1965-66 plate is shown above. Note the slight off-set of the holes. The 1967-73 plates will have the holes set directly over each other.



Be sure to safely remove the front suspension using a coil spring compressor that is approved for this type of coil. Do not use a McPherson strut coil spring compressor for this job. Take appropriate precautions when removing the spring.



Be sure to replace any worn or damaged components when installing the Negative Camber Wedge Kit. Check the inner shaft assembly for proper function and replace if worn or damaged. Also check for damage to the shock towers. If damage is found repair before installing the kit.



National Parts Depot recommends installation of a GT or higher spring rate in order to maximize the performance kit.



If your control arm has the original rivets in it you will need to remove them as shown.



Drill the bolt holes on the upper control arm out to 3/8 or 13/32-inch.

NOTE!

3A049-3A and 4A kits.

Due to the ever changing designs of our suppliers ball joints the grease zerk may need attention. See page 5 for special instructions



The ball joint holes will also need to be opened up to 3/8 or 13/32-inch; use a punch and locking pliers to stabilize the boot plate.

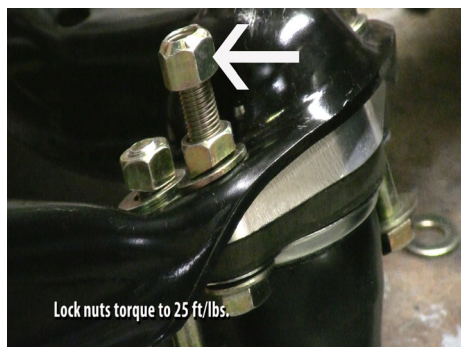


The plate sits as shown ('65-'66 installation shown, 1967-73 typical). Make sure that the new ball joint that comes with the kit is installed with the zerk fitting facing the opening in the ball joint cap.

NOTE: As of February 2016 all ball joints are sealed and no zerk is provided.



Bolts install from the bottom and the angled nuts are installed as shown. Rear bolt in photo is installed to position the angle plate. It is important that the angled nuts angled bottom surface remain flat to the washer and control arm surface during all tightening. Hold the nut (arrow) in place with a wrench then tighten the bolt. The bolt is final tightened to 38-42 ft-lbs.



Locking nut (arrow) tightens to 25 ft-lbs. after all four (or in the case of a 3-bolt control arm, three) mounting bolts are torqued.



The plate sits flush to the shock tower as shown. On the '65-'66 plate the new holes are toward the

rear of the car.

On some '65-'66 applications a raised crimped edge will need to be bent down out of the way. Make sure the plate is oriented properly before drilling new holes in shock tower. Leave the plate and upper bolts in place after assembly for added strength.



Mark the center of the hole with a centering punch if available. Then drill a pilot hole using a 1/8-inch drill bit.



For the final drilling use a 1/2-inch cobalt bit.

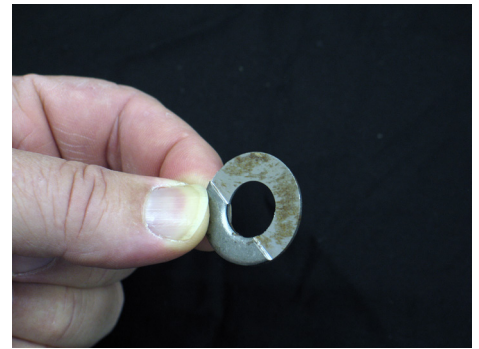
See illustration on following pages: Some upper control arms will need to have modifications made as shown. This is done to clearance the shaft bolts.



Use a washer between the original shock tower control arm bolt and the inner shock tower's new hole. Reuse the original shims. Due to the new plate and position you will probably need less shims. On all applications these nuts will need to be tightened to 80-100 ft- lbs.



On some 1965-'66 Mustangs there may be interference between the lip of the stiffening plate in the engine bay and the washer. Clearance the stiffening plate so the washer will sit flat.



The shock tower on 1967-73 Mustangs will have multiple layers of metal to pass through, use the step washers shown to achieve correct fitment.



Reassemble the front end and take the car to a qualified alignment shop. It is recommended that you trailer the car or only drive for very short distances (five miles or less) in order to prevent excessive tread wear.

Suggested street settings:

Camber: -1/2 to +1/2 degree (-1/2 degree recommended)

Larger diameter wheels (16" +) require more negative camber to avoid fender interference at top.

Castor: +1 to +2 degrees (equal side to side)

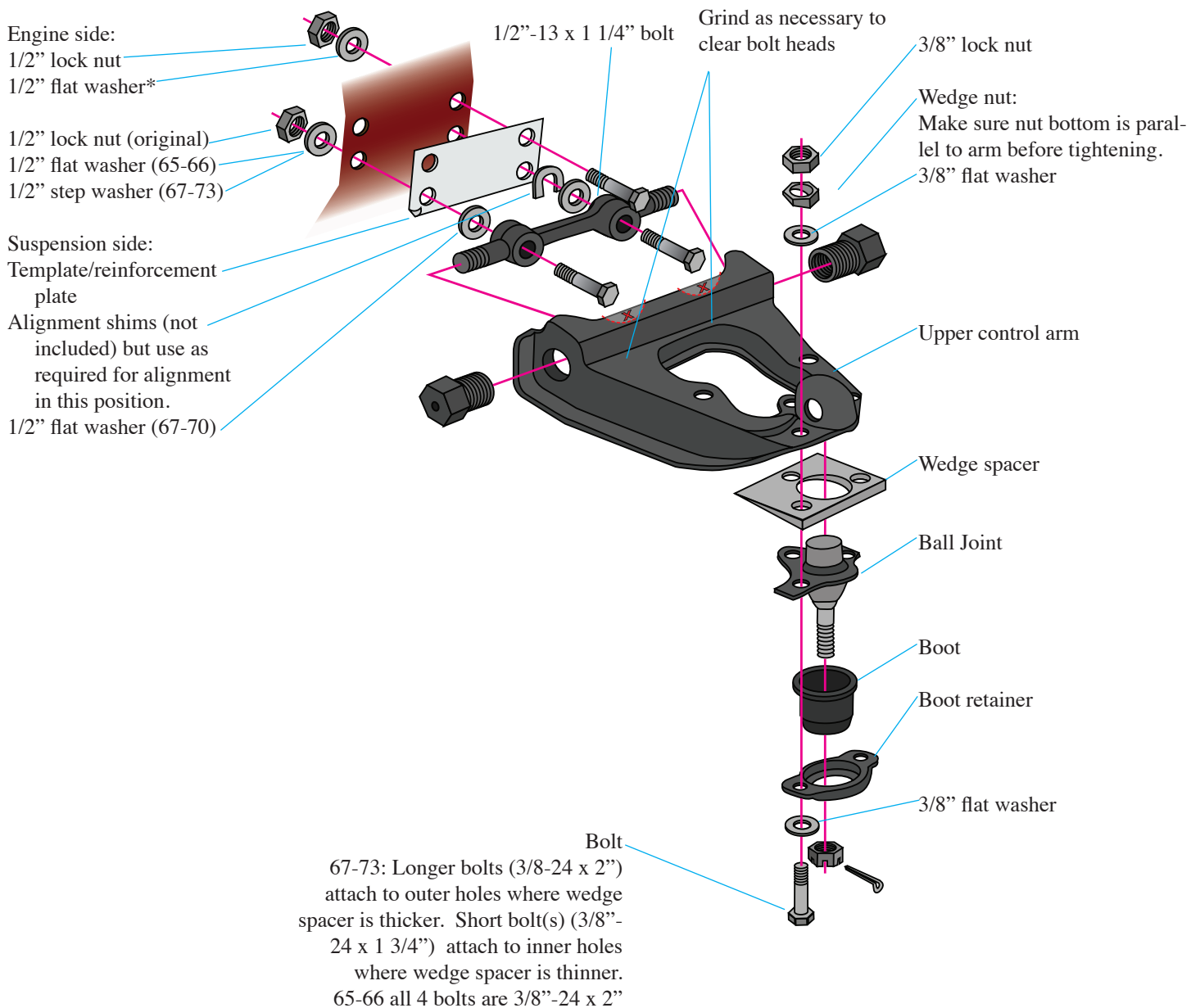
Toe: 1/32" to 1/16" toe-in

Autocross only settings:

Camber: -2 to -3 degrees

Castor: +2 to +4 degrees (a little less if you have manual steering)

Toe: 0 to 1/16" toe-out.



Assembly notes:

1. Hold wedge nut with 9/16" wrench while tightening the head of the bolt. Snug all bolts before final torque. Final torque is 40 ft-lbs for wedge nuts, and 20 ft-lbs for lock nuts. Use a torque wrench!
2. Clean mating surface between control arm and wedge. No dirt or rust!
3. Assembly method for 3 & 4 bolt ball joints is the same.
4. Make sure the wedge nut bottom (milled angled surface) is parallel to control arm before tightening.
- *5. This kit assumes you will re-use the original flanged nut on the upper bolts on the reinforcement plate. If not using this flanged nut use a flat washer and either a lock washer and nut or a locking nut to secure.
6. Check bolt torque periodically.

