

2015-2018 Mustang IRS Non-Adjustable Camber Arm Install

1. Jack up the back of the car supporting the body with jack stands.
2. Remove the rear wheels for easier access to the rear suspension.
3. Starting on the driver side remove the outboard nut and bolt from the stock camber arm with a 15mm and 18mm wrench.
4. Remove the inboard nut with an 18mm wrench, then the bolt will pull out.
5. Remove the factory camber arm.
6. Take the Driver side arm (see Image below for orientation) and place the Urethane/Delrin end in and put the stock bolt through the IRS sub frame followed by the nut to hold the arm in place but do not tighten.
7. Install the tapered bushing into the outboard end facing towards the front of the car that will rest against the spindle. On the opposite side place the hat bushing followed by the provided 12mm bolt. On the other side of the spindle place the 12mm washer and lastly the 12mm nylock nut. Tighten the outboard end to **76ft lbs**.
8. If you are having the rear end aligned and camber adjusted by an alignment shop then move the arm as close as you can by eyeballing it and tighten the inboard nut to **85ft lbs**. If you are setting your own camber take the slack out of the nut but do not fully tighten yet.
9. Repeat steps 3-7 on the Passenger side.
10. Reinstall the wheels and lower the vehicle back on the ground.
11. Next start making adjustments to camber or bring your vehicle to shop capable of 4 wheel alignments. Once complete tighten the inboard nuts to **85ft lbs**.

Alignment starting points/suggestions: Performance Pack cars -1.5*, Drag cars 0*, Handling/Road Race cars -2.5*.

