



Part numbers 89635/89685

Taurus/Sable/Windstar Camber Plate Kit

Q1: When the plate is bolted to the top of the strut mount the shorter bolt end protrudes and hits the spring plate. What can be done?

A1: Always make sure the mount can turn freely after the kit is installed. If the bolts are contacting the spring plate it may be necessary to cut off the end of the bolt. This will let the mount turn freely. If the bolt still contacts the spring plate, there may be a problem with the strut bearing itself.

Q2: Do I need to completely remove the strut from the vehicle.

A2: Yes, it is necessary to remove the strut assembly from the vehicle to install this kit. Disassembly of the strut is not necessary. The stock mount studs can be pressed out and the plate installed without taking apart the strut.

Q3: Can I adjust this mount when it is in the vehicle?

A3: No. This kit needs to be preset during installation. Each notch on the plate is .25 degrees of change up to 1.25 degrees. If adjustment needs to be made after installation the strut will need to be removed and the plate reset to the desired camber change.

Q4: I have a control arm that is a replacement part but it is not an original equipment (OE) factory part. Will your bushings , ball joints or strut mounts fit properly?

A4: The short answer is, most likely. Although not common there can be some problems.

Specialty Products Company designs its parts to work with the components that originally came with the vehicle. In some circumstances suspension components may have been replaced with non-OE components. This may cause a problem. Although these parts will work fine in the original configuration, the sub-components of these parts may not be exactly the same size as the original. This can lead to a problem when installing Specialty Products parts such as offset bushings or ball joints.

For example, most problems will occur when a particular arm is sold by the manufacturer as an assembly and the bushings are not replaceable. Then this part was replaced for some reason or another with an aftermarket replacement part. Now there is an alignment problem and the technician goes to install a replacement offset bushing and it does not fit properly. In this instance it will be necessary to purchase an OE arm and then install the alignment part.



Q5: How do I know if I have an OE part or an aftermarket part?

A5: Unfortunately many times it is difficult to tell, there may be a part number stamped or cast into the part to help identify it. This may take quite a bit of research. A technician familiar with aftermarket parts may be able to tell by looking.

