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**MST-463 Negative Roll Installation Instructions
1964-1966 Ford Mustang (and similar applications)**

Congratulations on purchasing the Plus 3 arms. Plus 3 arms have caster built into them so there is now a right and left control arm. The arms allow you to have more positive caster and still keep the tire in the center of the fender. In the past you could not get enough caster without the tire hitting the forward portion of the fender.



Kit Contains:

Tools Required:

- 2 - Assembled control arms
- 2 - Ball joints on arms
- 4 - 3/8 x 2 1/2" fine bolts
- 4 - 3/8" fine stove lock nuts
- 4 - 3/8" flat washer's
- 1 - Set of instructions
- 4 - 9/16 stove lock nuts
- 4 - 9/16 lock washers
- 4 - 9/16 x 18 x 2-1/2 bolts
- 4 - 9/16 washers

- Coil spring compressor
- 9/16" drill bit
- Wrench set
- Socket set
- Small bench vise
- Electric drill

1. To install your ST kit, you must first remove your stock front shocks, coil springs and upper control arms. Follow the procedures outlined in a Chilton, Mitchell or other manual specific to your car. A spring compressor is necessary to remove or install the front coils. **Note: A compressed coil spring is dangerous, use extreme care when removing, handling or installing these springs**
2. After the front shocks, springs are removed, remove the upper arms. It should be mentioned that the procedures outlined in this instruction sheet assume that the spindles are going to be left attached to the lower control arms. Swing the spindle and lower arm out of the way to proceed. --- Use a electric drill and drill out the upper arm bolt holes in the tower to 9/16.

3. Check the spring saddle that bolts to your original control arm and make sure it is in good standing. The spring saddle is the mount the coil spring indexes on the upper control arm. If the rubber on the spring saddle shaft is cracked and oozing out, you should replace them. They are available from your Ford dealer under part # D7DY-3388-A. If they are still in good condition, proceed as follows:
 - A. New or old spring saddles. Use a small bench vise and press out the two 3/8" bolts in the spring saddles cross shaft.
 - B. The spring saddle installs on the upper control arm with the spring tang to the inside. Use the hardware supplied in the kit (2 – 3/8 x 2-1/2 long bolts --- 2 flat washers and (2) 3/8 lock nuts) and install the spring saddle on the control arm. Tighten the bolts to 25 foot pounds.
4. Install the upper control arm in the shock tower. Use a flat washer, lock washer, and nut on the engine side of the tower. 80 foot pounds.
5. Slip the ball joint into the upper spindle end and torque the ball joint stud to 65 ft/lbs.
6. Install the coil springs next. If it's a street car, you will want to reinstall/replace any spring insulators that were originally present. If it's strictly a race setup, the spring insulators are an option. Compress the coils with your spring compressor and install them so that the flat end is facing up. Rotate the spring to achieve the correct indexing on the lower saddle. The end of the open coil should butt up against the tang on the lower saddle.
7. Next install the shock. Once the car is finalized and back on the ground you will require an alignment.
- 8.

Alignment Specification

Street settings:

<u>Left</u>	<u>Right</u>
Caster	
+3 deg.	+3 deg. 30 min.
Camber	
1/2 deg negative both sides	
Toe in	
3/32 total toe in	

Drag race settings:

<u>Left</u>	<u>Right</u>
Caster	
+5 deg.	+5deg
Camber	
0 degrees (Both sides)	
Toe in	
1/32 in	1/32 in

Note: Race alignment settings vary somewhat with the application.

Always check the clearance between the control arm and the back of the wheel/tire at full steering lock. If the tire or wheel hits, you will have to add material to the steering stops. This situation is fairly rare and occurs mainly with wide wheel widths on small diameter wheels with extreme offsets.