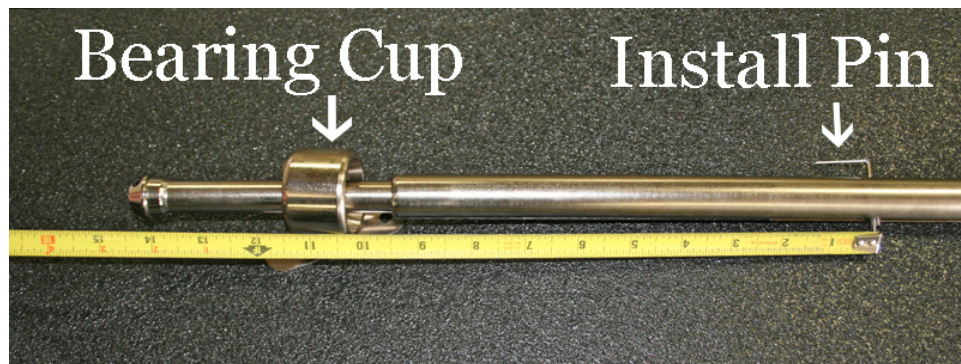




79-04 Mustang Elite X Limiter Installation Instructions

***** FULLY READ INSTRUCTIONS BEFORE INSTALLATION *****

1. Before installation, set limiters to 14 ½" from the install pin to the top of the stop shoulder by turning the adjustment dial, then remove adjustment dial assembly by pulling T-pin. (TIP: Tape is helpful to hold install pin in place throughout the installation process.)



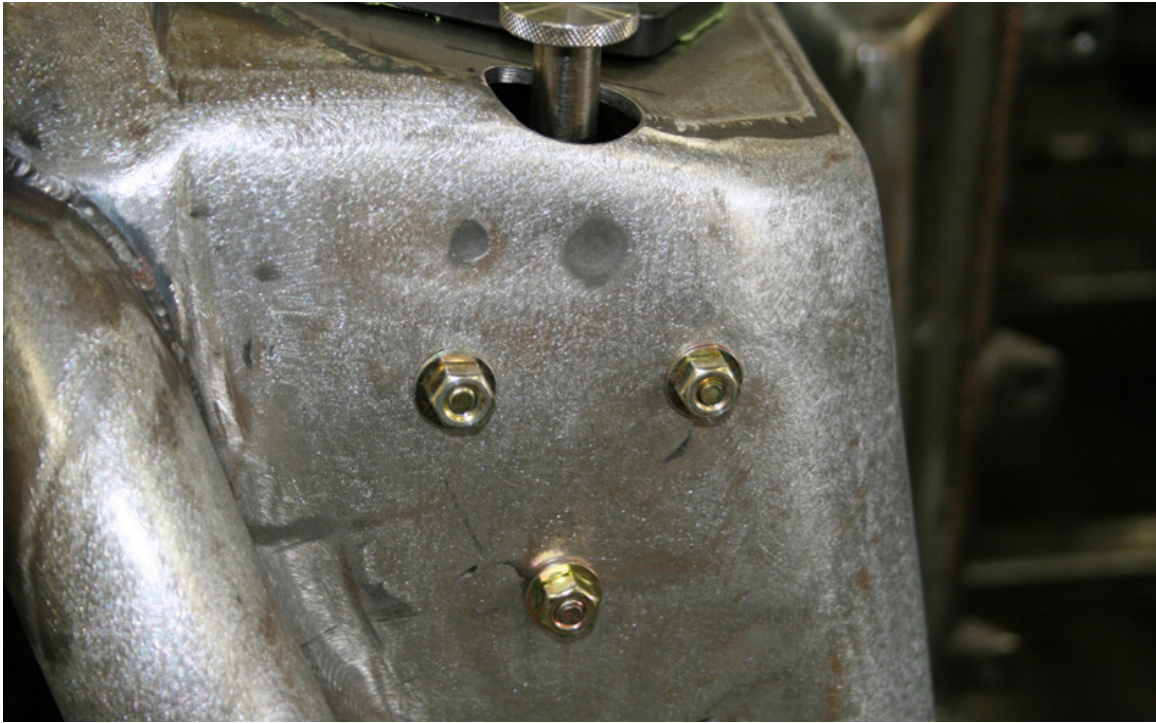


***** FOR CORRECT INSTALLATION, FRONT SUSPENSION MUST BE LOCATED AS IF AT ACTUAL OR PREDETERMINED RIDE HEIGHT. *****

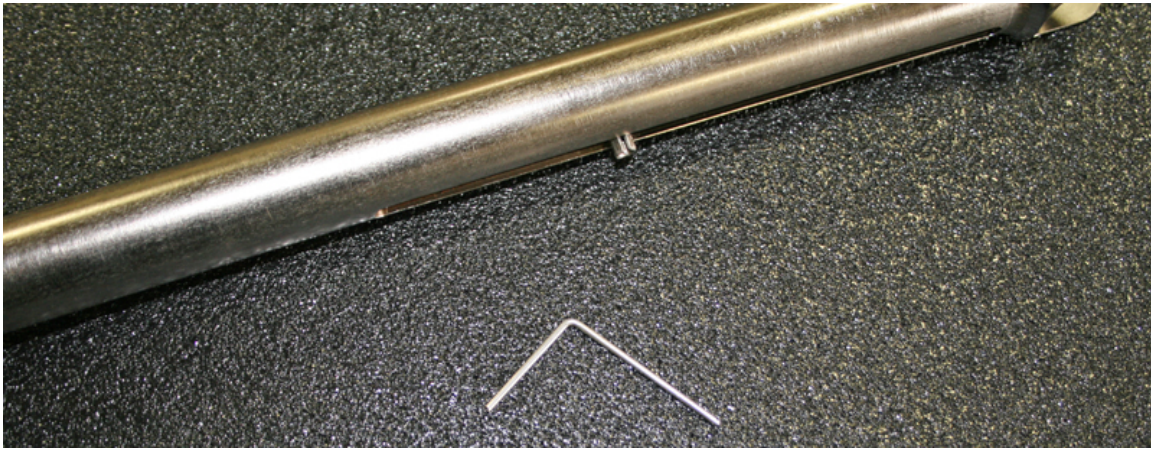
2. Bolt heim to A-arm tab as shown below, with slot in outer body of limiter facing towards wheel.



*** The vertical location of the bearing cup is determined by car ride height and the specified limiter installation length of 14 ½". Horizontal location is determined by turning radius and clearance for strut and coil over springs. *** The limiter needs to be installed as close to vertical as possible.*** The adjustment dial will generally be near the center of the strut tower, but installation angle and location will differ on every application due to variances in A-arm length, mounting tab location, ride height, car year, strut/spindle clearance, etc. ***



3. Match drill template to limiter mounting plate holes and attach with tape. (Printed side facing plate). Slide bearing cup assembly to top of limiter to determine drill locations for mounting hardware, making sure bearing cup is square with limiter shaft. Also check that the heim is square in the clevis to eliminate binding. Tape template to strut tower and remove limiter, leaving drill template attached to car.
4. Center punch hole locations and drill with a $\frac{1}{4}$ " drill bit.
5. Insert adjustment dial assembly back into limiter and line up limiter mounting holes. Slide adjuster dial up to bottom of strut tower to determine and mark center. Drill a $1\frac{1}{4}$ " hole in top of strut tower at adjustment dial center. Slide adjustment dial through hole to desired location and insert T-pin.



6. With limiter installation complete, remove install pin to allow limiter to slide for travel adjustment. Set limiter to desired travel by turning the adjustment dial clockwise to shorten travel and turning it counter-clockwise will lengthen travel.

NOTES:

1. Periodic lubrication of your limiters is strongly suggested
2. At an install height of 14 ½", limiters have 0" - 2" of extension travel and a maximum of 3 ½" compression travel. If you feel your application requires more than 2" of extension the limiter can be adjusted. However, any extra length you put in extension travel will reduce compression travel by an equal amount.
3. It is **STRONGLY** suggested to check strut bump-stop/compression travel, especially when running more than 3 ½" of compression travel on the limiter. Ignoring this **WILL** result in extensive damage! In some applications shims may need to be slid over the strut shaft to limit compression. The strut must bottom out before the limiter! This will force the tire to squish before the lowest part on the car hits the track such as headers, oil pan, or K-member.
4. Tire travel will always be greater than the limiter travel due to the limiter being mounted inside the tire. To calculate tire/limiter travel ratio:
 - a. Set limiter to 1" of extension.
 - b. Measure from the center of the wheel to the top of the wheel well with the car at ride height.
 - c. Jack the car up until the front tires are off the ground and measure from the center of the wheel to the top of the wheel well again.
 - d. Subtract the measurement from step 2 from the measurement in step 3 and divide by 16. This number is how much tire travel is added/subtracted by 1 complete turn of the adjustment dial.
5. **THESE LIMITERS ARE DESIGNED TO BE USED FOR A DRAG RACING APPLICATION ONLY AND ARE DESIGNED TO LIMIT TRAVEL ONLY, NOT TO BE USED AS A SPRING COMPRESSOR TO HOLD CAR AT A LOWER RIDE HEIGHT.**