

BMR Suspension's 2015+S550 Mustang Street/Handling Suspension Alignment Settings

**See page 2 for picture of rear camber adjustment location*

FRONT:

Camber: **-1.50** (+/-) .30

Caster: **7.21** (+/-) .75

Toe: **0.05 in per side**, 0.10 total toe in *(most prefer ZERO toe for track use with sticky tires)

REAR:

Camber: **-1.25** (+/-) .25

Toe: **0.13 in per side**, 0.26 total toe in *(do not exceed .30 total toe in)*

Thrust Angle: **ZERO!**

*NOTE 1: **Optimal settings underlined and italicized in bold.**

*NOTE 2: Race compound tires and "track", -2.75 front camber and -2 rear camber is optimal (baseline)

*NOTE 3: M-5A460-M Toe Bearing is used, rear toe at .10 side and .20 total (.25 max total toe in)

*NOTE 4: Street applications, I recommend running about .25 to .50 less rear camber than front

Please email kelly@bmrSuspension.com if you need further assistance.

Rear Camber Adjustment

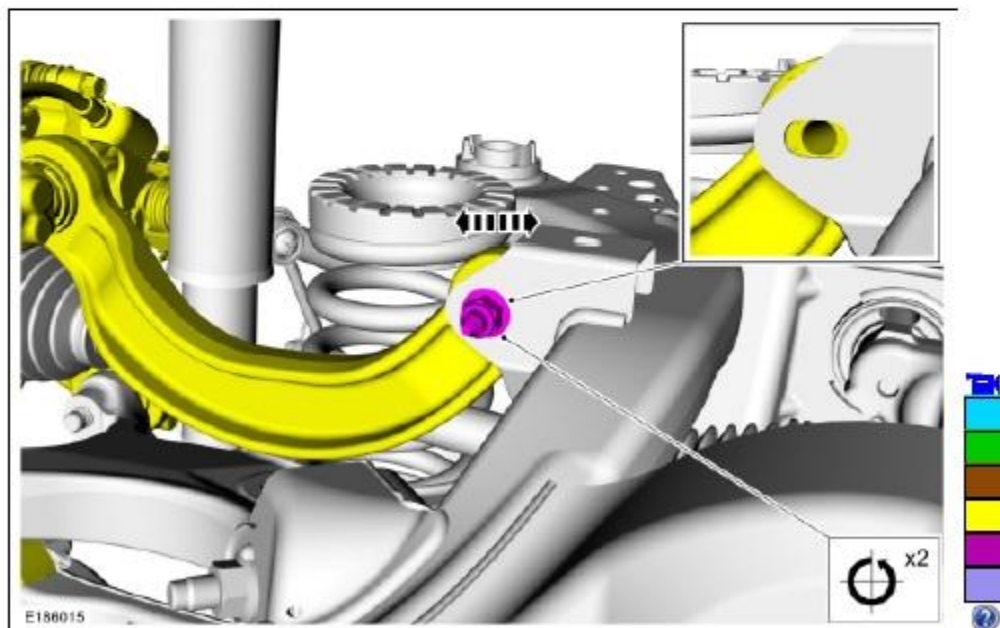
Special Tool(s) / General Equipment

Wheel Alignment System

Adjustment

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

1. Using alignment equipment and the manufacturer's instructions, measure the rear camber.
Use the General Equipment: Wheel Alignment System
2. Loosen the upper control arm inboard nut approximately 2 turns, and slide the upper control arm inboard or outboard to adjust the rear camber.
Torque: 85 lb.ft (115 Nm)



3. Recheck alignment to verify camber change and adjust rear toe if necessary.
Refer to: [Rear Toe Adjustment](#) (204-00 Suspension System - General Information, General Procedures).