



Global West Suspension
655 South Lincoln Ave San Bernardino Ca. 92408
Toll Free 877-470-2975 Fax 909-890-0703
www.globalwest.net

MCF-1, 6, 7 & 8 & 10 Installation Instruction

Included in this kit:

- 2 - Top plate housing w/spherical bearings
- 2 - Lower plates
- 4 – steel shock spacers with step
- 2 - steel shock spacers
- 6 - 1/2" thick steel spacers
- 6 - flange nuts

1. Lift up the vehicle and support it using jack stands. If you are unsure of the proper jacking points, look in the owner's manual or shop manual.
2. Once the vehicle is properly supported, remove the front tires.
3. Position your floor jack under the lower control arm and lift up slightly, just enough to take pressure off the strut. A good position for the jack is to have it push up at the lower arm's ball joint.
4. While the floor jack is supporting the lower arm, unfasten the large nut on the top of the strut shaft.

A.

After removing the top nut, remove the three smaller nuts that hold the strut's top plate to the unibody. **Note:** Ford uses a pop rivet to hold the camber alignment in place. Using your hammer and chisel, remove the head of this rivet, as you will be permanently removing the plate.

B. The

bolts on the bottom strut will not have to be removed. Simply push the strut shaft down and slip the stock lower plate off the car.

C.

Note: On 1990 and newer models, the rubber snubber at the top of the strut should also be removed at this time. You will notice that the top of this snubber is grooved or segmented in a pie shape. It will be necessary to modify this part by trimming or grinding the top down flush. When completed, you will have removed approximately 3/16" of rubber material. Also, you will see that the stock equipment made use of dust shields on the snubber. These dust shields may be reused when the time comes to reinstall the pieces.

5. To install:
 - A. Note: On 1990 and newer vehicles compress the strut by hand and slide the dust shield/snubber back into place.
 - B. With the three studs facing upward, install the lower plate through the unibody from the bottom side, lining up the studs with the holes in the unibody.
 - C. Select a stepped stem sleeve from the McCastor parts bag and slide it on the strut, making sure that the sleeves step faces upward.
 - D. Place the upper plate on next, lining up the slots with the studs that protrude through the unibody. If the car is lowered place one ½ inch thick steel dowel on the each of the bolts so the top plate is spaced up. On stock cars, the heavy offset plate goes on the passenger side.
 - E. Select another stepped stem sleeve from your parts bag and slide it onto the top of the strut, step downward.
 - F. Install the strut top nut and three mounting plate nuts. Torque to factory specs: Strut top nuts: 48 ft/lbs 3 plate nuts: 65 ft/lbs
 - G. Re-install the wheel, proceed to the other side of the vehicle and follow the same installation procedure.
 - H. To align, simply loosen the three mounting plate nuts. Camber adjusts side to side. Caster slides fore and aft.