



**Detroit Speed**  
**Camber Eccentric Lockout Kit**  
**1964-70 Mustang**  
**P/N: 031728DS & 031729DS**

The Detroit Speed Camber Eccentric Lockout Kit allows you to add alignment adjustment to the lower control arm on your 1964-66 Mustang. For the 1967-70 Mustang, DSE has improved the factory alignment hardware by replacing the round eccentric washer. The DSE octagon washer allows sixteen adjustment locations and eliminates any movement of alignment. Each shim is black anodized 6061 aluminum with laser etched hole locations.



Figure 1 - PN: 031728DS Shown

Item	Part Description	Quantity
1	Eccentric Lockout Washer	4
2	Eccentric Adjuster Tab (64-66 Mustang Only)	4
3	1/2"-20 x 4" L Hex Head Bolt	2
4	1/2"-20 Nylock Nut	2
5	1/2" SAE Washer	4
6	Instructions	1

**Installation Instructions**

1. To begin installation, chock the rear wheels. Raise the front of the vehicle and support the vehicle under the frame with jack stands. Remove the front wheels.
2. Remove the rearward most lower control arm bolt at the frame. Remove the rear control arm mount from the frame mount.

## 1964-66 Mustang

- Place the provided eccentric adjuster tabs on both sides of the rearward lower control arm frame mount. Use this as a template to transfer the slotted hole to the frame mount.
- Remove the adjuster tabs from the frame mount and slot the frame mounting hole to match your markings from the previous step.
- Install the adjuster tabs into the frame mount using the lower control arm bolt to line them up. Stitch weld the adjuster tabs to the frame mount. **NOTE:** Some fabrication work may be required on the frame mount. DSE recommends painting the adjuster tabs after welding/fabrication to prevent surface rust.
- Place the provided eccentric lockout washers on both sides of the adjuster tabs.
- Install the provided 1/2"-20 x 4" L hex head bolts, washers through the lockout washers, adjuster tabs and lower control arm mount. Use anti-seize on the threads of the bolts and install the provided 1/2"-20 Nylock nuts and washers. Torque the hardware to 60 ft-lbs. Repeat for the opposite side of the vehicle.

## 1967-70 Mustang

- Place the provided eccentric lockout washers on both sides of the rearward lower control arm frame mount. Install the provided 1/2"-20 x 4" L hex head bolts, washers through the lockout washers and lower control arm mount.
- Use anti-seize on the threads of the bolts and install the provided 1/2"-20 Nylock nuts and washers. Torque the hardware to 60 ft-lbs. Repeat for the opposite side of the vehicle.

### 1964-70 Mustang Alignment:

#### Alignment Range:

These numbers use upper control arm adjustments only:

	Min	Nominal	Max
Caster	+6.8°	+7.5°	+8.82°
Camber	-1.82°	-0.5°	+0.16°
Toe (in)		-1/16"	

	Min	Nominal	Max
Upper Caster	-0.25	0	+0.25
Upper Camber	0	1/4"	3/8"

**NOTE:** The lower control arm is installed in the nominal position [centered].

### Camber Adjustments:

#### Upper Control Arm

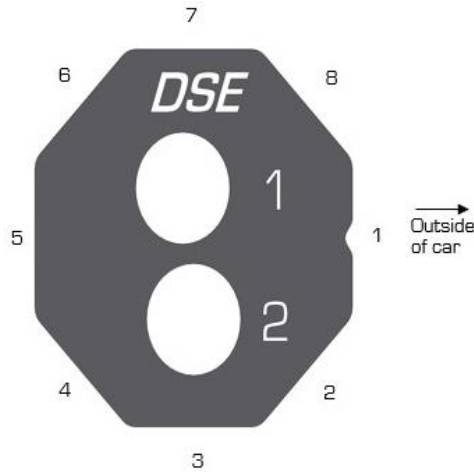
- Use an equal number of shims on the upper control arm.
- Adjust caster with control arm slugs.

Location	Shim	Effect	Shim Thickness	Camber Change
Upper	Increase	+ Camber	1/8"	+0.66°
Upper	Decrease	- Camber	1/8"	-0.66°

**Lower Eccentric Adjustments:**

- 1/16" movement results in 0.33° camber change.
- Move outward to decrease positive/increase negative camber.
- Move inward to decrease negative/increase positive camber.
- **Nominal setting – Hole #1 with notch facing outside of vehicle.**

Offset Distance		
Location	Hole #1	Hole #2
1	0	1/16
2	- 1/4	3/16
3	- 3/8	1/4
4	- 1/4	1/8
5	0	- 1/16
6	1/4	- 3/16
7	3/8	- 1/4
8	1/4	- 1/8
Location is determined by image		



**Caster Adjustments:**

**Upper Control Arm**

Move control arm rearward to increase positive caster.

Location	Slug	Effect	Offset	Caster Change
Upper	-2	- Caster	-1/4"	-1.32°
Upper	-1	- Caster	-1/8"	-0.66°
Upper	0	None	0"	0°
Upper	1	+ Caster	+1/8"	+0.66°
Upper	2	+ Caster	-1/4"	+1.32°

**Lower Control Arm**

Adjusting the lower eccentric will affect the caster.

- Move outward to increase the caster.
- Move inward to decrease the caster.

Adjusting the strut rod length will affect the caster.

- This is best used as a fine adjustment after adjusting the caster with the upper control arm.
- Shorten the strut rod to increase the caster.
- Lengthen the strut rod to decrease the caster.

If you have any questions before or during the installation of this product, please contact Detroit Speed at [tech@detroitsspeed.com](mailto:tech@detroitsspeed.com) or 704.662.3272

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