

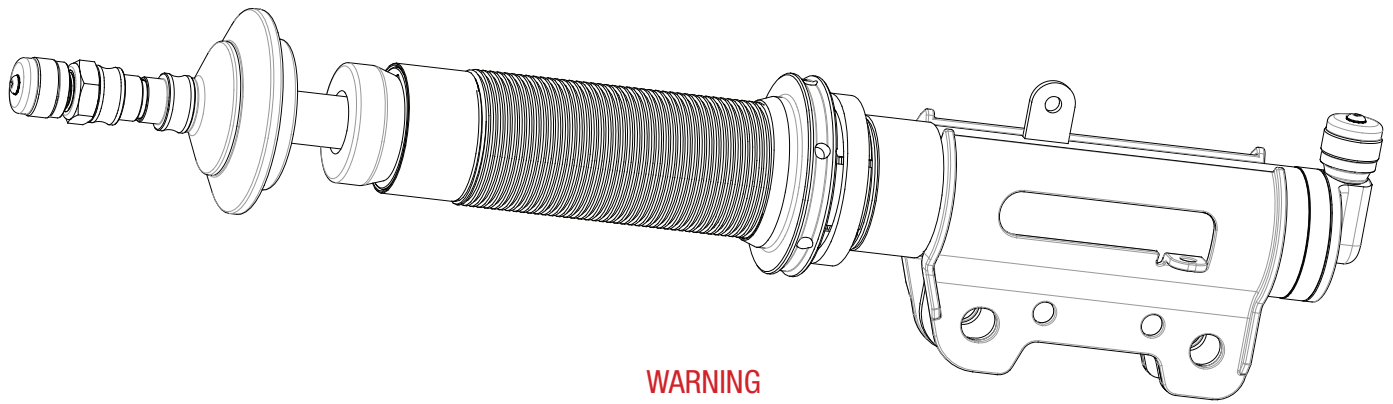


**30033**  
**2005-2014 Mustang**  
**Drag Strut Instructions**



**AFCO RACING**  
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### WARNING

Proper installation and setup of any drag racing suspension system is extremely important for the safety of the vehicle. The specifications and recommendations contained within this document must be followed to ensure safe installation and operation of the suspension components. Failure to do so may result in severe injury to not only the driver of the vehicle but others around the vehicle.

AFCO is not responsible for any product that has been improperly installed, crashed, welded to, or modified in any way. AFCO does not cover damage to any related components as a result. Neither the seller nor AFCO will be responsible or liable for any loss, damage, or injury resulting from the direct or indirect use of this product or inability by the purchaser to determine the proper use or application of this product.

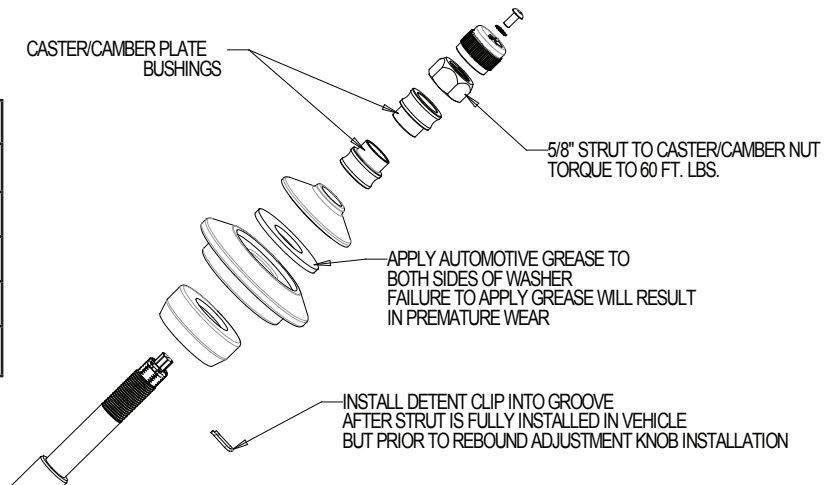
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#### Installation Instructions:

1. Install caster/camber plate to chassis following the plate manufacturer's instructions.
2. Attach the strut to the spindle using the factory M16 bolts and nuts and leave loose.
3. Install the following items in order onto the strut: coilover nut, spring, bump stop, upper spring seat, bearing washer (with grease), upper bearing seat, and one caster/camber plate bushing.
4. Insert strut shaft through caster/camber plate. It may be necessary to have an assistant support the strut and spindle while the upper components are being installed.
5. Install upper caster/camber bushing, install the 5/8" locking nut onto the shaft, and torque the nut to 60 ft. lbs.
6. After final tightening of nut, install detent clip, knob, lock-washer, and #8 screw.
7. Torque the lower strut/spindle nuts to 170 ft. lbs.
8. After setting ride height(s), tighten #12 bolt on coilover locking ring to secure coilover nut in position on the strut body.
9. The brake line can be attached to the tab on the strut if preferred.

FIGURE 1: Strut Upper Mount View

TORQUE SPECIFICATIONS		
Component	Thread Size	Torque
Strut to Spindle Bolts	M16	170 ft. lbs.
Strut to Caster/Camber Plate	5/8-18	60 ft. lbs.
Caster/Camber Plate to Chassis	7/16-14	50 ft. lbs.
Caster/Camber Plate to Chassis	3/8-16	30 ft. lbs.



**Adjustment Instructions:**

- Rebound is adjusted by turning the knob at the end of the shaft.
- Compression is adjusted by turning the knob at the base of the strut body.
- There are 36-40 “clicks” of adjustment for rebound. There are 22-26 “clicks” of adjustment for compression.
- To choose a firmer damping setting, turn the adjustment knob clockwise. To choose a softer damping setting, turn the adjustment knob counter-clockwise.
- Adjustment settings should always be based off the firmest setting for consistency. For instance, setting each strut “10-clicks” from full firm will yield the closest matched pair of settings between the two struts.
- The adjustments are most sensitive toward the firmest settings. Therefore, the first 10 clicks from full firm will have the greatest affect. Conversely, the last 10 clicks before full soft will have the least affect.
- If the adjustment range of this product is not adequate for its application, AFCO has the ability to custom valve this product. Call us at 1-800-632-2320 and let us know how we can help.

**\*NOTICE REGARDING REBOUND ADJUSTMENT\***

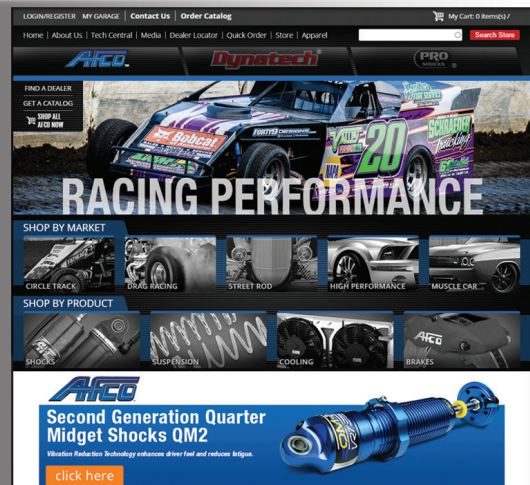
AFCO 30033 struts utilize a pressure-energized needle inside of the shaft that adjusts rebound. Once an adjustment is made on rebound, the strut must be compressed with a short, but quick, stroke to adjust the needle to the set position. During normal operation, this adjustment is activated by the normal motion of the vehicle’s suspension. This occurs even at very low speeds and strokes (i.e. driving through the pits or up to the starting line).

When stroking the strut by hand, the rebound may feel as if it is not changing when an adjustment is made. However, a quick compression stroke will set the needle appropriately so the rebound change(s) can be felt. Often, this compression stroke is accompanied by an audible “click” from inside the strut which is the rebound needle moving into position.



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