

# 3T049-1AS, 3T049-1ASK, 3T049-2AS, 3T49-2ASK Shelby (Arning) Drop Templates Instructions On Use.

National Parts Depot

05/3/2024

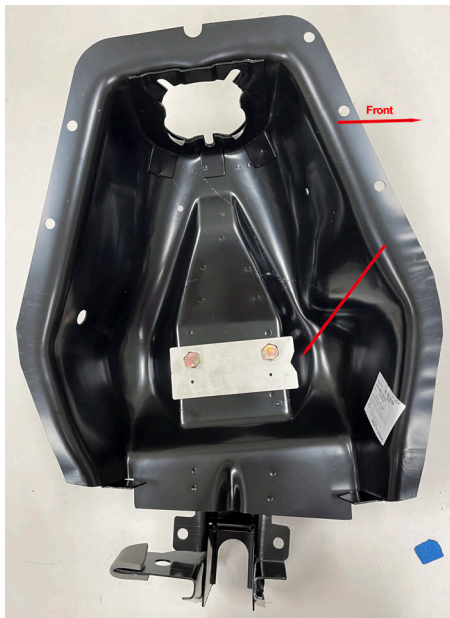
**Warning:** Compressed coil springs are under tremendous tension. Take all appropriate safety precautions to ensure your safety and of those around you. **Always wear safety glasses.** User accepts all risks of installation.

3T049-1AS and 3T049-2AS are single templates and no hardware.

3T049-1ASK and 3T049-2ASK are two templates with grade 8 hardware intended to remain attached to shock tower for added strength. See special notes below.

1) Remove shock absorber, coil spring and upper control arm from shock tower. Keep any alignment shims and mark their location for each of the 4 bolts so they can be replaced in the same position on re-assembly.

2) Place template on outer side of shock tower. On 65-66 templates there is a notch in the plate that **MUST** face forward when mounted to the tower. This is necessary due to the design of the inner structure and the 1/8" rear offset of the new mounting holes. Secure the template to the shock tower. Kits include the hardware necessary.



3) Drill pilot holes. 1/8" drill bit. Preferably using a Carbide or Cobalt bit. These will easily chew through the multiple layers of steel. Once the pilot holes are drilled, remove the template and finish drilling to the final hole size of 1/2". A round file can be used to correct any drift in the final holes to match the control arm studs. When drilling, make sure not to drill through any engine parts on the other side! If the plates are to remain, secure them using grade 8 hardware.

4) When installing the upper control arms, check for any interference between the arm stamping and the heads of the bolts retaining the plate if used. Also on original shock towers, the new lowered hole locations, the seating of the control arm mounting nuts may have clearance issues with the reinforcing structure of the shock tower. Grind down any flanges that are interfering with the nuts ability to torque down flat against the shock tower.

**Special notes:** You will need to remove 1/8" of alignment shims due to the new location of the holes. If the plates are to remain, another 1/8" of shims must be removed. The additional thickness of the plates remaining may not be possible on all cars due to dimensional differences. A Monte Carlo bar is recommended to assure proper distance between the towers that can effect alignment. A proper front end alignment is required after completing this modification.

Alignment specs are a source of debate. A search of the internet shows differing views. Take caution as the specs may reflect those for uses more towards racing and/or other additional vehicle modifications. Shown below are original factory specs taken from Shop manuals and Shelby literature.

### Mustang Alignment specs

	F			
	Minimum	Maximum	Maximum Variation	Optimum Setting
<b>65-66 Mustang 6 cyl.</b>				
Caster	0°	+2°	1/2°	+1°
Camber	-1/4°	+1/4°	1/2°	+1/2°
Toe-in	3/32"	11/32"	-	7/32"
<b>65-66 Mustang V8</b>				
Caster	-1°	+1°	1/2°	0°
Camber	-1/4°	+1/4°	1/2°	+1/2°
Toe-in	3/32"	11/32"	-	7/32"
<b>67-70 Mustang</b>				
Caster 67-68	-3/4°	+1 1/4°	1/2°	+1/4°
Caster 69-70	-1°	+1°	1/2°	0°
Camber	+1/4°	+1 3/4°	1/2°	+1°
Toe-in	1/16"	5/16"	-	3/16"
<b>71-73 Mustang</b>				
Caster	-1°	+1°	1/2°	0°
Camber	0°	+1 1/2°	1/2°	
Toe-in	1/16"	5/16"	-	3/16"
<b>65-70 Shelby Street</b>				
Shelby Arning Drop Alignment specs				
Caster	-	-	-	+2°
Camber	-	-	-	0°
Toe-in	-	-	-	1/8"
<b>65 Shelby R Model</b>				
Shelby Arning Drop Alignment specs				
Caster	-	-	-	+2 1/2° - +3°
Camber	-	-	-	-1°
Toe-in	-	-	-	1/8"