



Menscer Motorsports  
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### **Menscer Motorsports Front Double Adjustable Strut for '79-'04 Mustang**

\*\*\* Shock setting adjustments should always be from full tight, on compression and rebound (extension) \*\*\*

#### Factory Settings:

10C (10 clicks from full tight on compression) on strut body near spindle.  
15 clicks from full tight on rebound) on shaft mounting plate.

#### Starting Points:

For a marginal or decent track, change the settings to 5C and 30R with 1.5"-2.0" of travel  
For a hot or greasy track, change the settings to 2C and 40R with 2"-3" of travel  
For a cool or tight track, change the settings to 8C and 20R with 1"-1.25" of travel  
For an exceptional track, (like Holly Springs of South Georgia) change the settings to 8C and 10R or tighter with less than 1" of travel.

#### Notes:

For very bumpy tracks, it may be necessary to increase front end travel, and loosen the struts on both ends  
If the Car seems to want to shake or spin when the front end touches down, tighten the compression on the strut.  
Be aware that to loose of an extension setting may cause the front end to reach the travel limiters to quickly and will upset the chassis causing the tires to spin  
If you are driving into a power wheelie, 150ft or more, into the race track, loosen extension and decrease the front travel. Add power Earlier in the Run to Decrease the 60' times. The more speed the car is carrying the harder it is to power wheelie.

#### Disclaimer

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