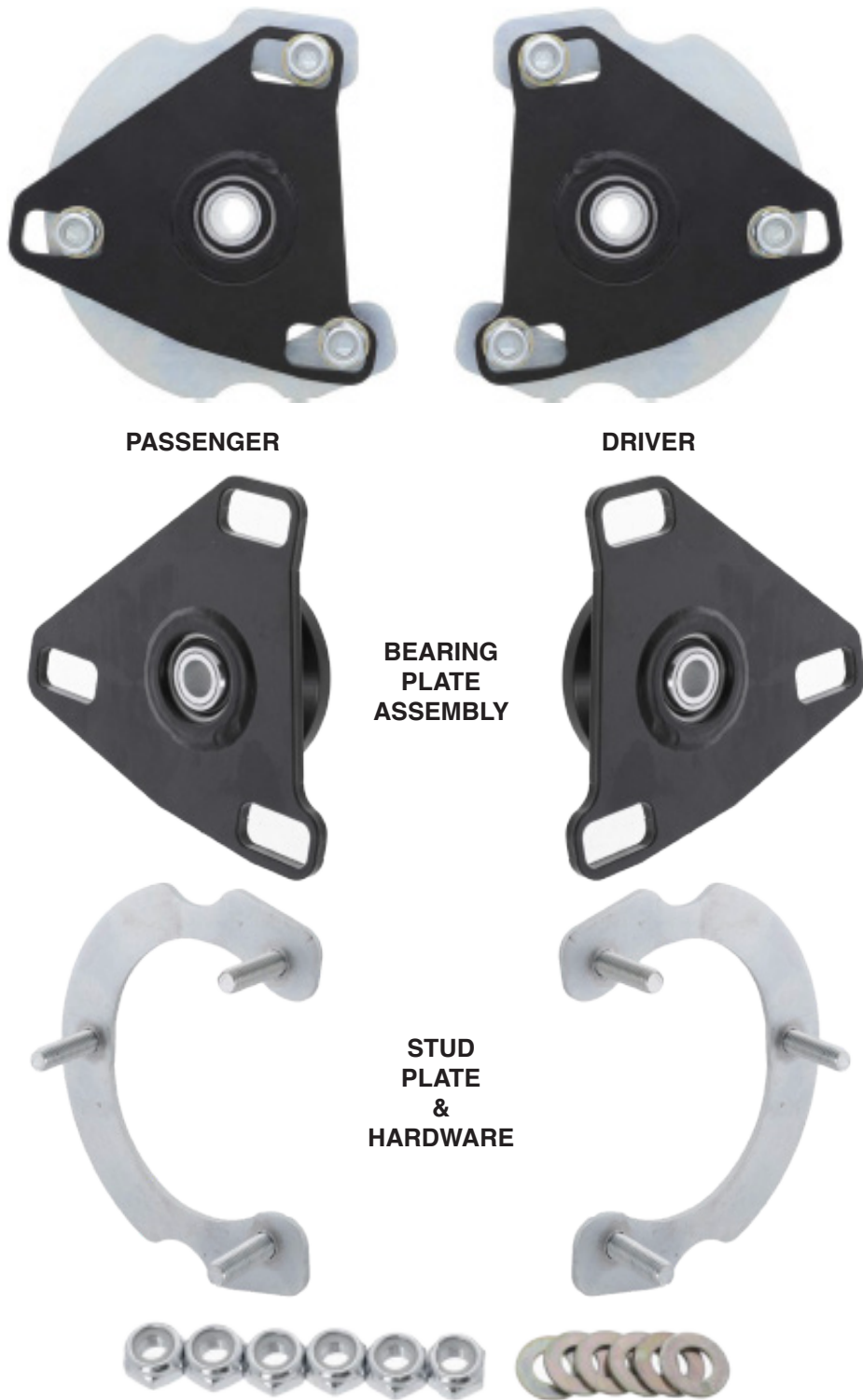


2015-20 Caster Camber Plate Install

BEFORE INSTALLATION:

Refer to a service manual for your car and acquire all needed tools. These instructions are not intended to replace aptitude and mechanical knowledge. Consult a local professional if you have any question about your ability to complete the installation. Only use the supplied hardware and as always - **BE SAFE!**



REMOVAL OF STRUT:

- Support the front of the car safely on jack stands or a lift.
- Remove the front wheels using a 21mm socket.
- Starting on the driver side, disconnect any clips attached to the strut.
- Disconnect the front stabilizer bar link from the strut housing. Use a 17mm wrench on the flats of the stud to stop it from rotating and an 18mm socket to remove the nut.
- Remove the two bolts holding the caliper to the spindle using a 15mm socket, and remove the caliper from the spindle.
- Remove the brake rotor from the hub.
- Remove the strut-to-spindle mounting nuts using a 24mm socket.
- Using a hammer, carefully hit the tip of the strut-to spindle mounting bolts to drive them out. These are splined and will require some effort to remove.
- Remove the 3 upper strut mount nuts using a 15mm socket.
- Repeat Steps 4 to 10 for the passenger side of the vehicle.

SVE CASTER/CAMBER PLATE INSTALLATION:

- Starting with the driver side strut assembly, compress the spring until tension is removed from the upper spring perch.
- Remove the strut shaft nut and remove the upper strut mount from the strut assembly. The spring perch should remain with the spring.
- Take the driver side plate assembly and install it onto the strut shaft/stock upper spring perch. (Your factory upper spring perch and rubber isolator will be reused.)
- Reinstall the strut shaft nut and torque to 76 lb-ft, if using an OEM strut. If using an aftermarket strut, torque to the manufacturer's specifications.
- Repeat Steps 1 to 4 for the passenger side strut assembly.

REINSTALLING THE ASSEMBLED STRUT:

- Starting with the driver side strut assembly, rotate the Caster/Camber Plate assembly so that the legs of the bearing plate assembly and the ears of the strut housing are pointing the same direction.
- Slide the driver side strut assembly into position and insert the stud plate mounting studs through the mounting holes in the strut tower.
- Thread 3 of the supplied flange nuts onto each of the studs that are sticking up through the strut tower top. Loosely tighten
- Attach the spindle to the strut.
- Torque the two strut-to-spindle nuts to 184 lb-ft.
- Reattach the front stabilizer bar link to the strut housing and torque the mounting nut to 85 lb-ft. Use a 17mm wrench to stop the stud from rotating.
- Reinstall the front brake rotor.
- Reinstall the front caliper and torque the 2 mounting bolts to 85 lb-ft.
- Reattach any clips that attach to the strut.
- Slowly and evenly tighten the flange nuts, making sure all the studs pull up evenly.
- Push the strut shaft rearwards in the strut tower opening for the initial caster setting, and center the strut shaft side-to-side for the initial camber setting.
- Torque the flange nuts to 46 lb-ft.
- Repeat Steps 1 to 12 for the passenger side of the vehicle.
- Lower the vehicle, reinstall wheels, torque factory lug nuts to 148 lb-ft

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