

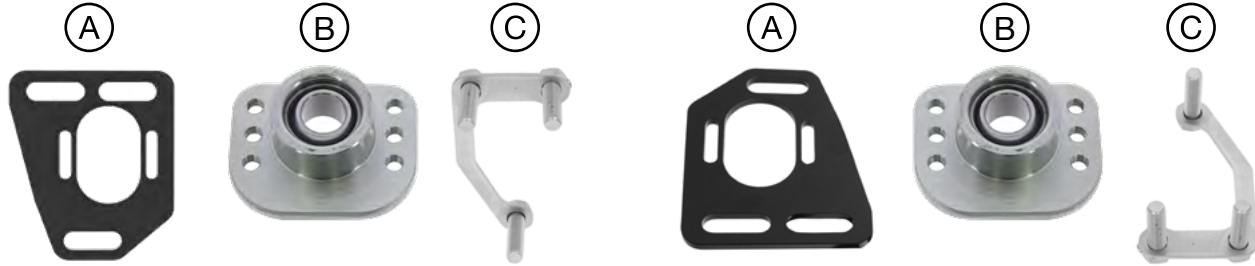


**1979-93 SVE CASTER/CAMBER PLATE
INSTALLATION INSTRUCTIONS**

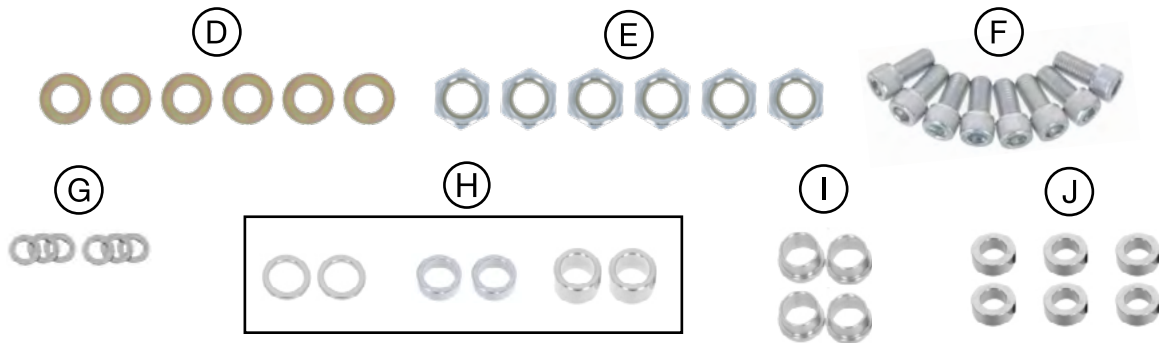
Prop. 65 Warning for California Residents
WARNING: This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

PASSENGER SIDE

DRIVER SIDE



HARDWARE



A - TOP PLATE (1 LH, 1 RH)

B - BEARING PLATE (2)

C - LOWER PLATE (2)

D - 12 MM FLAT WASHER (6)

E - NYLON LOCKING NUTS (6)

F - BEARING PLATE TO TOP PLATE SCREW (8)

G - BEARING PLATE TO TOP PLATE WASHER (8)

H - STRUT SPACERS (2 THIN, 2 MEDIUM, 2 TALL)

I - SPHERICAL BEARING INSERT (4)

J - TOP PLATE SPACER (6)

* PHOTOS MAY VARY

*Before you Begin: 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!***

1. Safely support the vehicle with a lift or jack stands.
2. Remove the front wheels.
3. Insert a floor jack below the control arm and jack up until slightly loaded.
4. Remove the strut shaft retaining nut where the strut goes through the caster camber plate. This will be visible from the engine bay with the hood raised. Using an impact gun will be helpful.
5. Lower jack until strut shaft is down through the top of the strut tower and OEM caster plate.
6. If the strut has not cleared the OEM plate, push the strut down through the opening until it clears the bottom plate. Removing the strut from the vehicle will get it out of the way but is not necessary.

You can move the strut out of the way and work around it or remove the strut completely to provide more room to work. If you remove the strut, you will need to remove the two nuts and bolts that hold the strut to the spindle at this point in time.

7. Remove the (3) upper strut mount retaining nuts.
8. Remove the bottom plate from the strut tower. Removal of the locating rivet may be necessary.
9. Remove the factory dust cover from the strut, but leave the factory bumpstop in place.
10. Loosely assemble the (A) bearing plate to the (B) top plate using the supplied (F) bolts and (G) washers. Start in the most centered location and adjust as necessary to achieve the desired caster. Loosely tighten the bolts. Use **Figures 1.1** and **1.2** as guides for assembly.
11. Install the (C) lower plate up through the strut tower.
12. Install (3) (J) top plate spacers onto the (C) lower plate studs.
13. Install the recently assembled (B) top plate and (A) bearing plate assembly.
14. Install (3) (D) 12mm flat washers and (3) (E) 12mm nyloc nuts onto the lower plate studs. Loosely tighten the nuts.
15. Install (1) thin spacer and (1) medium spacer onto the strut shaft. Install the (I) spacer last so that the spherical bearing will have a better “seat” for the strut shaft spacers.
16. Slide the strut shaft into the bearing plate.
17. On the top of the strut shaft from the engine bay side, install the one (I) insert, then install one (H) tall spacer on the strut shaft.
18. Reinstall the upper strut shaft retaining nut and then torque to the recommended value provided by the manufacturer of the strut.
19. Once setting the caster, torque the four bearing plate to upper plate bolts (F) to 27 lb-ft.
20. Once setting the camber, torque the three lower plate to upper plate bolts (E) to 65 lb-ft.
21. Repeat steps 1 through 19 for the other side.
22. Reinstall the wheels and torque the lug nuts.
23. Have the vehicle professionally aligned and then you’re all finished.

FIGURE 1.1
ASSEMBLED CASTER/CAMBER PLATES

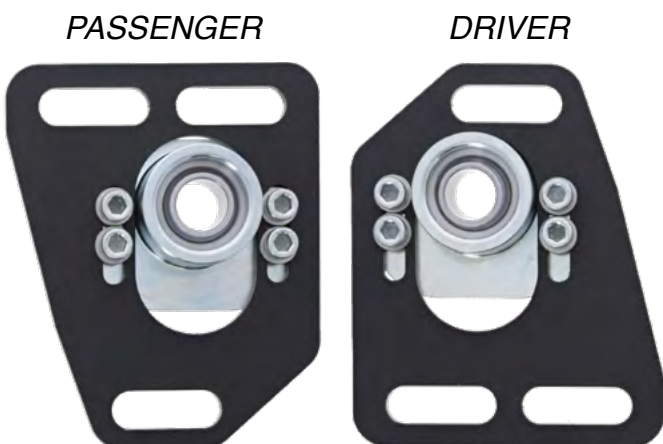


FIGURE 1.2
MOUNTING LOCATIONS FOR BEARING PLATES



TORQUE SPECS:

Bolt plates: **65 lb/ft** dry

Bearing plate bolts: **27 lb/ft** dry

ALIGNMENT RECOMMENDATIONS FOR STREET APPLICATIONS:

CASTER

We recommend that you set your caster at the maximum positive possible, but make sure both sides are equal (Slight adjustment may be necessary for road crown.).

CAMBER

Most street driven vehicles will achieve good tire wear with -0.5 degrees of negative camber.

Depending on your driving habits, you may need to adjust the camber to compensate for tire wear.

TOE

Set toe to the factory specifications.

WARRANTY:

SVE Caster/Camber Plates purchased on or after August 2015 are covered by a 1-year warranty.

This warranty is available only to the original purchaser and is limited to the repair or replacement of the defective Caster/Camber plate component. SVE and LMR are not liable for labor, damage, or other incurred expenses beyond repair or replacement of the defective Caster/Camber plate component. Refer to LMR.com for the full warranty disclosure.

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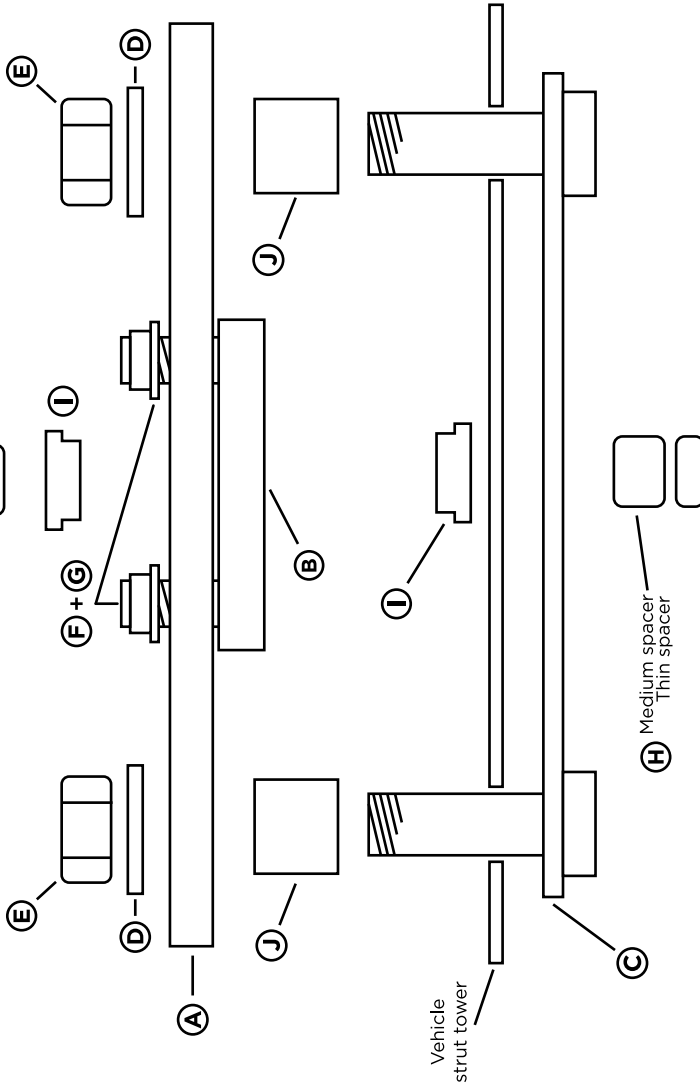
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(H) Tall spacer



(H) Medium spacer
Thin spacer

Strut shaft

Strut body

- (A) Top Plate
- (B) Bearing Plate
- (C) Lower Plate
- (D) 12mm Flat Washer
- (E) Nylon Locking Nuts
- (F) Bearing Plate to Top Plate Screw
- (G) Bearing Plate to Top Plate Washer
- (H) Strut Spacers (2 thin, 2 medium, 2 tall)
- (I) Spherical Bearing Insert
- (J) Top Plate Spacer