LMR
LATE MODEL RESTORATION

SVE
SPECIAL VEHICLE EQUIPMENT

INS-CC7993

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.

DRIVER SIDE

A

B

C

D

E

F

G

H1

H2

H3

I

J

PASSENGER SIDE

A

B

C

D

E

F

G

H1

H2

H3

I

J

A - BEARING PLATE

B - TOP PLATE

C - LOWER PLATE

D - 12 MM FLAT WASHER

E - NYLON LOCKING NUTS

F - BEARING PLATE TO TOP PLATE SCREW

G - BEARING PLATE TO TOP PLATE WASHER

H - STRUT SPACERS

I - SPHERICAL BEARING INSERT

J - TOP PLATE SPACER

** PHOTOS MAY VARY*

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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 underneath the control arm and jack up until slightly loaded.

4. Remove the strut shaft retaining nut. Using an impact gun will be helpful.

5. Remove the (3) upper strut mount retaining nuts.

6. Lower jack until strut shaft is down through the top of the strut tower.

7. Push the strut down through the opening until it clears bottom plate. Removing the strut from the vehicle may be necessary.

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. When you're ready, torque these bolts to 27 lb-ft

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 (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. When you're ready, torque these nuts to 65 lb-ft.

15. Install (1) (H1) spacer and (1) (H2) 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. Raise the jack to establish some preload on the suspension and then carefully lower the hood to check clearance. The goal is to get the top of the strut shaft as close to the hood as possible without hitting. Typically, lowered vehicles require more spacers underneath the bearing plate.

18. Repeat steps 15 through 17 as necessary. Once the strut height is set, install (1) (I) spacer and then install (1) (H3) spacer

19. *Please note: Spacer arrangement will differ from vehicle to vehicle.*

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20. Reinstall the upper strut shaft retaining hardware and then torque to the recommended value provided by the manufacturer of the strut.
21. Repeat steps 3 through 20 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.

TORQUE SPECS:

Bolt plates: 65 lb/ft dry
Bearing plate bolts: 27 lb/ft dry

ALIGNMENT RECOMMEDATIONS 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 -.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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