

94-04 SVE CASTER/CAMBER PLATE INSTALLATION INSTRUCTIONS

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. Raise car and place jack stands securely under front end.
2. Remove front wheels & tires.
3. Insert floor jack under control arm and jack up until slightly loaded.
4. Remove upper strut mounting nut. Using an impact wrench will be helpful.
5. Remove the 3 stock strut mounting bracket nuts.
6. Lower jack until strut shaft is down through top hole of strut tower.
7. Push strut down through factory hole 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 factory dust cover from strut.
10. Install new bottom plate up through 3 mounting slots of factory strut tower.
11. Install new top plate/bearing plate assembly making sure the slots face front to rear.
12. Use slot configuration in Figure 2 for stock springs or lowering springs up to .75". Use slot configuration in Figure 3 for lowering springs beyond .75" or for performance handling applications.
13. Use three 10mm flat washers and three 10mm nyloc nuts to loosely retain the assembly in place.
14. Space the strut with the supplied spacers. A good starting point is to use one 15mm spacer on the strut shaft and then slide the strut shaft in to the bearing plate.
15. Raise the jack to compress the suspension and lower the hood and check clearance. The goal is to get the top of the strut shaft as close to the hood as possible without hitting.
16. Repeat 14 and 15 as necessary. Once strut height is set, use enough spacers on top of the bearing plate to allow the nut to tighten down about 1.5" from the end of the strut shaft.
17. Verify strut does not bottom out internally.
18. Repeat for other side of vehicle
19. Have vehicle professionally aligned.

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 -.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:

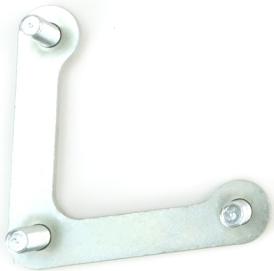
SVE Caster/Camber Plates purchased on or after August 2015 are covered by a 1-year warranty. This warranty is available only to the original purchaser and is limited to the repair or replacement of the defective Caster/Camber plate component. SVE and LMR are not liable for labor, damage, or other incurred expenses beyond repair or replacement of the defective Caster/Camber plate component. Refer to LMR.com for the full warranty disclosure.

PASSENGER

DRIVER



TOP PLATES



BOTTOM PLATES

FIG. 1



FIG. 2



FIG. 3



15MM (2) 8MM (4) 3MM (4)

FIG. 4



FIG. 5