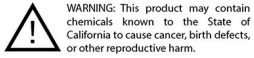


1994-04 Caster Camber Plate Install

Prop. 65 Warning for California Residents



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!**



FIGURE 2



FIGURE 3

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.

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.



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