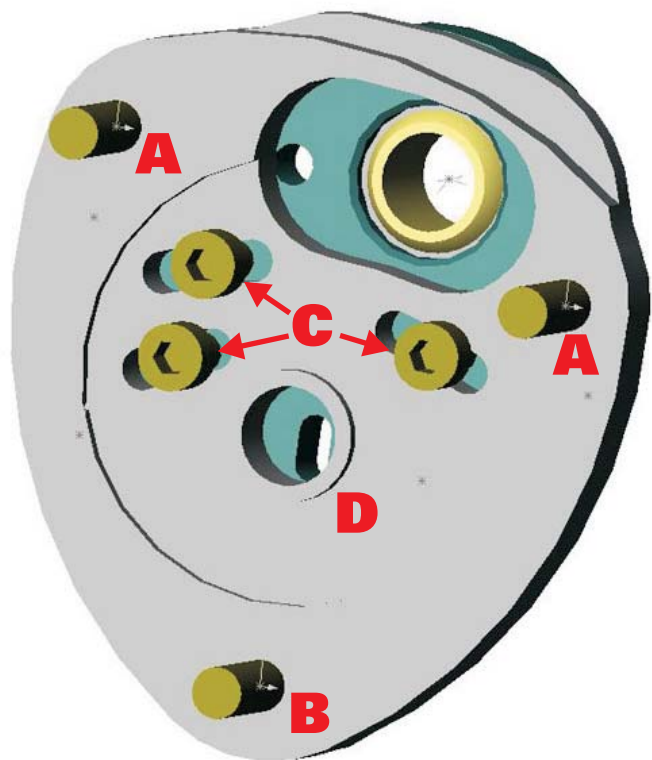


Caster Camber Plates - INSTALL AND USE AT YOUR OWN RISK

Please read all instructions and if you are unclear or uncomfortable with any of it, please consider having it installed professionally. We can not be responsible for damage to your car or suspension. Please check all suspension and steering parts



When you install the caster camber plates, bolt "B" goes toward the front of the car.

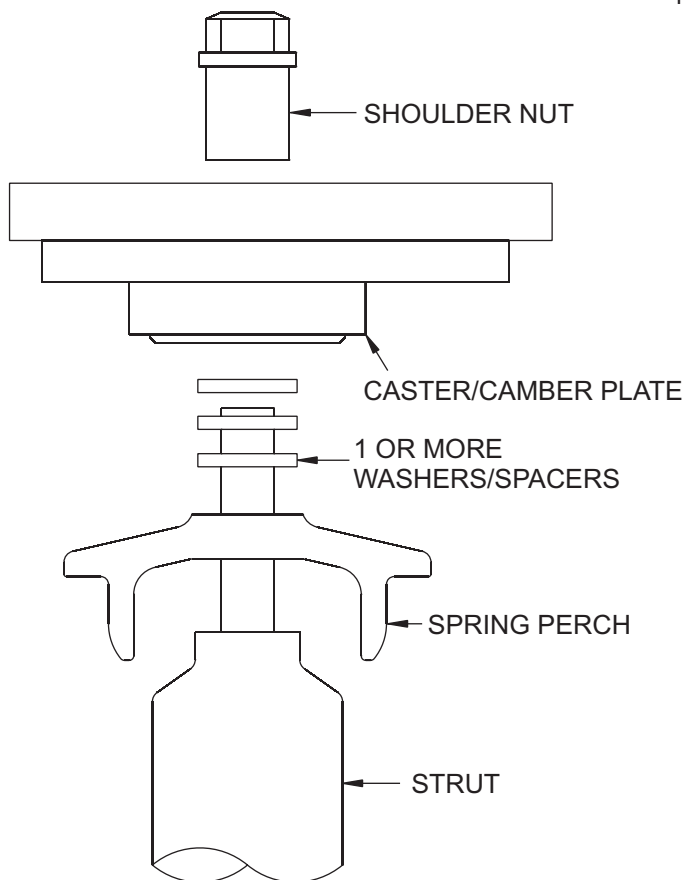
To change or adjust your camber, you will need to loosen the three "C" bolts and the "B" main mounting bolt. The middle plate rotates around that bolt. If you have someone do your alignment, be sure to tell them this because it is not obvious. You may want to leave a little torque on one of the bolts to keep some resistance on the plates.

The camber tool fits in the 3/4" hole "D" in the center of the top plate. You can use either a 3/4" or 19mm wrench to turn the camber tool to make fine adjustments to the camber. Do not force it, if it does not turn with moderate pressure, make sure all four bolts are loose enough.

Torque Specs:

Main mounting bolts "A" and "B" 10mm bolt, use 14mm wrench or socket. 380 In/Lbs, 32 Ft/Lbs, 43NM

Camber adjusting bolts "C" 8mm bolt, use 6mm hex key wrench 195 In/Lbs, 16 ft/Lbs, 22NM



Mount the caster camber plates to your strut as shown to the left. Use at least one of supplied steel washers, your own spacer, or combination of the two. If you use your own spacer directly below the caster plate, be sure it does not limit the tilt of the caster plates (interfere with the pillow ball bearing) and be sure it is steel and not aluminum. You can use an aluminum spacer between the spring perch and one of the supplied washers.

The stud at the top of your strut should not stick out of the top of the shoulder nut by more than .5m, flush is best.

If your damper adjuster is located at the top of the strut, you can cut/drill an opening in the strut tower to get to the adjuster. Make sure you have 1/4" (6mm) or more spacer around whatever protrudes through the opening. As you turn and the suspension goes through the travel, the stud moves around and you do not want to break off the top of the stud.